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L.A.W. BULLETIN

AND GOOD ROADS

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VOLUMES 21 & 23

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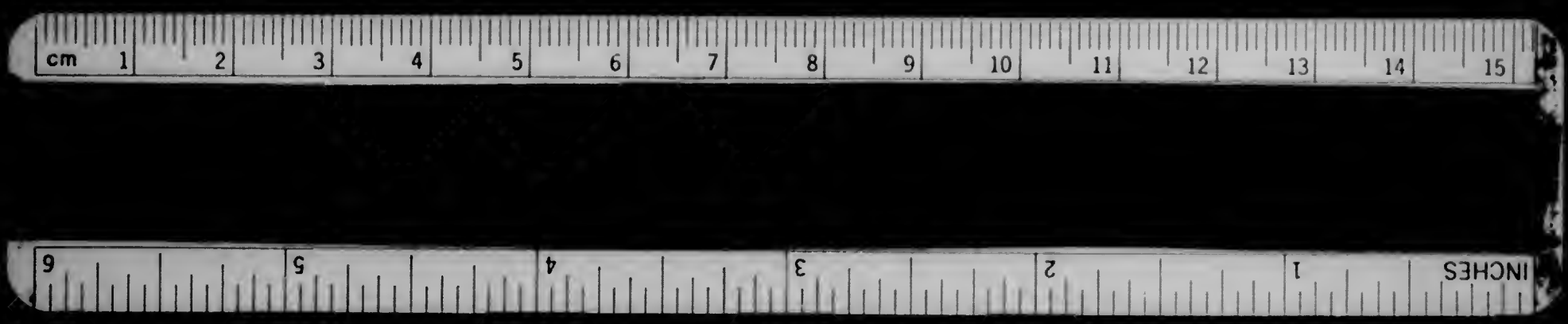
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THE L·A·W·BULLETIN AND GOOD ROADS

Vol. XXI. Boston, April 5th, 1895. No. 14.



THE PLEASURE CARRIAGE DRIVE OF BUENOS AYRES, ARGENTINE REPUBLIC.

See descriptive article on page 17.

Eight hundred and fifty acres is the amount of ground occupied by the park, which has a very fine avenue of palms through the centre of it; and in this *Avenida* it is not uncommon to see three hundred or more splendid carriages, many of North American manufacture, and ten thousand pedestrians.

Subscription, $1.00 per Year. **Special Club Rate, to League Members Only, 25 cts.**
Entered at Boston Postoffice as Second-class Matter.
Price, 5 cents.

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Price, 5 cents.



ELF-TIGER CYCLISTS'

Investigation Committee.

First Lieutenant.

Single adjustment.—No loose ball seats.—Balls don't fall out when axle is removed.

Second Lieutenant.

These spokes all right.—Only one in 50,000 went wrong last year.—Same stuff this year.

Secretary.

6-7-8 teeth Captain.—Scientifically correct on that point.

Pace-Maker.

Ah! but the ring of this crucible steel doth please mine ear.

Color Bearer.

Sprocket, Hub and Ball Seats all in one piece, the lightest on the market.—The ordinary hub is made from eight to a dozen parts you know, Captain.

Captain.

Bugler, call the boys.—This is the same hub used last year, only one in 10,000 went wrong.—This is what we want.

Second Lieutenant.

I say, Captain, the bugler is otherwise engaged just now.

OVERMAN WHEEL CO.,

Boston. New York. Detroit. Denver.
Pacific Coast. San Francisco. Los Angeles. Portland.

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & CO.,

406 to 412 Broome Street, NEW YORK.

Send Stamp for Sample of ∴ ∴ ∴

LEAGUE CLOTH

and PRICE LIST OF UNIFORMS.



The L. A. W. Helping Hand

Designed and Furnished only by the

League of American Wheelmen.

$1.00 Each. Lettered Both Sides, $1.80.

Please be particular to give the correct number of miles to the place toward which the hand is to point, and **write very plainly** all names, including your own. Also, state whether it is to point to the right or left as you stand facing it.

Full payment must come with all orders, as prices are made too low to include any book-keeping or unnecessary correspondence.

Time required after we receive your order is from five to seven days.

DESCRIPTION.

The length of this sign is 20½ inches. It is made of tough steel, No. 18 gauge, and is thoroughly painted and varnished.

The wheel in the L. A. W. emblem is gold on a black background. The wings are of aluminum, and the initials red.

The weight of a single sign, ready to ship, is forty ounces.

All orders for the Helping Hand should be sent to

STERLING ELLIOTT,

12 Pearl Street, BOSTON, MASS.



ELF-TIGER CYCLISTS'

Investigation Committee.

First Lieutenant.

Single adjustment.—No loose ball seats.—Balls don't fall out when axle is removed.

Second Lieutenant.

These spokes all right.—Only one in 56,000 went wrong last year.—Same stuff this year.

Secretary.

6-7-8 teeth Captain.—Scientifically correct on that point.

Pace-Maker.

Ah! but the ring of this crucible steel doth please mine ear.

Color Bearer.

Sprocket, Hub and Ball Seats all in one piece, the lightest on the market.—The ordinary hub is made from eight to a dozen parts you know, Captain.

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12 Pearl Street, BOSTON, MASS.



The Trinity
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HIGHEST QUALITY.
LOWEST PRICE.
BEST APPEARANCE.

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Unequalled Durability.
Noiseless.
Dust and Damp Proof.
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Easily Applied.
Registers 1000 Miles and Repeats.
Made for 24, 26, 28 and 30-inch Wheels.
Adjustable to Wheel from any Position in Saddle.
White Enamel Dial.
Beauty Same as a Watch.

Guaranty Price, **$2.00** With Discount to Dealers

THE most delicate machine in popular use is the Watch. The men who make this "instrument of precision" are trained through long years of accurate manipulation and painstaking care.

When a Watch Company, housed in a great factory, with a world-wide reputation for the quality of its products, adds that *Twin* "instrument of precision," **The Cyclometer,** to its line, it is safe to predict for it an enormous popularity, based on its essential merit, and its low price which the economies of large manufacturing make possible.

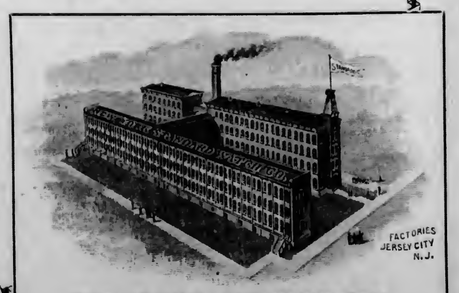
The "Standard" Cyclometer, made by practical watchmakers, out of watch materials, in a watch factory, is thus unqualifiedly guaranteed.

A GUARANTEE THAT GUARANTEES.

We guarantee that the Standard Cyclometer will stand constant use throughout the life of the buyer. (One was speeded, under power, for 130,000 miles, and showed no appreciable wear). Further, we will repair, without charge, any injured in a mishap to the bicycle. (They are made with a thought of hard knocks).

HANDSOME SIGNS FREE TO THE TRADE.

The New York Standard Watch Co.
11 John Street, New York.
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Where "Standard" Cyclometers are Made.

Sent to Bicy. July 28. 1898. Y. Com.

Good roads consolidated with this. April 5. 1895

THE L·A·W·BULLETIN AND GOOD ROADS

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY
STERLING ELLIOTT,
12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.
ABBOT BASSETT, Associate Editor.

Total number printed this week,	30.000
Sent to old L. A. W. Members and League Clubs,	25,827
Sent to paid subscribers,	2,555
Samples to Advertisers, Exchanges, etc.,	1,618

WHAT IS THE MATTER WITH THE LEAGUE?

WE are pained to notice an almost universal anxiety on the part of the cycling press, lest the "good old League" should go wrong.

Knowing as we do, that this solicitude is heartfelt, and also being aware of the fatiguing effects which are produced by mental worry, we hasten to assure our friends of the cycle press that much peace of mind might be secured by looking on the League and its affairs in a more optimistic spirit.

It is extremely probable that cycling and cycling papers would have existed and have been at the present time very successful even had there been no such organization as the League.

But no one who thinks calmly can claim that anything like the fullness of success which has been attained, could have come without the fostering and protecting aid of the L. A. W.

The average cycling editor, whose personal interest in the League amounts to but one dollar per year which he may pay or not as he chooses, can see a great future in the organization if his paper could but be permitted to print the official news, exclusively.

Under such circumstances, the present constitution and by-laws would do well enough, the management could be almost anything, and still there would be great hope for the "old ship."

It would even be considered a good thing if the League would send its official news to *all* the cycling papers. Though this last method has not quite so good a sound, yet the average "esteemed contemporary" would look upon it with fairly well assumed complacency.

But it was decided to have a new paper whose name and nature should stamp it as essentially the League organ, even though the business details were not directly assumed by the League.

Our e. c., upon learning of this, at once takes on a new aspect, his brow lowers, his general bearing indicates the greatest apprehension, he "views with alarm" where he had hoped to "point with pride."

Dark clouds obscure his horizon; the bright star of future greatness for the L. A. W. is at once extinguished by unreasoning doubt; he sees amid the roaring breakers, the tattered form of the old ship being mercilessly beaten upon the ragged rocks of certain destruction.

His prophetic sense enables him to look down the dim vista of the future and see within the confines of some long forgotten graveyard, a little neglected mound, having at its head the remains of a decaying stone, upon which is the nearly obliterated inscription,

> Here lies the League of American Wheelmen.
> It died because it didn't furnish its news
> To all the cycling press.

The cycling editor sees naught but despair where but a few short weeks ago all was hope and gladness.

Re-organization is talked of, and nearly every scribe who meets the L. A. W. puts on that sad, anxious look, and then at once suggests a remedy for what almost seems to him a real disease.

The c. e. goes home to formulate other diseases and remedies, and the L. A. W. moves on toward an exceedingly hopeful convalescence.

The reader should not forget that this also is written by a cycling editor (a green one, but yet, nominally, an editor). To him the L.A.W.wears a

PEERLESS

Riders make the records

Agents make the profits

We make the wheels

TRADE MARK

WHY? See the wheel, IT tells about the records
See us, WE tell about the profits

POINTS of merit: Patent handle bar adjustable without dismounting; patent detachable sprocket; patent seat post adjustment; superb design, construction and finish.

PEERLESS MFG. CO.,

CLEVELAND.

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Clippers

Successful Sailing

in the business world is what we are all aiming at. Many firms have built up a great business by careful attention to the wants of their customers, and by supplying those wants.

Few bicycle makers pay any attention to the wants of customers. They simply **copy** the productions of another maker without **knowing** whether they are correct or not.

Within the past two years the Grand Rapids Cycle Co. has **advanced** with strides which have surprised all who know them. Their success has been due to a careful study of the wants of **local** dealers, and a promptness in supplying those wants.

No maker takes **more** (and few as much) interest in the local dealer than this concern. Last year they wrote all their customers asking for criticisms on the '94 models, and also for suggestions which would **improve** their wheels. The '95 product of this concern is the result of practical suggestions and improvements of the **dealers** throughout the country, backed up by **knowledge** and **experience** of men who for ten years or more have been practical wheelmen. Mr. Dealer, **your** success in selling bicycles

Depends upon a Good Pilot

wheel for a **leader.** Why not handle the new Clippers? Make a **leader** of them. They, with the help of the concern which builds them, will guide you safely to the **business harbor of success.**

GRAND RAPIDS CYCLE CO.

look which indicates extreme longevity. Its future shines with a lustre never before observable.

He sees in his mind's eye, the "old ship" riding jauntily upon the sun-kissed waves of prosperity; her snowy sails filled with heaven's sweetest oxygen, with Kirkpatrick's brass band on board, and the delightful strains of the "Star Spangled Banner" floating through the ambient air to the uttermost ends of the earth.

We believe this; we shall work for it.

There are thousands of faithful wheelmen everywhere who believe it and who will show their faith by their works.

Many of our esteemed comtemporaries believe it, and for those who do not, we breathe this silent prayer (though not very silent either, considering our circulation).

May the scales fall from their eyes, and may they come out into the sunshine of the new year, which is now twelve-month, and may they always remember that

> "As evening's pale and solitary star
> But brightens while the darkness gathers round.
> So *Faith* unmoved amid surrounding storms
> Is fairest seen in darkness most profound."

Should the L. A. W. control professional racing? See Mr. Raymond's article in this issue.



WHY I TOOK IT.

MR. GIBBONS and Mr. Smith, whose pictures are shown above, met recently at a "smoking concert" in Toronto, Canada, and they conferred with each other as follows:

MR. SMITH: Say! have you got any place to sleep to-night?

MR. GIBBONS: No!

MR. SMITH: Neither have I.

MR. GIBBONS: Well, then, come and sleep with me.

This dialogue, somewhat modified, will explain how the L. A. W. BULLETIN AND GOOD ROADS got into the present hands.

I have long believed that a permanent Bulletin of some sort would be the most potent factor in getting and keeping together any considerable number of League members.

An effort to make and maintain a satisfactory Bulletin has been honestly followed up even to the verge of disaster, by several able men who had back of them an experience in the business of publishing, which, coupled with the energy and industry put forth should have made it go if there was any of the winning elements in it.

Each time, however, the end has been the same, except that the manner of its taking off has varied just enough to afford scope for the ever ready obituary writer.

The rush after L. A. W. publishing honors finally subsided and it began to look as though experienced publishers, especially those who had had this particular kind of experience, were beginning to be "backward about coming forward."

About this time I conferred with several of the more prominent L. A. W. officials and this is about what was said:

I asked, "Can the League run its own publications?" and the answer was:

"No, the League cannot do so safely."

Then I asked:

"Will the League give me its patronage at a fixed rate per member if I will run the paper?"

The next question was, "What do you know about running a paper?"

My answer to that question need not be printed. I will only say that it was truthful.

I am gravely informed that had I understood any of the fundamental principles which underlie the "art preservative of arts" I could not have desired to rush in where others feared to tread.

When my proposition was first announced to the Assembly, a newspaper man at the press table was heard to remark to his neighbor:

"Elliott must have money to burn."

It might be proper for me to state that his random guess was wide of the facts.

A Pretty Good Wheel

STRENGTH

Goes with utility. A bicycle can't be **useful** or comfortable unless it's **strong.**

THE STERLING

Is, to a certainty, the strongest of all bicycles. It is so, because it is made so.

WEIGHTS, 19 to 27 Lbs.

PRICES, $100 to $125.

Agents Everywhere. Catalogues Mailed Free.

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Because It's Made So.



THE WHEELWOMAN
ANNOUNCEMENT.

The time is ripe for a woman's paper devoted to wheeling for women.

A medium is needed for the dissemination of instructive and interesting articles on the subject upon which the existing cycling press is almost unanimously silent.

THE WHEELWOMAN gathers items of interest from all possible sources pertaining to the sport. Fashions in wheel dress and accessories will be given special attention.

THE WHEELWOMAN is in the field, not as a competitor with other cycling papers, but to extend and broaden a work begun years ago: that of bringing women to a realizing sense of the importance of out-door exercise.

THE WHEELWOMAN advocates the highest standard of cycling from a healthful and artistic standpoint.

THE WHEELWOMAN is in no sense a trade journal.

THE WHEELWOMAN advertises and recommends nothing which cannot receive personal endorsement.

Interesting articles by and about prominent women who advocate the wheel, appear each month in the WHEELWOMAN. Able writers contribute to its columns. THE WHEELWOMAN is conducted by

MARY SARGENT HOPKINS.

We offer all Women Members of the L. A W., one year's subscription to THE WHEELWOMAN for 50 cents. The same offer holds good to any woman joining the League within three months of this date. After she has joined, to make the inducement still greater we offer Frances E. Willard's new book, "A Wheel Within A Wheel" (which will be put on the market about April 1st, at 50 cents), with one year's subscription to THE WHEELWOMAN, for 75 cents. This to woman League members. All others can have the book and a year's subscription to WHEELWOMAN for $1.25.

THE WHEELWOMAN PUBLISHING CO., ***131 Tremont St., BOSTON.***

I am at present burning coal and feel quite confident as to the future, for there are still three coal dealers in Newton to whom I am not in debt.

"Experience keeps dear schools," was written in good faith, and Dr. Franklin probably thought he knew, but I rather like the school of experience, for when you have paid your tuition and got your degree, you own something that they can't take away from you.

Experienced publishers have not made of the BULLETIN a conspicuous success.

It is now in the hands of one who has no fear of Gahenna, for he is too green to burn.

There is no need to say that the result cannot be foretold, for it can.

And is.

The prediction is confidently made that "it's only a question of time."

Well, the "old L. A. W. ship," as Bro. Bassett insists on calling it, is cut loose once more: she floats; she moves, etc. It has been stated by writers, who I fear may be prejudiced, that the "old ship" is badly out of shape, but don't you believe it. She is not what she *will* be, but that's all right; the hull is sound, the rigging is in fairly good shape and is getting better every day.

And I feel like the boy who

Stood on the burning deck
Whence all but him had fled,
While round him lay the bleaching bones
Of BULLETINS cold and dead.

Alternate hope and fear and doubt
Would fill the average man,
But I look on and up and out
At nature's never changing plan.

I know that in the olden days,
If faith enough the people felt,
'T was thought that mountains could be razed,
And rocky hearts be made to melt.

My faith in men is ever strong,
I wouldn't lose it if I could,
And though I often may be wrong,
You 'll always find me sawing wood.

STERLING ELLIOTT.

It looks now as though this year might close with 50,000 L. A. W. members. The 100,000 mark is not far off.

Does anything ever happen in your town which would interest League members elsewhere? If so, send it to the BULLETIN.

THE WOODBRIDGE MASCOT.

The little pickaninny whose cut is here presented is recognized by the members as the club mascot. He was found by them while on one of their annual camping tours on the shores of lake Nipmuck.

The little fellow could hardly talk and could give no clue which would lead to his identity, and the closest investigation failed to reveal who he was or how he came to be lost.

He was taken in by the club, and when his eyes fell upon the tambourines, bones and banjos which always accompany the members on their outings, he was delighted and at once showed remarkable musical talent, and whenever an opportunity presented itself was always ready to take his part.

Last year, if you remember, he sang a song at their minstrel show, and it was there that he won his first laurels. The Woodbridge club, as you probably all know, was the first ladies wheel club organized in America, and has also the honor of being the first ladies club to join



the League. Although the club is self-supporting in a sense, it becomes necessary for the members to do something every year to replenish their treasury. Last season they gave a minstrel entertainment at Odd Fellows Hall, North Cambridge, which proved quite a success from an amateur minstrel point of view, and encouraged by their success, and at the request of the League officials the entertainment will be repeated at Association Hall, Boston, May 29, the evening before the annual meet, and a cordial invitation is extended to all wheelmen to come and laugh and have a good time. The circle will be composed entirely of club members. The stump speech is to be written by Chief Consul Elliott, and Secretary Abbot Bassett is to compose a song. The music will be under the direction of Mr. J. Ed. Lakeman. The price of seats is 75 cts., league members 50 cts.

LEAGUE MEMBERS

WHO ARE LOOKING FOR NEW WHEELS **Want the Latest and Best.**

To get it, call on your local . . **Premier Agent** and ask to see the **New American Helical Premiers** Weights 16 to 20 lbs. All patterns. **$100.**



☞ Don't buy a wheel until you have read the U. S. Gov't Report on Helical and drawn tubes. In Premier Catalogue for the asking.

PREMIER CYCLE MANUFACTURING CO.,

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MARION WOOD RIMS.

"Cherry Rims" H. T. SCORCHERS.

MARION WOOD RIMS.



Light Weights
Large Tubing
Any Tire Desired
Finished in Black or Cherry
Any Height of Frame
Built to reach

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THE CHERRIES ARE NOW RIPE AND ARE BEING SOLD BY THE FOLLOWING GOOD PEOPLE:

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GEO. WORTHINGTON CO., Cleveland, Ohio—Michigan, Eastern Ohio, Western New York, Pennsylvania (excepting Philadelphia).
BURTIS & ZIMMERMAN, Asbury Park and Freehold, N. J.—N. J.
PORTER & GILMOUR, 1773 Broadway and 16 Warren St., New York—New York City.
MORGAN & BEACH, Ft. Wayne, Ind.—N. E. Cor. of Indiana and adjoining counties in Ohio and Michigan.
O. S. POTTER, care of H. P. Gregory & Co., San Francisco.—California
A. L. DEANE & CO., 1116 Farnam St., Omaha, Neb.—Nebraska.
DENHARD MFG. CO., Louisville, Ky.—Kentucky.
A. L. DEANE & CO., 1724 Lawrence St., Denver, Colo.—Colorado.
ALADDIN CYCLE CO., 605 Delaware St., Kansas City, Mo.—Kansas

. . Send for a Catalogue . . **MARION CYCLE CO.,** . . MARION, IND. . .



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SECOND PRESIDENT.



CHARLES E. PRATT,
of Boston,
FIRST PRESIDENT AND FIRST LEAGUE MEMBER.



CHARLES H. LUSCOMB,
of New York,
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DR. N. MALON BECKWITH,
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NATIONAL PLATFORM *No change is an improvement which does not simplify, and no improvement is of value that does not lend something to the rider's safety and comfort.*



NEW IDEAS.

Patented Improvements.

Handle Bar Clamp.
Seat Post Binder.
Crank Hanger.
Chain Adjustment.

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Our Only Product.

Every thought, Every effort devoted to the production of the best.

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"UNIONISMS"

Keep your weather eye on the

Union Crackajack

THE track and road races of 1895.



GOOD as GOLD.

A sure and safe mount for the best or worst riders.

All specifications strictly "up-to-date" and on a par with previous UNION workmanship.

UNION CYCLE MFG. CO.,

Branches: Philadelphia, Milwaukee.

239-243 Columbus Ave., Boston, Mass.

Our "Book on Bikes" Free.

OUR PRESIDENTS.

BY ABBOT BASSETT.

(*See Page 11.*)

EIGHT men who have occupied the highest official position in the gift of the League, and who have wielded the official gavel in its council chamber will look out of the pages of the BULLETIN this week and into the eyes of over 26,000 members. What would they say if they had tongues to speak? "Stand by the ship, boys, and if it is not all that you desire it to be, put your hand upon the tiller and try to steer the craft in the right direction." They have done what they could in the past, and their records are clean, clear and fruitful. If the future gives to us as fine a set of men as we call up now from the past, we may have a history to be proud of. Our Presidents are without exception good looking men. They have been, to a large extent, the makers of our history. League members are requested to look into their faces and drink in some of the inspiration that they have employed in doing the work that the League intrusted to their hands. We guarantee that it will be a drink that will not intoxicate though it may cheer and inspire. We present the pictures to delight, and the biographies to instruct.

Charles E. Pratt, of Boston, born March 13, 1845 can exhibit more firsts than he who is first in so many things, George Washington himself. As Washington was the country's first President, so Pratt was ours. Mr. Pratt was first to suggest a League of wheelmen, the author of our first Constitution. He is number one on the roll, he was the first President, the first President of the first bicycle club in America, the first editor of the *Bi-World*, (the oldest cycle paper in the world) the first editor of *The Wheelman*, the author of the first book on cycling, "The American Bicycler," and finally first in the hearts of wheelmen. He came of Quaker stock and was graduated at Haverford College. He was for many years legal adviser to the Pope Mfg. Co. He has been called the "Father of the League," and this title goes back to the day when he was presented with a silver pitcher by wheelmen in token of their appreciation of what he had done in organizing the League. He was elected President at Newport and served two terms.

William Henry Miller, of Columbus, Ohio, stands second in line. He was elected at Chicago, May 30, 1882, and served one year. His administration was an uneventful one. He was at the time of his incumbency the president of a gas company, but he talked very little notwithstanding. Mr. Miller now enjoys a competency and tries very hard to kill time. He spends much time in his "den." Here no broom was ever used, no dust has been disturbed for years, and the careful hand of sweet order and arrangement has never busied itself.

Dr. N. Malon Beckwith is the only one of the group that has laid down the burden of life and passed across the borderland of the unknown country. He died a few months since at New Rochelle, N. Y., and was universally mourned in wheeling circles. He was a lovable man, always a gentlemen, and a staunch friend. He was elected President at New York in 1884, and served four years, the longest term of all. While he was in office the League passed through many trying positions and many critical situations, but he brought us through all with credit and handed over the trust to his successor in a very satisfactory condition.

Thomas J. Kirkpatrick, Springfield, Ohio, elected at St. Louis in 1887, and for another term at Baltimore in 1888. Kirkpatrick comes of good old Scotch fighting stock and does credit to his ancestry. He was in harness during the days when the League had no money and no work of importance could be done. A League is a good deal like a church. There is no fun when a church is rich and flourishing. The fun comes in when the organization is up to its ears in debt and trying to get out of it. We had lots of fun when Kirk held the tiller. He was an able officer, a sterling good fellow and the prince of story tellers.

Charles Harris Luscomb has been President twice. In 1889-90 and in 1894-95. Mr. Luscomb is and always was a busy man. He is a lawyer, with eager clients calling for his service; a major in the 13th of N. Y. N. G., with patriotic gun carriers waiting for the word of command; a captain in a bicycle club, the Long Island Wheelmen with tireless scorchers ready to do the captain up; a Master Mason looking with others to see the light; and he is the proprietor of a ponderous voice that has put him more than once in the presiding chair. Major Luscomb has filled out his two terms and has but just laid down the burden of his office.

James Randall Dunn is easily first in good looks. He was elected in New York in 1890 and served two years. During his administration the *Good*



STOP PULLING OFF YOUR TIRES.

* * *

$25.00 Reward

For first puncture.

* * *

USE

Werneth's Puncture-Proof Tire Armors

Then you may ride with impunity over **Nails, Tacks, Glass, Growlers, Barbed Wire, Etc.**
Sent free by mail on receipt of price, **$1.50 per Pair.** Liberal trade discounts. Stamps taken.

BEWARE OF FAKES AND IMITATIONS.

F. J. WERNETH CO.,
806 Druid Hill Ave., - - BALTIMORE, MD.

The Outing Watch, $2.50



Sent to any address, delivery guaranteed, and your money back if you want it.

Every rider wants one to knock around with.

Every dealer should have one, by wearing which you advertise your business.

Stem wind and set, nickel, open face.

Raised gold ornament.

Warranted a good timer.

Discount to bicycle dealers.

Send 2c. stamp for full list L. A. W. Badges, Medals and Prizes.

THE DURYEA COMPANY
180 Broadway, New York City.



CLUB PINS, PRIZE MEDALS, ETC.

State the Events when sending for Designs.

JOHN HARRIOTT,
3 WINTER STREET, - BOSTON, MASS.
Established 1860.

WRIGHT & DITSON,
344 Washington St., BOSTON,

Are Special Agents for the

TRADE **HYGRADE** MARK

Hygrade Bicycle Stockings.



The **Hygrade** is by far the finest stocking ever made for Bicycle use, it is pretty, comfortable and serviceable.

Every rider should have a pair.

COLORS: Black, Navy Blue, Gray, Brown and Crimson will be sent upon receipt of price.

Hygrade Stockings, Per Pair, $1.50.

Our **Bicycle Uniforms** are the finest on the market. *Special Price to Clubs. Send for Catalogue.*

WRIGHT & DITSON, 344 Washington Street, BOSTON.
Wholesale, 95 Pearl Street.

Roads magazine was established and the League went ahead as it never went before. Mr. Dunn, more than any other President, attracted the attention of the country to the League and its work, and he did it in a way to command its respect. He was ambitious to take the League into broader fields of usefulness and to this he bent all his energies. He showed results as no other President has shown them and his administration is one to which we point with pride.

Col. Charles L. Burdett was elected at Columbus, Ohio, in 1892, and served two terms. He had a stormy administration but he saw the League enroll a larger membership than ever before. *Good Roads*, the magazine, was not profitable. It was an incubus on the shoulders of the League. He put an end to the magazine and left the field clear for his successors to start a new periodical. Under his administration the contract with the Wheelman Co. for publishing the official organ was discontinued. He was a good presiding officer and a tireless worker in the interest of the League.

Archibald C. Willison has a blank sheet of paper before him and he is about to write his record. We are writing history, not prophecy. Some future scribe will tell of what he has done.

Out door exercise is the doctor's worst enemy.

TO OUR ADVERTISERS AND CONTRIBUTORS.

THE making of a cycling paper is new business for us, in fact this is our first offense. We started late in the season and set, what was for our side, rather an early date of publication. This date was decided upon because it was the beginning of the renewal season, and this is the time when the L. A. W. needs an organ.

Advertisers had long since made arrangements for this season's publicity and hence we are without the names of many firms who might have given us consideration earlier in the season.

Our experience as advertisers proves that instances have existed where a new publisher has been known to "shoot a few people to start his graveyard." Without discussing the merits of such a course, let it suffice that ours is a different plan, and however much we may stray from the orthodox methods in other matters we shall follow the custom of the best publications in this one.

Every advertisement published in this paper shall be conclusive evidence that it was ordered by the advertiser and that he expects to pay us for it.

There will be absolutely no advantage given to one advertiser which is not obtainable by all on the same terms.

There will be but one price for advertising space and that will be as low as is consistent with our always modest temporal wants.

Our printers, as well as ourselves, together with type and furniture, are all new, *very new.*

If errors have been made in your advertisement or your contribution, don't fail to promptly call our attention to them, for that is how we expect to learn. But please do it in a very tender and not too vindictive spirit. So that it may not grate harshly upon the overworked nerves of a somewhat delicate constitution.

You may be a raw recruit in cycling journalism yourself sometime, in which case we will try to remember that

"There can be no Christianity
Where there is no charity."

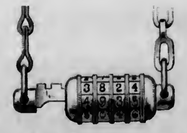
AN L. A. W. MEMBER
Who is Dissatisfied,



Or thinks he gets nothing **for his money,** should send for our catalogue, and **save 10 per cent.** We give that discount to members who send their number with order. Twelve styles of shoes, four styles caps, stockings, hose supporters, luggage carrier to fit frame, bells, cyclometers, toe clips, sweaters, trouser guards, etc.

DETACHABLE CLEAT CO.,
302 Washington St., Boston, Mass.

SHEPARDSON'S



Combination Bicycle Lock.

Price, 50 cents, Postpaid. *Liberal discount to Dealers.*

H. S. SHEPARDSON & CO.,
Shelburn Falls, - - - - Mass.

Subscriptions and Renewals.

A SPLENDID OFFER.

Send us 75 cents and we will send you

Bicycling World, 1 year;
80 Selected Halftones of America;
Binder for the World;
All for 75 cents.

The 80 FAC-SIMILE PHOTOS OF AMERICA are 11 x 13, and are selected for their beauty and interest. They cover the Continent from Alaska to the Gulf. Also include splendid set of Halftones of THE WHITE SQUADRON—Eighteen modern ships of war.

The above offer is for New Subscribers and also Renewals.

HOW TO REMIT.—Don't send Postage Stamps; send Check, Postoffice or Express Order. If you send coin, cut holes the size of coins in thick card and paste paper over both sides; in that way it is likely to come through safe.

In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

Address

WHEELMAN COMPANY,
167 Oliver Street, BOSTON, MASS.

CUT THIS OUT.

Wheelman Co., 167 Oliver St., Boston, Mass:

Please mail me copy of the BICYCLING WORLD for one year from ..... 1895, also 80 Selected Views of America and Binder, and enclosed please find 75 cents (not in postage stamps) to pay for same.

Name .....

Address .....

State .....

Payne's Business Letter Writer and Manual of Commercial Forms.

Containing specimen letters on all possible business topics, with appropriate answers. Containing general information with regard to business matters, the rules for punctuation, the abbreviations most used in the mercantile world, a dictionary of mercantile terms, a table of synonyms, and other information which may be of value to the business man. New edition, revised and enlarged. 216 pages, Extra Cloth, regular price 75 cents.

With Bicyling World One Year $1.00

"Worth Its Weight in Gold."

Excelsior Webster Pocket Speller And Definer of the English Language.

Containing over 25,000 words. This work gives the correct orthography and definition of all the words in common use. It is made to fit the pocket and bound in a style which makes it durable and elegant. This Speller and Definer is not reprint, but has been carefully prepared by competent hands to meet the general want for a book of this kind, and for the space it occupies has no superior in the publishing world; containing 320 pages, double column, weighs 2½ ounces, size 5x2½ inches, bound in elegant American Russia Leather and indexed. Regular price, 50 cents.

With Bicycling World One Year . . . . . 75 cents

How to Train Dogs. Varieties and merits of sporting dogs; preliminary training, lessons in the field; water dogs. Performing dogs—Simple tricks and training, to teach him his name, to leap, to walk erect, to dance, etc. Regular price, 25 cents.

With Bicycling World One Year . . . . . 65 cents

"Figures do not lie."
"Unless a liar makes the figures."—CHAUNCEY M. DEPEW.

The Expert Calculator.

A complete compendium of short-cuts in Addition, Multiplication, Fractions, Decimals, Division, Percentage, Interest, Equation of Payments, Mensuration, also Price-Marking, Brick and Masonry Measurement, Measurement of Live Cattle, AMUSING AND TRICK ARITHMETIC, etc., etc,

200 pages, size 5x2¾; bound in leather and indexed. Regular price, 50 cents.

With Bicycling World One Year . . . . . 75 cents

The Practical Angler. How, where and when to catch fish. By Kit Clarke, author of "Where the Trout Hide," etc., etc. Giving a description of all American Game Fish caught with hook and line. Methods of capture. Their habits and haunts, and all requisite information whereby the novice can acquire the art and enjoy the delightful recreation of going-a-fishing. Illustrated. Cloth. Regular price, $1.00.

With Bicycling World One Year $1.00

How to Hunt and Trap. Containing full instructions for hunting the buffalo, elk, moose, deer, antelope, bear, fox, grouse, quail, geese, ducks, woodcocks, snipe, etc., etc. Tells you all about steel traps; how to make home-made traps, and how to trap the bear, wolf, wolverine, fox, lynx, badger, otter, beaver, fisher, marten, mink, etc., etc. Birds of prey; Poisoning carnivorous animals; with full directions for preparing pelts for market, etc. By J. H. Batty. Illustrated, Cloth, regular price, $1.50.

With Bicycling World One Year $1.25

How to Draw and Paint. A complete hand-book on the whole art of drawing and painting, containing concise instructions in outline, light and shade, perspective, sketching from nature, figure drawing, artistic anatomy, landscape, marine and portrait painting; the principles of colors applied to paintings, etc., etc., with over 100 illustrations. Regular price, 50 cents.

With Bicycling World One Year . . . . . 75 cents

Lewis' Practical Poultry Book.

A work on the Breeds, Breeding, Rearing, and General Management of Poultry, with full instructions for Caponizing. Over 100 engravings, 8vo. Extra cloth binding. Regular price, $1.50.

With Bicycling World One Year $1.25

Ten Acres Enough. A Practical Treatise, showing how a very small farm may be made to support a very large family, with full and minute instructions as to the best mode of Cultivating the Smaller Fruits, such as Strawberries, Raspberries, Blackberries, etc. Also, what capital is needed. Cloth. Regular price, $1.00

With Bicycling World One Year $1.00

Frank Forester's Complete Manual for young sportsmen, of fowling, fishing and field sports, with directions for handling the gun, the rifle, and the rod; art of shooting on the wing; the breaking, management, and hunting of the dog; the varieties of game, river, lake, and sea fishing. 1 vol., 8vo. Regular price, $2.00.

With Bicycling World One Year $1.50

Send Check, Postoffice or Express Order. NOT POSTAGE STAMPS.

WHEELMAN COMPANY, 167 Oliver St., Boston, Mass.



THE OLD GOOD ROADS CONTRACT OFF.

THE Wheelman Co. of this city held a contract for the printing of *Good Roads Magazine*. This contract had two years yet to run, and it also gave to the Wheelman Co., control of the *Good Roads* advertising space.

In view of the disadvantage, under which the League would have been placed in an attempt to longer run its two publications separately, it was thought best to combine them.

The contract with the Wheelman Co. stood in the way.

The officers of that company have waived all claims under the contract which allows us to go on with the new paper unhampered.

We take pleasure in using this means of publicly thanking the Wheelman Co., for the courteous treatment received from them during the continuance of the contract (in which time, they furnished gratis, a large number of magazines in excess of the number ordered and paid for), and now for the pleasant manner in which they stand aside, and let us go on with the new paper.

Good Roads make good people
and
Good people are much improved by Good Roads.

GOOD ROADS IN A NEW FORM.

IN the fall of 1891 the League of American Wheelmen, through its Executive Committee, decided upon the publication of a monthly magazine to be known as GOOD ROADS.

This publication was first issued Jan. 1st, 1892, under the able editorship of Isaac B. Potter of New York.

Its publication as a monthly was continued, with the exception of a single issue, up to the present time.

While the agitation for improved roads, which the League originated and will always strive to extend, has produced most satisfactory results, it had become evident that as good, possibly better, work might be done by printing GOOD ROADS matter weekly instead of monthly, and, as many of the supporters of the magazine were cyclists and League members, it was decided to combine the two publications under one cover, and thus handle both at a cost which could be met without increasing the total expense to members beyond what had formerly been the standard price of membership alone, viz: $1.00 per year.

This new publication will be devoted to the interests of wheelmen in general, and L. A. W. members in particular.

No single subject interests wheelmen more than the subject of roads, and it is our intention to make this department a feature of the new paper. Short articles and photographs suitable for these columns are wanted.

If you have any thing on your mind don't keep it there but send it to this office.

Of course much material comes to us which we cannot use. Very often a good article gets laid over because it is too long. Another good article may be so poorly written that the busy editor cannot pass upon it without taking too much time, and it goes over to a day of leisure, which alas, he may never see.

Good clean typewritten copy often goes when a better story badly written may not get the credit it deserves.

Short articles well put together and neatly typewritten on clean white paper, stand a large chance of being promptly accepted; if you don't believe it send in one and try us.

If anything notable is being done in your locality we want to know it, our readers may want to know it, and we hope you will send it along.

Civilization is the result of having easy means of communication.

A good dinner well digested is worth any amount of sophistry.

A GIFT TO THE L. A. W.

The following letters are of interest as showing the spirit which is almost universal among the heads of Divisions. The prospect is, however, that the national body will not need more than its share of this year's income.

PROVIDENCE, R. I., March 13th, 1895.

MR. A. C. WILLISON, PRES. L. A. W.:

Dear Sir,—

The following resolution passed at the meeting of our Division Board of Officers last evening explains itself. The Secretary-Treasurer has forwarded a copy of the same to the Secretary of the L. A. W.

Voted: That the Secretary of the League of American Wheelmen be and he is hereby authorized to retain for the use of the League forty *per cent.* of all initiation fees of members joining from this Division between February 1st and August 31, 1895, inclusive, on condition that in case of any assessment upon the Divisions by the Executive Committee of the League between the date hereof and the 1st day of March, 1896, the amount so retained by the Secretary shall be deemed as payment of this Division's proportionate share of said assessment, if sufficient therefor, and if not sufficient, then for so much thereof as the same will satisfy.

This, you will perceive, is a gift, not a loan, and is in line with what I thought we might do, and so expressed it, at the last session of the National Assembly. We believe that the Divisions ought to help the national body when in need.

Very truly yours,

GEO. L. COOKE, *Chief Consul.*

CUMBERLAND, MD., March 19, 1895.

GEO. L. COOKE, CHIEF CONSUL, RHODE ISLAND:

My dear Mr. Cooke,—

Your communication of 13th inst. was received and its contents gratefully noted.

Actions such as this, on the part of our Divisions, encourage your Executive Committee more than you can realize; and if such loyalty were apparent, as it should be, in all Divisions, the League would surmount all obstacles and march to success an hundred thousand strong.

It is gratifying indeed, to your Executive Committee to receive such words of encouragement as have been coming in from the several state officers since our election. Harmony seems to prevail throughout the organization and we sincerely trust, as we believe, that it will continue. Should we, at any time, take action which does not seem to you proper, we request that you advise us frankly and promptly, always feeling that it is either an error of judgment on our part or a misconception on yours.

In the name of the Executive Committee I accept your kind offer in the same spirit in which it is made, confident, however, that we shall be able at the end of the fiscal year to remit it to your Division intact. With sincere thanks and appreciation I am,

Yours truly,

ARCHIBALD C. WILLISON,
President L. A. W.

ARGENTINE REPUBLIC.

From Bullock-cart Roads to Pleasure Carriage Drives.

BY FRANK KING.

Notes on roads and paving. The road of commerce versus the road of fashion, wealth, and ease. Mode of transporting where the railroad has not yet penetrated, etc.

THE first proposal to pave streets in Buenos Ayres, capital of the Agentine Republic, was in 1786, but paving the public thoroughfares did not commence till 1795. There are in this city 83 streets, running chessboard fashion, north to south, the others crossing at right angles; average length of all, three miles. The appearance of Buenos Ayres in this respect is monotonous and dismal, the *calles* (streets) being only forty feet wide, with high houses on each side. Each block covers an area of 4 acres, and the streets intersect one another, every 150 yards.

The mileage of paving in the Argentine capital, has grown as follows: —

	Miles.	*Cost.*
1890	169	$12,800,000
1894	242	20,000,000

In 1894, the area of paving was 867 acres made up thus: —

	Miles, length.	*Acres, area.*
Cut stone	82	420
Common stone	107	325
Wooden	13	96
McAdam	4	26

At Taudil, 247 miles by railroad from Buenos Ayres, situated in the south part of the province, taking the same name as the capital, may be regarded as the stone depot of the Argentine republic, and within 60 miles in a northerly direction from Taudil marble is found in large quantities.

About three miles distance from Taudil is a famous rocking-stone, weighing 270 tons, and so nicely poised that it swings to and fro in the wind and may be made to crack a walnut, but so firm, that when one thousand horses were yoked together, they were unable to displace it.

Palermo Park, in the Argentine capital, was once the residence of Dictator Rosas, but now and for a few score of years past has been made the great suburban rendezvous of wealth, beauty and fashion, which can be seen on Sundays and Thursdays, between the hours of 3 P.M. and 6 P.M. to their fullest extent. The "*parque*" is two miles from the centre of Buenos Ayres city, and can be reached by railroad and horse car, but in fine weather is a delightful walk either by day or



ARGENTINE REPUBLIC. EN ROUTE VIA THE BULL TRAIN, LIMITED.

night. 850 acres is the amount of ground occupied by the park, which has a very fine avenue of palms through the centre of it, and in this *avenida* it is not uncommon to see 300 or more of splendid carriages (many of North American manufacture) and 10,000 pedestrians. A large menagerie with a good collection of animals is also another attraction to this lovely spot. Attaching on to the Palermo Park, are very fine laid-out grounds for cricket, lawn-tennis, foot-ball and other games. Within half an hour's walk is the most popular race-track — Palermo Hippodrome — in the Argentine Republic; here on Sundays and *Fiestas* are races held and money lost and won by thousands.

Driving nor riding is not practised by many women of this fair clime; it is left all to the stronger sex. Seldom is a lady found driving her own carriage, and a very unusual thing to see a female on the saddle. During my four years' stay on the South American continent, I can truthfully say that not a dozen ladies on horseback were seen by me in the whole of that period. The reason why these *senoras* and *senoritas* do not drive or ride, is that they are not brought up in the good plain style as the Anglo-Saxon girl is, and now it is beyond their courage, seemingly, to make a "dash" above any of her clique. Men and boys here ride extensively on the horse, both in city and country. Milkmen, bakers, butchers, postman, telegraph-messengers, clerks, can all be seen flitting about the streets of Buenos Ayres from morn till night, on the *crillo*, native horse. A horse for saddle use can be got for ten to fifteen dollars, and his keep per month will cost on an average, all the year round, about what he costs in the first place. For a horse to go in a carriage, either single or pair, which are there mostly of a cross breed, sells for $25.00, rarely more; of course, there are cases when a horse sells for $100, but it is an exception. Race horses, of which there are a good many imported from England, France, and Belgium, here sell at auction sales for $300 to $800 about.

The official statement published two years ago, gave in its live stock category, horses in the Argentine Republic as 4,400,000 at a value then of 257,100,000 national dollars. Buenos Ayres alone has at the rate of 136 horses per each 100 inhabitants, while the United States counts with 25 horses for same number of inhabitants, the former value at $98.00 gold, per inhabitant, and the latter at $40.00 gold, per inhabitant. This Republic that comprises an area six times as large as France, has yet in it, and will have for some time, parts unpenetrated by the locomotive, hence the bullock-cart is used for sending corn and other farm produce to the rail for transportation.

In some cases the "steady" troop is engaged in conveying passengers and baggage far into the interior for distances of about 60 miles, or, say

3 days' riding. The carts hold as much as a railroad wagon does, and are very strong and simply constructed, there being no springs or under-locking carriage combination with these ten-foot high-wheeled conveyances. The horses are what the *capataz* (farm overseers) ride on, sometimes there being two or three of the overseers sent, when there is a large troop of carts.

Savages have no roads.

The Bicycle is a great civilizer.

WE WANT LADY MEMBERS.

NO organization can be so good that it is not made better by the presence of women.

The tobacco-chewing sex should not monopolize the League tickets.

The girls may have them on the same terms.

The L. A. W. is open to the sisters, and they are ever welcome.

Mary Sargent Hopkins, who needs no introduction to the cycling public, has long believed that something more distinctly feminine should be done in the line of cycling literature, and what is more, she has shown the faith that was in her, by starting a monthly paper, devoted exclusively to the daughters of men.

We have read this new publication, and like it.

It is offered to League members at 50 cents per year; to those outside the fold, it is $1.00.

If any new evidence were needed to prove Mrs. Hopkins' level-headedness, we have it in the fact that she has seen fit to advertise the *Wheelwoman* in the BULLETIN. See her ad., on another page.

Later, since writing the above, the last number of the *Wheelwoman* has been received, and the good opinion which I already had of it is much more than sustained.

It is bright and well-edited. The frontispiece is one of the finest samples of cycling art work which has appeared for, lo, these many years.

It represents a handsome young lady riding southeast on a neat bicycle, and, while holding her hat with one hand, is taking the chance of being disqualified by looking around at a herd of rabbits. They employ the usual mode of rabbit transit and seem determined to overtake the flying "cycless" if possible, while each and every one of them wears an expression which plainly says: "We know a good thing when we see it."

The *Wheelwoman* is as fine as silk, and this opinion goes, in spite of the fact that Mrs. Hopkins persists in spelling my name

"STIRLING."

PESSIMISTS, ATTENTION!

YE who tell us that the League is losing the confidence of wheelmen, look at our application list and crawl into your ignoble cavities. We publish 875 names in our application list to-day. Never before in the history of the League have we opened the season with such a list. The best previous record is 527. The first list in April of 1894 had but 135 names, and the whole month gave us but 720 members. Once in the middle of the busy season of our best year we published 921 names, and we are not yet quite up to that, the best on record, but we are young yet and we have taken a good start. New York tops the record of Division lists with 387 names. Best previous record by California with 386 names. Largest Division list of 1894 was 254 by Massachusetts. Largest total, in one list last year, was 528 names.

THIS FIRST ISSUE of the L. A. W. BULLETIN AND GOOD ROADS in its present form is sent to every L. A. W. member whose name is on the secretary's books at the close of the League year, March 31st.

To obtain the BULLETIN after this issue it is necessary to be a subscriber or an advertiser.

As names are now coming in it looks as though the secretary and his clerks would have to work nights.

League Members please read what your Chief Consul says to you in this paper.

"Please excuse haste and a bad pen" we will try to do better next time.

Bicycle Riders use the roads which the League is working to improve.

Therefore, Bicycle Riders should belong to the League.

How are the roads in your town?

WANTED, A PARTNER.

What Professionalism Needs to be Made a Success in this Country.

BY H. E. RAYMOND.
(Ex-Chairman National Racing Board.)

INDICATIONAL specs on the horizon of amateurism, as applied to cycle racing, have from time to time appeared to signal the approach of professionalism under proper control. By some, these phantom signs have been taken for material realities; and strong hopes fostered, only to be eventually shattered, against the strong wall of non-feasibility.

Does this argue that professionalism, successful professionalism, will never become a subject of government by the present body ruling over cycling?

This question is agitating many minds to-day. There are the earnest supporters of this form of cycle racing, the anti-professionalists, the semi-professionalists, and the willing-to-be-convinced-minds. All grasping each argument presented, disecting it, digesting it, and generally becoming more and more confused the deeper the subject is studied. It is easy to explain this.

Each profession of faith mentioned above, can show a good platform to stand on. The semi-professionalist can make the best showing at the present time, it is purely a condition of surroundings however, which permits this.

Professionalism in its true form, is exactly analogous to a commercial venture. It is bound by the same lines which govern the ordinary channels of credit in the business world.

A man of poor standing cannot secure a rating in the commercial agencies, which to-day determines credit. The same man with a good financial partner obtains the rating, and consequent business accommodations and credit.

Professionalism in this country needs a partner.

The League of American Wheelmen is the one factor which, taken into partnership, would give the venture the proper rating.

But — while what I have said above, about the securing of a rating is true—success is not dependent alone on that one feature.

The good man taken into the firm would insure the rating and credit, but once secured, business ability and enterprise are necessary to success.

It has often been said that anyone can buy goods, but to buy what will sell, and sell at a profit, is a species of constructed manhood cheap at any price.

To make professionalism successful in this country a good buyer is necessary, an assortment of goods to select from, and a good place to show the goods off in when purchased.

Let us argue that the buyer must be the League of American Wheelmen, the goods — the racing contingent, the show places — the race promoting clubs. Take any one of these factors away, and the two ends of the circle cannot be made to meet.

The L. A. W. having so much at stake is necessarily made cautious, and hesitates to put one foot before the other, until certain that the ground before is better than the foothold behind.

It is well that it is so. Inaugurating a new system, for the express purpose of controlling the highest type of professionalism, it would be unsafe to move too rapidly toward a more radical departure, without weighing the chances of success with unusual care.

That the L. A. W. could control professionalism is quite certain, whether said control would gain it any prestige is problematical, I might say hardly probable.

With the professional class must come the cash prize. With the cash prize must come the increased vigilance, against division of races, and combinations which sooner or later bring discredit on the sport. This could be accomplished I believe by unceasing care, and employment of competent men, to guard the interests involved.

Entering into this comes the matter of expense. It cannot be disregarded. Are the professional interests of sufficient growth to insure increased income through sanction fees to provide the necessary revenue.

I am doubtful on this point. The present season will largely answer this detail. Let us wait the report of our racing board at the end of this year, and learn what the payment for sanction rule has brought forth.

On the score of goods to be purchased, or in other words the field of racing men, to gather the talent from. This may be answered in the affirmative. It is undoubtedly a fact that we have in this country the finest class of racing men to draw from.

That a sufficient number could be induced to join the professional ranks, I have no doubt if they felt sure of the L. A. W.'s backing.

Now we come to the show places, in which to exhibit our goods. The race promoting clubs. Clubs like ordinary mortals, want to see a profit

to themselves, in running a race meet, rather than a labor of love for no return.

It is true that to-day, many clubs, promote meets satisfied with small returns, each local committee working night and day, for no compensation, to turn over to the club a hundred, or hundred and fifty dollars, and sorry to say, in many cases much less, as a result of combined labors. The proportion of meets turning in to the club treasury larger amounts being woefully small.

All this, bear in mind, with a great majority of prizes donated.

It is an admitted fact that a local merchant or cycle manufacturer, will readily give a prize committee some article of merchandise, whereas if cash were requested the amount, where given, would be but small in proportion to the retail value of a merchandise prize — and the resources of the promoting club decrease in said ratio as to its prize giving abilities.

It therefore must suggest itself, that to reach the old standard, the club itself must step into the breach and make up the cash purses, necessary to the professional element.

It at once becomes a pertinent question — how will the club reimburse itself for this added expenditure attached to professionalism?

The answer must be through the gate receipts. Another problematical factor.

Will the additional feature of professional racing —with the same men now seen riding in Class B— attract any larger gates?

Will they be any more attractive to the general public — as say Bill Jones — Professional — instead of Bill Jones, Class B? I think not, but I may be wrong. The above however might be met with the argument — that — adopt the professional class and a few men now ineligible to Class B, could ride at the meets, and then the big gates would ensue.

This would be a dangerous argument to admit as a fact. Just as soon as the success or failure of the sport depends on any one man or small number of men, then that sport is doomed.

The L. A. W. cannot afford to adopt anything based on so flimsy a foundation, for success. It must be the general attraction of the professional class, as a class, that make the foundation for this departure, else never make the change.

The deductions from all this are very clear. If the clubs cannot run the races with a fair margin of financial profit — they cannot give the L. A. W. a place to show off its goods.

If the clubs cannot run the meets, someone else must, to reach success. The L. A. W. could not, and the country is too big for a syndicate to run them, unless confined to a small section of the States.

If the racing men depended on their winnings for a livelihood — and if the racing was honest, and no division of spoils took place, except on merit in winning races, but few would win enough to make it pay.

If therefore it was necessary to cover this big country with meets, expenses must be met; if enough men were to travel from place to place to ride in the races.

Perhaps it will be argued that enough men would enter from each locality to make the meets successful. Wrong — very few men would ride in a professional race, knowingly, for the mere sake of riding in the few races held in their locality—and by said act bar themselves from *every* specie of amateur sport. The game would not be worth the candle. Therefore it is clear that the bulk of the men must travel from place to place. However, I will admit that with L. A. W. backing probably a large number of the prominent riders of to-day would enter the class if adopted, hence the goods might be secured by the buyer.

Finally, I want to frankly state that I have myself found no more confusing subject to analyze in all my career.

I have turned it every way, let light shine on it from every side, and still I am undecided.

Theorists boldly state because we have done a certain thing we should go a step further and do a still more radical thing.

It is easy to say, sing or shout this, but to put it in practice is another thing.

The thing done, establishment of Class B, was done because it was desired to meet the professional idea, and to just that extent it was feasible; having done that, it seems unwise to go further into the realms of uncertainty and grapple with that which all indications point to as not feasible;

Now — just a word on how professionalism could be made to pay and succeed in this country. When it is possible to match teams representing cities against teams of other cities, on the same lines as base-ball, scoring by points, dividing racing men equitably among local teams, backing each team by its city syndicate, thus dividing expense, I believe the professional idea can be made to pay and insure honest government. When that day comes the L. A. W. could afford to prepare the standard rules. The general public would then be attracted through local pride independent of the individuality of racing men, and a new era would develop in cycle racing.

With the elements mentioned above however, to contend with, the proper control and promotion of professionalism, in this country, to my mind is a herculean task, which I am thankful to say will never fall to the lot of—

H. E. RAYMOND.

Official Handicapper for New England, J. C. Kerrison, *Boston Herald.*

How long could you live, if you were on earth alone?

A Special Offer on a

SAMPLE GENDRON

We want to sell a sample 21 lb. Gendron at a special cash price in every town where we have no agent. Write quick.

HOPEDALE CYCLE CO.,

N. E. Agents. MILFORD, MASS.

Don't imagine that your renewal is of small consequence to the League. It is n't, we want every one.

New Celluloid **L. A. W. Lapel Buttons.**

Sent by Mail, 12 cents each.
$1.00 per Dozen.

We can make up any special club design in celluloid. Prices on application.

RIBBON BADGES
for Bicycle Meets, Balls and Receptions.

BICYCLE FLAGS AND BANNERS

These new celluloid lapel buttons are used very extensively by bicycle makers for advertising purposes. We can make them up in any design you wish. Prices range according to style and quantity.

Correspondence solicited.
Please mention this paper.

KNIGHTS TEMPLAR UNIFORMS.

THE BOSTON REGALIA CO., 7 TEMPLE PLACE, BOSTON, MASS.

WHO SAID PHILADELPHIA WAS SLOW?

ABBOT BASSETT was appointed associate editor of the BULLETIN on March thirteenth at three o'clock P.M. At three forty-five the postman laid down a Philadelphia paper which contained the announcement.

We at once decided to doubt the accuracy of any future statements which Bro. Egan may make as to the rate of speed at which things are done in what he has so feelingly referred to as "William Penn's graveyard."

Names are coming in many times faster than ever before at this season of the year.

NOTES AND QUERIES.

Under this heading, it is our purpose to ask and answer questions.

Of course, owing to our superior wisdom, we shall be prepared to do the heavy answering, while you, inquiring reader, may draw upon us at sight, for such information as your hungry soul yearns for.

Don't imagine for a minute that we don't know.

Don't hesitate to ask a question, because you think it's too hard for us.

Just fire away, and if we don't come up smiling every time then we will hire another man.

APPLIED MECHANICS.

As soon as the new office is in working order, it is the intention of the editor to pay some attention to the mechanical details of the modern bicycle, both from personal knowledge and by the assistance of others.

Practical men in the shop may write to the BULLETIN, with full assurance that their letter will fall into the horny hand of one who has "been there." If you know a "kink" that you are willing to give away, or if you are in trouble over some problem and want help, don't hesitate to come and tell us the story.

We will give some space to what is strictly "shop talk" and still more to those mechanical matters which are interesting to riders who are not mechanics.

Sketches and photographs are always acceptable and whether they are in good shape or not, we can have them redrawn, if the subject warrants it.

Words of encouragement and advice from many Chief Consuls.

ARIZONA.

Members of the Consulate, L. A. W.

PHŒNIX, ARIZONA, March 23, 1895.

I CONGRATULATE the members upon the excellent showing made the past six months, in which Arizona's League membership has been raised from 5 to 42. Arizona is one of only three divisions in the United States which has not shown a loss in membership, and our gain is greater, proportionally, than the other two.

With the work well organized as it now is, a Bulletin and the annual dues, all within a dollar, and a full year's membership from the time a member joins, every member should renew, and as early as possible. All renewals should be sent to the Chief Consul at Phœnix. Send in the applications of some of your wheeling friends at the same time. At the fall election this year, we want to be entitled to elect a Chief-Consul, Secretary-Treasurer, and Vice-Consul. We can only do this by having 100 or more members on our books, October 1st, 1895.

This year will witness a great boom in racing in Arizona, and the National Racing Circuit will certainly include two towns in Arizona, if the circuit includes the West. Local consuls are asked to make recommendations for League hotels at once. Every courtesy should be extended visiting League members at all times.

Fraternally yours,

W. L. PINNEY, *Chief Consul.*

ARKANSAS DIVISION.

THERE will be no little rejoicing and surprise amongst the voters of this division when they learn that Chief Consul Newhouse has perfected arrangements whereby every member will receive a twelve month renewal to the League and a year's subscription to the official publication without having to call upon their purses for the usual fee.

The indebtedness incurred by the renewal of these members will be reimbursed through the treasury of the Division, which, as all others, derives its revenue from the applications of new members.

The secret explained. It now behooves every member throughout the State to exercise their most earnest endeavors towards recruiting the ranks of the organization, and square accounts with their creditors.

Many improvements could be made on the country roads of the State, the majority of which are in a condition most wretched, thereby interrupting the pleasure of rural peregrinations.

The Vapor City Cycle Club of Hot Springs, will arrange a two days meet the early part of May, which will no doubt attract a large number of riders from the other cities of the State. The track over which the races will be run is being subjected to a thorough renovation, under the direction of Capt. H. O. Price, whose careful consideration of the "boys" welfare and pleasure, is worthy of great praise,

Chief Consul Newhouse has appointed Mr. R. G. Gill, of Little Rock, as local consul for that city, which position he is filling in a most admirable manner, and has offered the names of W. W. Little of Hot Springs, representative to the National Convention, and P. M. Kilroy of Pine Bluff, to the office of handicapper for this district. The gentlemen will prove efficient personages in fulfilling the duties devolving upon the respective offices.

Prof. W. B. Rockofellow of Hot Springs, has composed and dedicated a very meritorious orchestration to the League under the heading of "March, League of American Wheelmen." The composition promises to be a popular one in this vicinity considering the large number of copies which have been purchased.

The League is to be congratulated upon securing the capable and sterling gentlemen appointed to manage the affairs of the organization through the next fiscal year. They have the best wishes of the Arkansas contingency for a most successful career, which in their opinion will be the result of their work.

SAMUEL R. JACKSON, *Sec'y-Treas.*

CONNECTICUT.

To the Members of the Division.

The present state of affairs in this Division demands prompt renewals from its members.

The administration will be aggressive so far as the main objects of the association is concerned.

You will greatly encourage us in our efforts to place the Division where it ought to be if you make a good showing in renewals this month.

Lack of space as well as the amount of work suddenly put upon shoulders unprepared for it prevents us from giving a synopsis of our plans and the condition of affairs. We can only appeal to you to do your best to keep up the interest among your friends and give the present incumbents a chance to show what they can do. We have no private means to carry on Division work with and must have the "sinews of war." The old arguments hold good; every one counts; don't withhold yours. The work of the Division will be sadly hampered if the returns for renewals do not warrant us in starting any new work. We are familiar with the running expenses of the Division and know what has to be provided for. It will be run in as economical manner as is consistant with good judgment. In the mean time all we can ask is that you trust us as far as to renew your membership at once, thus encouraging us in our labors for the interests of the Division.

Hoping this brief appeal will have the desired result,

I am yours fraternally,

PHILIP W. WESTLAKE, *Chief Consul.*

INDIANA DIVISION.

To the Members of the L. A. W.

INDIANAPOLIS, IND., March 20, 1895.

YOUR chief consul takes this opportunity to call your attention to the fact that Indiana is behind her sister States in number of her members of the League. We have at the present time less than 250 members, and as the affairs of the National body are in a better shape than they have been for several years, it is only fitting that some steps should be taken in our Division to increase our membership, and show an interest in the grandest sport in America.

We need a new road book in Indiana, but the present state of the Division finances will not justify the expenditure unless we can secure a material increase in membership. The only way to secure this increase in membership is for each and every member of the Division to make it a part of his business to secure members in his own city.

During the coming season, there will be large numbers of your friends who will purchase new machines, and it is among these, as well as old riders, that you have a field for work. We should have 1000 members in the Indiana Division, and if we are fortunate enough to secure such a membership the League of American Wheelmen will become a strong organization, and command respect, even more than at present.

I am of the opinion that a man is a very indifferent wheelman who will refuse to pay the necessary fees and join the League, for the outlay is more than returned to him time and time again during the season, and we have, in our own State frequently seen the advantage of such an organization.

Two years ago this winter, the State Legislature had a taste of the effect of organized effort on the part of the wheelmen; thousands of letters were written from all parts of the State objecting to the famous House Bill, No. 215, which practically prohibited the wheelmen from riding on the roads of Indiana. It is not necessary for me to enter into any lengthy argument concerning the advantages of the League, for they are apparent to every thinking wheelman.

Let us set the figure of 1000 as our standard of membership in Indiana for "'95," and let me hear from all wheelmen in the State who have the interests of the League at heart, with his promise to secure additional members during the early spring.

Yours fraternally,

THOS. HAY, *Chief Consul.*

BICYCLES REPAIRED.

PLEASE SEND IN BEFORE THE RUSH.
REPAIR PARTS AND SUNDRIES OUR SPECIALTY.

KNIGHT CYCLE CO.,
309 North 14th Street. ST. LOUIS, MO.



KANSAS.

Officers of the Division, 1895.

Chief Consul, W. W. HOOPER, Leavenworth.
Vice-Consul, THOMAS SHAW, Wichita.
Secretary-Treasurer, W. C. F. REICHENBACH, Topeka.
Representative, R. E. MANLEY, Lawrence.

Standing Committees.

Finance.

The Chief Consul, Secretary-Treasurer and Representative.

Racing.

WM. TAYLOR, *Chairman*, Topeka.
A. M. BAIN, Leavenworth.
OTTO S. TOWNSEND, Topeka.
CHARLES BARTLETT, Wichita.
J. M. REEVE, Horton.
WM. TAYLOR, *Official handicapper*, Topeka.

Road Improvement.

H. C. WEST, *Chairman*, Ft. Scott.
HENRY FLYNN, Leavenworth.
R. L. BARNES, Junction City.
W. E. SWIFT, Topeka.
A. E. MAXWELL, Pittsburg.

List of Local Consuls.

Abilene, F. W. Wilcox.	Meade, F. G. Hamilton.
Arkansas City, H. L. Simons.	Midway, Chas. C. Nicholas.
Atchison, W. C. Walker.	Mound Ridge, A. B. Kastner.
Beloit, T. H. Kiniry.	Neodesha, Robt. P. Carpenter.
Blue Mound, R. A. Barnes.	Newton, F. D. Tripp.
Chanute, Geo. H. Miller.	Osage City, A. J. Lundeen.
Cawker City, V. B. Tulane.	Oxford, Chas. E. Bay.
Claflin, G. A. Dusenbury.	Ottawa, C. N. Brown.
Dighton, H. E. Woolheater.	Parsons, Lee Clark.
Dodge City, Aubert Wells.	Peabody, Lynn Hart.
Emporia, B. W. Jay.	Pittsburg, A. E. Maxwell.
Ft. Scott, H. E. West.	Salina, L. C. Staples.
Girard, Austin Hawley.	Stockton, Geo. H. Cole.
Great Bend, C. L. Zutavern.	Topeka, Otto S. Townsend.
Hiawatha, J. P. Drake.	Topeka, Fred. E. Connors.
Highland, J. S. Bayless.	Tribune, W. M. Glenn.
Horton, J. M. Reeve.	Wamego, F. L. Baker.
Humboldt, Jesse Barker.	Walnut, Geo. Goff.
Iola, B. M. Coutant.	Wellington, E. A. Fleming.
Junction City, A. L. Barnes.	Wichita, C. H. Bartlett.
Lawrence, R. C. Manley.	Williamsburg, J. R. Finley.
Leavenworth, H. Flynn.	Winfield, G. A. Maxwell.

List of League Hotels.

Location. Name. L. A. W. Rate.	
Abilene, Union Pacific Hotel,	$2.00
Arkansas City, Gladstone Hotel,	1.50
Belle Plaine, Leighton House,	1.00
Belleville, Hotel Republic,	1.50
Burlington, Hotel National,	1.50
Council Grove, Commercial Hotel,	1.50
Dodge City, Delmonico Hotel,	2.00
Eureka, Fourth Avenue Hotel,	1.00
Ft. Scott, Interstate Hotel,	2.00
Galena, Bank's Hotel,	1.50
Haven, Haven House,	.75
Hiawatha, Commercial Hotel,	2.00
Horton, Hotel Grand,	1.50
Humboldt, Nickel Plate,	2.00
Junction City, Bartell House,	1.50
Larned, Hotel LeGrand,	1.50
Leavenworth, National Hotel,	2.00
Miltonvale, Commercial House,	1.00
Morantown, Pennsylvania House,	2.00
Mound Ridge, National Hotel,	1.40
Neodesha, Occidental Hotel,	1.50
Ness City, Calhoun Hotel,	1.50
Newton, Clark's Hotel,	2.00
North Topeka, Union Pacific,	2.00
Olathe, Avenue House,	$1.50
Ottawa, Centennial Hotel,	1.50
Parsons, Matthewson House,	2.00
Pittsburg, Hotel Stillwell,	1.50
Salina, Pacific House,	1.50
Stillwell, Windsor Hotel,	.75
Topeka, National Hotel,	2.00
Wichita, Hotel Carey,	1.75
Yates Center, Hotel Woodson,	1.50

Local Consuls should endeavor to see that all old members are renewed, and that every wheelman joins the League who have not done so. Also should like to have them furnish me with a road report with reference to their condition in their vicinity.

W. W. HOOPER,
Chief Consul.

MAINE DIVISION.

To the Maine Members.

PORTLAND, ME., March 21, 1895.

THERE is a new-born ambition to make the State of Maine so attractive to visitors that it shall be the vacation ground of the Nation. Watering places are beautified, summer hotels enlarged and made more comfortable, and desirable seacoast is bought up and developed by foreign syndicates. But up to the present time, there has been no organized, systematic movement toward what would result in more benefit to the State and be of more assistance in making Maine what it is desired it should be, than all the other schemes that have been started — the movement toward intelligent improvement of the highways.

This winter a bill providing for the creation of a highway commission was introduced and ably championed, but those Solons who go to Augusta to legislate for the people, or are supposed to go there for that purpose, have, in spite of executive recommendations and favorable report from the judiciary, turned down the bill through misunderstood motives or misconceived ideas as to the expense involved.

If there is one thing above all others that should arouse the wheelmen to united, aggressive action, it is just this.

On the question of the streets, the City of Portland has been aroused; and after a fight, in which the wheelmen of the city played a prominent part, a bill was obtained creating a Board of Public Works. In the Legislature, we were not so successful, but much good was done and the wedge was well entered and must be driven home with well-directed blows. And the wheelmen must take the lead.

It is argued that wheelmen's rights are now so well established, there is no longer need for the League; it is said that racing is drifting into professionalism and this will destroy the value of the League in sporting matters. If such ideas are in the mind of any wheelman who thereby hesitates to renew his membership, or if there is anyone who thereby argues that the League has no inducements for him, let such pause and ponder.

If, for no other reason, every man in the State of Maine who rides a bicycle should hasten to the banner of the League of American Wheelmen to agitate, to push, to carry through to a successful termination, the movement for better roads. It must be a compaign of education.

The farmers must be made to know what they don't yet comprehend, that good roads are for their benefit and their profit. And the League is the instrument of enlightenment, and every member of it a factor in the work.

Good Roads is the watchword of the League.

The League can do more for this matter than can possibly be done by any other instrument. And the stronger the League, the more effective the work. Will you not renew?

Will you not try to induce every wheelman in your particular section to join?

From all over the State, I have communications from the newly-appointed Local Consuls giving most encouraging prospects for the coming year; and if we all pull together and strongly, we shall not only put the Maine Division among the foremost in point of numbers, but we shall educate the people in the matter of roads so that when the next Legislature meets, it will be thoroughly understood that a system of properly-built and cared-for highways is necessary for the prosperity of the State.

JAMES E. MARRETT, *Chief Consul.*

"LOOK HERE, MY MARYLAND!"

THE League of American Wheelmen is an organization to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring; to regulate the government of sports connected with the use of the wheel, and to secure improvement in the condition of roads by promoting in the public mind a sense of the utility, general economy and desirability of high-class thoroughfares, and an active sentiment in their favor. And the organization is actively engaged in this work with all its general benefits. This may sound like a certain autumn fruit, but it is true! Don't stop, read on! It's going to get funny in a minute! The League has been the means of having the United States Government establish a Bureau of Good Roads in connection with the Agricultural Department. That means national aid to roads sometime in the dim distance.

The Maryland Division has expended over one thousand dollars in protecting, through the courts, its members. In one suit alone, it spent over five hundred dollars—"The Chestertown Bridge Case." The suit was decided against the League in the *State* courts, but the practical benefits are nearly the same as though it were gained, for, the bridge authorities becoming cognizant of the League's effort to precipitate a test case in a United States Court by having a non-resident wheelman arrested on the thoroughfare, the bridge attendants were given directions not to arrest any wheelman who was not *known* to be a resident of the State of Maryland.

The Division was the means of having a cycler appointed on the Park Commission to look after wheeling interests in connection with these public pleasure grounds.

It has been the means, also, of having any proposed legislation affecting wheelmen referred to its chief officers for comments before being acted upon.

It has been the means of having mixed road conventions held in different parts of the State, and thereby improving roadways. It has bright prospects on the highway question in the next Legislature.

The wheelmen of the State hold the balance of power at elections, when concentrated in an organization.

The benefits are many and far-reaching, and the pecuniary consideration so small as to practically amount to nothing — one dollar per year — after paying the initiation fee of one dollar. This also gives you the paper containing this article. An organization, with a head and working committee, can accomplish much in too many directions to be fully stated, even in brief. Any ordinary intelligence will supply the good that can be done.

The League is responsible for the Good Roads agitation throughout the country. It initiated the movement which has now become general. Through agitation and a political compaign, based on non-

partisan principles, the Maryland Division inaugurated the first successful organized movement in any city in the United States, for improved pavements in its principle metropolis.

The moral effect of numbers combined into an organized body which can be readily handled, is incalculable. Put this weapon in the hands of your chief officer, and enable him to truly say, "Gentlemen, I ask this right, not in my name, but, in the names of so many thousands of voters whom I represent," and the request is practically granted as soon as made known. The more thousands he represents, more beneficial legislation he can induce, the cheaper and better facilities he can provide for you at hotels, on railroads, and in many other directions. The moral effect of the very fact that you are organized instead of being "every man for himself" begets many privileges which you hardly realize, while you enjoy them, and absolutely protects you in directions in which you see no danger.

Therefore, every wheelman should be a member of the League. In fact, your first duty after learning to ride a bicycle, is to join the League, for it is in the nature of an insurance company for you, in addition to all its other benefits.

Can you get *some* of the benefits without joining the League? Yes! But if you were in a crowd with others, you would not accept their hospitality in "setting 'em up," without reciprocating yourself. No more would you knowingly take advantage of the universal benefits gotten all wheelmen, by the League, without contributing your dutiful quota of one dollar a year. Your self respect, as well as the respect you would have other wheelmen feel for you, would demand this.

The original "excuse" for the existence of the League, was "wheelmen's rights."

The "excuse" is *more* emphatic now, than it was then. Now, the organization has to be on the alert to protect wheelmen's rights from proposed laws that discriminate against the vehicle, as a class — to protect the riders from hardships in the way of tooting a horn, ringing a bell, sounding a gong, blowing a whistle, carrying a headlight, holding their jaw and getting off the earth to let the one, all-conquering vehicle have entire right of way, without any respect, whatever, for the rights of others, except what may be found in the good nature of the driver. Proposed laws are being constantlyfought; which would require wheelmen to dismount for an approaching wagon, metaphorically bow to the quadruped, and look pleasant at the brute who may be driving—making ten miles on a "thick" road, a day's journey. It would take a week to get from Baltimore to Towson, and back. They would tax your bicycle for this, that, and the other; wear a tag, restrict you to an unreasonably slow rate of speed, leaving the other vehicle unrestricted, and free to run you down from behind, and fine you if you jump the fence, and get on the grass to keep out of the way; make you pay five dollars a clip for a coast, and keep you off the street entirely, where there is a car track.

These are absolute facts and only a few of them.

The proposed laws would be facts, too, if there was not such an organization as the League. Hayseed ingenuity is a constant menace in the legislatures. Encroachments on the rights of wheelmen, as discriminating against them by proposed ordinances in towns, villages, and municipalities, are being attempted, day after day. Eternal vigilance is now the price of wheelmen's rights, and the League is the hundred-eyed Argus that first detects and ultimately protects. The man who thinks this is not true, does not know of the thousand and one details of official life in the League, or the moral effect that such an organization has. Few do know it, except the higher officials, but every member has the benefits, even without the knowledge.

Come and help us, and incidently yourself. Fill out the application blank in this paper, tear it out and send it to Chief Consul J. A. Arnold, 404 South Eutaw Street, Baltimore, Md., or to Secretary-Treasurer Robert H. Carr, Jr., 9 East Lexington Street, and remember, none of the officials receive any pay for this. It is all a labor for love. By the way! send the full two dollars with the application so as to get the paper, and keep in touch with the organization.

J. ALBERT ARNOLD, *Chief Consul.*

BICYCLE RACING POSTERS
SECRETARIES
OF BICYCLE CLUBS ARE INVITED TO SEND FOR SAMPLES
FRANK SIMS 15 COURT SQUARE BOSTON

3 IN ONE REGISTERED. TRADE MARK.
"THREE IN ONE" COMPOUND
FOR
BICYCLES.
1.—**Cleans** a Bicycle—Chain, Frame, Wheels and Nickeled Parts—in 10 minutes.
2.—**Prevents** sweat of the hand, water and salt air from **rusting** the **nickel** and **steel.**
3.—**Lubricates Chain** and **Bearings.** It will not gum, collect dust, nor soil the clothing.
Send *five* 2c. stamps for free sample in a large oiler, and test it.

IS YOUR WHEEL RUSTY?
REMOVES RUST AND Polishes Nickel, Steel and Brass.
CONTAINS NO ACIDS.
Send *three* 2c. stamps for free sample and test it.

Manufactured by G. W. COLE & CO.,
NEW YORK, 111 Broadway. ALL DEALERS SELL THEM CHICAGO, 1030 Monadnock Building.

MASSACHUSETTS.

To L. A. W. Members.

First we want Local Consuls. If there is no Consul in your town please see to it that an application is made at once in behalf of the right man.

It sometimes happens that the best man for the position is not a League member; in such a case go to him and interest him, get him to join the League, and when he has done so let's make him a Local Consul.

We are offering special inducements this year to Local Consuls.

If you want to be a Consul and with the Consuls stand, let's hear from you.

Every wheelman is directly benefited by the L. A. W.

Every citizen is indirectly benefited by it.

Legislation is a result of politics.

Politics are controlled by individual votes.

You believe, for instance, that a certain road law ought to pass.

You vote for it.

Others do, but not enough.

It fails.

Why?

Simply because all who wanted the law didn't say so in time.

The L. A. W. members wanted it.

Everybody knew that.

But perhaps they were not sufficiently numerous to make the politicians anticipate the result.

And so the politicians didn't trim their sails as they otherwise would.

You were a League member at heart but you didn't stand up to be counted.

Quality is all right but when it comes to voting the numbers count.

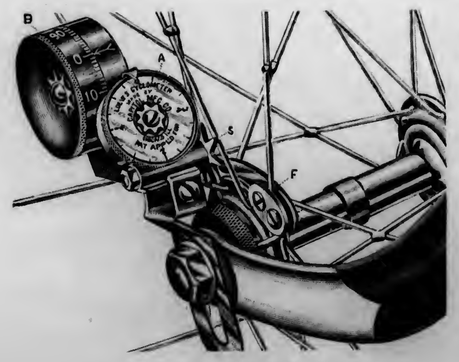
In Massachusetts wheelmen may ride anywhere in the state without being subject to varying and sometimes unreasonable town laws.

The League did it.

You get the benefit.

Did you help?

It's a simple matter: you just make an application and send it with the endorsement of two L. A. W. members, and two dollars. That pays



LOEW 10,000-MILE CYCLOMETER Not affected in the least by dust, mud, or water. The only Cyclometer with independent trip and single mile dials which can be readily set back, giving mileage for each day or trip, in addition to a total recorder which adds every turn of the wheel up to 10,000 miles and repeats, or can be set back. '95 Pattern with black enameled dials and prominent silvered figures. Made for 26, 28 and 30 inch wheels.

WEIGHT, 4 oz. PRICE, $3.25.

Satisfaction guaranteed or money refunded.

CAPITOL MFG. CO. LANSING, MICH., Sept. 18, 1894.
Gentlemen: I received the Cyclometer yesterday and find it just fills the bill. A good Cyclometer is something I have wanted for several years, and was unable to get one that satisfied me before. This is good enough and I do not want anything else in this line—the make up and finish is excellent. You may send me four more. I have sold the one I received yesterday and taken an order for another. You have a good thing. Inclosed find check for $10 on account. Yours truly,
H. B. MORGAN.
EVERY CYCLOMETER GUARANTEED.

CAPITOL MFG. CO., SOLE MFRS AND LICENSEES, 125-137 REES ST., CHICAGO, ILL.

everything including this weekly paper for a year, after that you pay $1.00 per year only.

We want to reach the ten thousand mark this year.

We have over five thousand now.

If each man would renew and send one new name that would do it. Looks easy, doesn't it?

Well it's just as easy as it looks.

If you'll do it.

Will you?

There is no time like the present.

STERLING ELLIOTT, *Chief Consul.*

P. S. Don't fail to advise me about the Local Consulship.

MICHIGAN.

The officers of the Michigan Division are laboring toward the duty of furnishing a full and satisfactory answer to the question "What do I get for my dollar," so often propounded by the L. A. W. member. They have in course of preparation a new road book of the Michigan roads, which it is intended shall be distributed free to all members of the Division. In order to make this work more highly successful, we need more funds, and it is the duty of every member of the Michigan Division to not only, at once, remit the necessary one dollar for his dues for another year, but at the same time send along the application of some rider who is now without the fold. The work of the officers of the League and the Division is almost wholly a labor of love for the sport and your assistance and co-operation are highly necessary to the end that we may, by sheer force of numbers if for no other reason, command respect and attention from the public and more especially from bodies of law makers, that unjust legislation may be prevented, the rights of wheelmen secured and maintained, and that we may as an organization give to the movement for better highways an impetus which will do much toward hastening its ultimate success in our own State. Arrangements have also been completed whereby each member gets this paper every week during the continuance of his League membership, and all included in "that same dollar."

The Michigan Division officials are putting forth every possible effort for the attainment of new members. A census of the riders of the State has been prepared showing the names of thousands of wheelmen who are not members of the L. A. W. and these will be circularized to as large an extent as possible commensurate with the financial ability of the Division and the results obtained. A large accession of membership is expected from the Upper Peninsular as a direct result of the recent agitation regarding its attachment to the Wisconsin Division. The officials of the Wisconsin Division are working hand in hand with the Michigan officials to bring about the desired end, and the prospects of the success of these combined efforts are very flattering.

The efforts to secure the funds of the Michigan Division now being held by the deposed officials promises to be speedily settled in a manner satisfactory to the present Division officers. Legislation has been secured during the present session of our legislature enabling the Division to be formally incorporated, and thus place us on more sound business footing, with enlarged powers to force and make contracts and a better means for conducting the affairs of the Division.

All in all the situation is one which is a source of satisfaction to the Division officers, but success can crown their efforts only through the influence and support of the members at large. Will we have this influence and support? It rests with the members to say.

Fraternally yours,

ROBERT STEELE, *Chief Consul.*

MINNESOTA.

To Members of the Division.

I suppose you have all received my circular in regard to renewals, and I wish to again impress upon you the importance of a prompt and general response. Our first duty at this time is to increase our membership; and the reduction of dues, the excellent paper which we are sure of getting, and the new road maps ought to make this a very easy matter. All that is needed is for you to bear it in mind and ask your friends to join us.

The maps alone are worth ten times the amount of the dues to any one, and to wheelmen who do much touring their value is simply incalculable.

It is unfortunate that we have to appeal to a man's selfishness in some cases in order to secure his application. It would not be worth while to secure such members were it not for the hope of

educating them out of some of their selfishness after we get them within reach and thus not only make them desirable members of the League but better citizens.

A wheelman who, after having our objects explained to him, will not join us without extra inducements cannot be a very desirable citizen of any community and for that reason we are justified in appealing to his cupidity for the purpose of bringing him within the fold, where we can do him some good and do a service to the country at the same time.

Let us all go to work now with a will and put our Division in condition to be of some benefit to the cause.

Fraternally,

M. L. KNOWLTON.

MISSOURI.

Wants a Road Book.

To Members

ST. LOUIS, March 21, 1895.

FOR the first time in the history of this Division your officers feel compelled to call on you for a popular subscription, to insure the publication of a first-class, up-to-date road book. A prominent firm of publishers have agreed to furnish the Division with a road book, containing six sectional maps, covering the entire State, scale six miles to an inch, lithographed in colors, showing rock and dirt roads in red and black, distances, grades, and surfaces of all roads. It will be bound in leather and printed on heavy linen bond paper, with all descriptive information to enable the tourist to mount his wheel in St. Louis and get off at Kansas City, without asking any questions. The sum demanded for the work equals $1.00, per member. Inasmuch, as we only receive 35 cents from you on your renewal (40 cents going to the national treasury, and 25 cents for the BULLETIN), you will perceive that we cannot spend $2.00 for $1.00; but if you will subscribe fifty cents to insure the publication of the book, the Division will stand for the remainder, and if you will get us in *only one new member your subscription will be refunded to you.* Prompt action must be taken to insure the publication of the work on June first, and the first three hundred subscribers will have their names placed in the book under the Roll of Honor.

We must have the money in hand by April 15th, as a guarantee to the publishers.

"He who subscribes quickly, subscribes doubly." A big demand for the Road Book exists and now is the time to show your loyalty by subscribing promptly. The Division will pay over $350.00 out of its treasury for the work, but cannot afford more.

Four members will join us with a fine road book, as an inducement, where only one does now.

Eighty per cent.of the members will renew if a road book is a certainty, against 50 per cent. last year.

We cannot afford to stand idle, and now is the time for all loyal members to come to the Division's aid, by renewing promptly and subscribing 50 cents for a road book.

Fraternally yours,

ROBT. HOLM, *Chief Consul.*

W. M. BUTLER, *Secretary-Treasurer.*

Fill out this blank promptly.

MO. DIVISION ROAD BOOK.

Mo., ... 1895.

W. M. BUTLER, Secretary-Treasurer.
2636 Osage Street, St. Louis.

Dear Sir:

Enclosed please find Fifty Cents, as my subscription for ROAD BOOK. *Amount to be refunded if I secure one new member.*

"Its a good thing, push it along."

Yours truly,

.....

MISSOURI DIVISION.

To Members.

ST. LOUIS, March 18, 1895.

THE initial issue of this "Bulletin" marks a new era in the history of our grand organization and with the reduction in the dues we should have no trouble in regaining all our old members and hundreds of new ones.

We contemplate issuing a new Road Book, placing Helping Hand signs as numerously as possible and push the improvement of our roads for the benefit of our members but to do so we must have new members and retain all the old ones.

Cycling has made marvelous progress in our Division, riders are more numerous than ever before and the proportion of League members is below what it ought to be.

All this must and can be changed if you will all pitch in and help us in getting recruits.

We allow a cash commission of 25 cents for every new application provided that all applications are sent to W. M. Butler, secretary-treasurer, 2636 Osage Street, St. Louis.

Application blanks are furnished by him on application as well as all needed information. We want local consuls in every city and town and also one in every ward in the larger cities. I shall be pleased to appoint such on request.

Shelbina will entertain us at the annual meeting on July 3 and 4, and members are cordially invited to make their arrangements to attend. A good time is guaranteed, and a fund of over $700 is already subscribed for our entertainment.

The annual Pike County Tour is billed for the second Sunday in May, and all who have ever attended these enjoyable affairs will be sure to be with us again.

"League benefits for League members only," will be the cry for '95, and we want to start, by a big increase in membership, right at the beginning of the riding season.

Fraternally,

ROBT. HOLM, *Chief Consul.*

NEBRASKA.

To all members of the Nebraska Division.

The time for the renewal of your L. A. W. membership is at hand. Do not delay but renew now, and thus receive each number of our new official organ that is born to promote a closer fraternity among wheelmen, and to assist our organization to a larger field of usefulness.

Send in your dollar to Abbot Bassett or to the Chief Consul or Secretary-Treasurer of this Division and it will be properly applied without delay. Our Division withstood the trying times of '94 admirably and our Local Consuls deserve praise for their enthusiasm, but we find at the beginning of the new year we have some lost ground to regain. To accomplish this and raise our Division to the position it should occupy we must give a little more time and a little more zeal to the cause.

If each member will spend half an hour of each week in advocating the principles of the League and soliciting membership among wheelmen, our strides toward the front during the coming season will be almost phenomenal. Why not do it? It means but a little time to the individual, and the good that will result can hardly be estimated. An obligation rests on every Local Consul in the State to keep at all times, and to provide the Division officers with, a list of the names of wheelmen in his town and vicinity. Those who have not already done so will please send such lists to the Chief Consul without delay, so that they may be properly classified to aid in our work of recruiting. Members should call on Local Consuls for literature and information pertaining to the League, who will be glad to render any assistance to members, at all times.

Fraternally,

J. E. EBERSOLE, *Chief Consul.*

NEW HAMPSHIRE.

THE Chief Consul has been working upon a road book for some time and which is at the present time in the printer's hands, but expect it to be ready for delivery about April 15. The book although our first issue covers the most of the roads in the principal patts of the Division. This book will be mailed to every member who renews or whoever joins the Division, free of charge. Local Consuls have not been appointed yet but will be in a few days.

Yours,

H. J. TAGGART, *Chief Consul.*

NEW JERSEY.

To the Members of the N. J. Division, L. A. W.

AFTER a spirited contest, our Division has at length secured the National Meet, which will be held at Asbury Park, July 8th to 13th inclusive, at which time the National Championships will be contested, all kinds of entertainments will be provided at no expense to L. A. W. Members, hotel rates and railroad fares will be reduced to members of the League, and the citizens of Asbury Park will do everything in their power to aid our division in entertaining the L. A. W. royally.

This should be the greatest year in the history of our division, and the securing of the meet is sufficient evidence that your officers are wide awake and vigorously advancing your interests.

It behooves every member of the New Jersey Division, to do everything within his power to help make the meet a success. There are thousands of wheelmen in New Jersey who do not belong to the League; there are hundreds who know but little of its purposes and work. Let each League Member become a missionary in the cause,

New Mail HIGHEST POSSIBLE GRADE.

Twelve Years' Reputation.

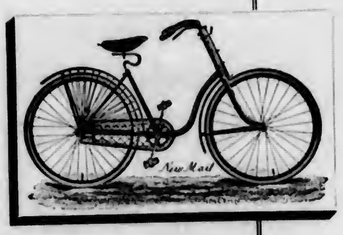
Send for Catalogue.

No Higher Grade Wheel Made.



Price for 1895,

$85.



Also best line Medium Wheels in the Market,

$60, $50, $40, $20, $15.

WM. READ & SONS,

107 Washington St., Established 1826. BOSTON, MASS.

and let us more than double our membership during the present year.

Blanks will be furnished to each member for renewal purposes; attached to the renewal blank will be found an application blank. Find another wheelman worthy of being a member and secure his application. Every member securing three new applications will receive a bound volume of the New Jersey Road Book, which gives full and complete information as to routes, roads, the character of the highway, the location of League hotels, etc.

No wheelman in the State of New Jersey ought to be out of the League at any time and especially so during the present year. The advantages of League membership are always worth more than it costs to become a member and those who attend the Asbury Park Meet this year will save many times the cost of their membership in the reduction of charges and the free entertainments, which will be given to League members alone.

These are some of the things, in general, that I want each member to give his personal attention to. There are a few specific points I want to call your attention to particularly. They are:—

FIRST: Do not fail to renew your membership.

SECOND: Do so at once.

THIRD: Secure at least, one member for the L. A. W.

FOURTH: Do anything and everything within your power to promote the interests of the L. A. W. in general, and of the New Jersey Division in particular, so that at the end of 1895, we may show by our increased membership, that the giving of the League Meet to our Division has been thoroughly appreciated.

The chief consul will find it necessary to make many communications to Division members during the coming season, especially so prior to the National Meet. The columns of the L. A. W. BULLETIN AND GOOD ROADS are open to him for that purpose and thus afford the most economical and convenient vehicle for such communications. He therefore sincerely trusts that every member of his Division will subscribe for the official organ.

Yours fraternally,

ROBERT GENTLE, *Chief Consul.*

NEW YORK.

To all Members of the N. Y. State Division.

THE officersof our Division are working hard for its success and every member is urged to do the same. Let us make it strong in numbers, widen its influence and brighten its record so that every wheelman in the state shall be glad to add his name to our membership roll.

Membership blanks are ready for distribution. They describe fully the advantage of L. A. W. membership and tell you what the 1895 members will receive. Memberships do not end on March 31, as formerly. A wheelman (or wheelwoman), may join at *any* time in the year and his (or her) membership is secure for *one year from the time of his application.* Send for application and renewal blanks and help the work along.

The Chief Consul wants the names of a hundred members who will serve as a special volunteer committee to put membership blanks in the hands of new riders and urge them to join the League. Let every wheelman or wheelwoman who will serve on this committee send me name and address at once.

The Guide Board Bill.

A bill to compel town officers to erect guide boards at country road crossings has passed the Assembly and is now in the Senate. It needs your attention. Write to the Senator who represents your district and ask him to favor the passage of ASSEMBLY BILL 919 (the Guide Board Bill.)

Guide Boards.

Heavy sheet steel guide boards are now being prepared under direction of Vice-Consul W. E. Underhill, (Schenectady, N. Y.) and will be sold at 45 cents and 80 cents each according to size. Handsomely painted and ready to put up. You will receive printed circular fully describing them.

League Hotels.

Every Leage Hotel in the State has filed in my office an agreement to grant special privileges to L. A. W. members, and to none others. If you know of a case where this agreement is violated, notify me at once, and unless satisfactory explanation is made the certificate of the offender will be promptly cancelled.

The New Tour Book

will be ready in April. Every member whose membership extends beyond April 1, 1895, will receive a copy free. Price to all others $2.00 per copy. Full description in new application blanks.

The Road Maps

are out of print. They were distributed among new members as long as the supply lasted. A new edition will be ordered as soon as corrections have been made, and will be sold to Division members at cost (50 cents per set.) To all others $2.00 per set.

The State Meet

will be held at Brooklyn and Coney Island in June. Exact date and particulars to be announced later. The programme will be elaborate and attractive. We shall look for you there, All the net profits of the meet will be spent for Guide Boards on Long Island. A meet will *probably* be held at Binghamton or Elmira in July or August, and a September meet will probably be held in Buffalo. Profits of these meets will be spent for the benefit of the good roads or guide board movements in the counties where the meets are held.

"Buttons and Pins."

Very handsome designs for a Division Button (or Coat Pin) and for a Cap Pin, have been submitted, and it is expected that a supply will be ordered at an early day. They will be sold to Division members at cost,— probably about 25 cents each.

To all Consuls:—

Certificates have been issued to all Consuls thus far appointed, and all are expected to do their "level best" for the Division. Massachusetts is 2300 ahead of us in membership. Let us make Chief Consul Sterling Elliott hurry to keep his lead. He will read this (or try to) before you see it in type because he "runs the paper"; but if we move all at once we shall get within six or seven thousand of him before he learns how to saw wood and run a printing office in the same breath. Make every member in town your first lieutenant and get him to carry a membership blank in every pocket of his clothes. Keep a supply in every cycle store, repair shop, club house, hotel,— in every place where wheelmen congregate. Post yourself on all the points that argue in favor of the League and be ready to fight its battles. And finally *keep every copy of the Bulletin on file* and read the official columns from week to week.

Yours fraternally,

ISAAC B. POTTER,
Chief Consul.

NORTH CALIFORNIA.

SAN FRANCISCO, March 22, 1895.

THE time for renewing your membership is at hand, and I hope you will send in your dollar, without delay. All doubts as to whether the League is going to have a boom in this Division, is past, and there is no stopping it. Several of the most prominent clubs have signified their intention of joining in a body; besides Mr. Ravlin, our secretary-treasurer, is receiving daily inquiries from every part of the Division from prospective members. It depends chiefly upon the individual members themselves, whether North California is to jump toward the top of the ladder in membership. Get in with your sleeves rolled up, and do what you can toward securing new members. If any one asks what benefits he is to receive for a dollar a year, tell him this: A free admission to the greatest race meet of the year, at San Jose, on July 4th; and the weekly L. A. W. BULLETIN AND GOOD ROADS. It is also the intention of the present Touring Board to publish a new road book, to contain, at least, two more maps than the present one, which has eight maps. Certainly this is enough, to say nothing of the amount to be saved on touring trips by getting the reduced rates at League hotels. Our local consuls in every town will gladly give any information to members, whether they apply in person or by letter. The Division-Attorney, Judge F. H. Kerrigan, willadvise members in any matter pertaining to the general interests of cycling, whether the advice applies to the individual, to a club, or a town. It doesn't rest entirely with the officers of this Division to show the East that California has some wheelmen that have the interest of the sport at heart, but it rests with the individual members. I ask each member to try and secure, at least, one new member, and I assure you that your officers will do their duty cheerfully and conscientiously.

CHARLES K. MELROSE, *Chief Consul.*

PENNSYLVANIA.

To the Pennsylvania Division.

PHILADELPHIA, March 29, '95.

THE renewing season is here and we need the continued membership of every present member and the application of every reputable wheelman in the State.

New York is wickedly striving to deprive us of second place and it will require the strenuous efforts of ALL to defeat her unholy aspiration.

Every member of this Division is hereby commissioned with full authority to become an active missionary in his or her vicinity to secure the application of all reputable wheelmen. Let each one charge himself with securing at least two new members, and then make it three or more.

Send all renewals and applications to John J. Van Nort, 8 Hallstead Place, Scranton, Pa.

Fraternally,

SAMUEL A. BOYLE.

FROM MR. VAN NORT.

Members of the Pennsylvania Division.

SCRANTON, March 29, 1895.

ON this date, March 29, Pennsylvania has over 600 members in good standing for 1895–6.

We congratulate you all on this most excellent showing. We are informed all our members of '94 will receive the first issue of this new paper, and then only those who pay their dues will get a second copy. To you who have sent on your dollar to me for '95 dues and received your new road book, etc., I want to say get all your neighbors to do likewise, and those who have not been members, get them to send in to me $2.00. To you who have not paid your '95 dues do not delay longer, send in your dollar at once and receive a new road book by return mail, and the other favors Pennsylvania has to bestow, as fast as they are issued. We predict for Pennsylvania the largest membership she has ever had, more League clubs than ever before, more members present at the National meet at Asbury Park than any other State. A State racing circuit, with a rousing State meet. So get in the swim as soon as you can and help push things along. We may want about 5000 different wheelmen to all write a letter to their Senator or Representative about May 1, requesting them to support our road bill on final passage.

Fraternally,

JOHN J. VAN NORT.

Under the new rule, you may join the League any time.

But now is the *best* time.

TENNESSEE DIVISION.

Tenn. Division, L. A. W.

March 18, 1895.

A GREETING, through the columns of our new Bulletin, that will reach you every week, from this time on. A publication secured you by the earnest efforts of the National Assembly, and that, without any additional expense to its members. Edited, as it will be, by Sterling Elliott and Abbot Bassett, we can safely make the assertion—it will rank among the leading cycle papers of the country. But I will not take up their space and your time preaching Bulletins or Good Roads to you. Mr. Elliott will do that.

Being in a position now where every member can be reached by a medium open to us all, we can readily answer your question of what do I get for my dollar? Here it is: 1st; Membership in a powerful organization, distributed over the United States, offering many advantages to its members in a social way, but whose principle tenets are to push the cause of building good roads, to protect the rights of wheelmen in their legitimate use of the highways, to foster and encourage cycle racing, and last but not least, a weekly publication full of interesting reading matter, to keep you posted and abreast of the times on all matters pertaining to the wheel.

That this publication is a necessity for the membership of the league, was fully demonstrated to us last year, the first since the existence of the League that its membership declined.

Our State this time gained in membership, but this was only accomplished by the hardest kind of work. I do not hesitate in saying, that double, aye, treble, the number could have been gained under the conditions existing now. One of the most important of which is that membership is for one year from *actual date* of application.

This being the case, 'tis now in order to solicit all good wheelmen and ladies using the wheel to join the League. Those now members have selected me as your Chief Consul to look after the interests of the Division. I have accepted this trust, with which is connected neither "Fee, favor or reward."

I am willing to serve you well and faithfully. But I must have your assistance. Every member of the Division is hereby empowered to act for, and with me, in their various localities.

There may be but one, or there may be dozens of wheelmen in your city, town, or hamlet. Are they members of the League? If not, why not?

Lose no time, ask them to join us.

Get me one new member, and on a postal, or by letter, give me the names of the others not members. It will be of benefit to you and them.

Besides this, I want local consuls, and League hotels. I want to find out what good racing element you have and how we can help each other by promoting race meets.

Tell me about your roads; are they good or otherwise, and make suggestions how they can be improved.

I am addressing this to you personally through the columns of our paper, and I want to hear from you. Rest assured of a prompt answer. We have the proud distinction of being the leading State of *three* that gained in membership last year; assist me and we will hold it against all comers this year.

I will keep a clear record of all those that help me recruit our membership and will make especial mention of the one sending me the first application with the necessary $2.00. Blanks furnished when desired.

At the last meeting of the assembly, it was adopted that all members dropped for non-payment of dues less than two years ago, can be re-instated and get their old numbers by the payment of fifteen cents per month of the lapsed time.

Kindly bring this to the notice of those interested, and anxious to regain their old numbers.

In conclusion, I address myself especially to non-League members in this State who may notice this and will cheerfully give all the information desired.

Respectfully,

CHARLES J. SCHERER, *Chief Consul.*

UTAH.

Fellow-Members.

THE season now approaching promises to be one of phenomenal growth in cycling, let us see to it that it is also one of similar growth in L. A. W. membership. Let every member renew, and that promptly, then let every member urge his best friend to join.

With such concerted action, we will soon be able to organize a Division, and take the place which we should occupy in the lists.

When renewing, be sure and take in the BULLETIN, as through that organ alone is the executive able to reach you all.

Appointments of local consuls are now under consideration, and I would request members living beyond Salt Lake City to send to me such names and recommendations as will help me in the selection of the best men for these important posts. Join together and form clubs, as through these the interests of wheeling are best preserved.

Racing will be an important factor this year, every man who aspires to racing honors *must* join the League, every club which wishes to hold a race meet *must* apply to the L. A. W. for a sanction and should be a League club.

Remember these things, and join early.

Yours fraternally,

JAMES W. NEILL, *Chief Consul.*

VERMONT.

To Members of the L. A. W.

Less than one-half the members renewed during the year 1894.

Only a few new members were added to the roll.

Every bicyclist should be a member of the League for it benefits him in more things than he is aware.

In our own State it was the League that pricked the bubble of taxes on bicycles.

It is hoped every member will send at once his 1895 dues, and also induce some other wheelman to join.

It is necessary that it should be done.

The Vermont Divisions need some money for a very important piece of work. Material for a road book is being gathered and it will depend on the renewals and new membership whether it is published or not. The expense for it will be considerable and there is not a large amount now in the treasury.

If every member will make an effort to get another it will help a great deal.

We hope to be able to offer one of these books to each new member, and to every old member who induces two new members to join.

The price of the book alone will not be less than $1.00.

To members where there are races to be held this season, I would like to hear from you in regard to appointing a racing board, and if you think it would be desirable to have a State meet? If so, when, and at what point?

There is a general desire for good roads throughout the State, and every wheelman should not let any chance go by to enlarge upon the benefits to all, of better roads.

Report to the proper person all bad places in the roads and streets, and do so a second time if necessary. It will bring good results if followed up properly.

I will refer to the Road Book again. As planned at present, the book will contain through routes North and South. East and West routes extending to Boston, Springfield, New Haven, and New York and to Portland, Maine.

It will be an advance copy and will need corrections, and it is hoped that each member will do all they can to increase the membership, for on that alone depend the issue of the book.

You can draw on me for recruiting literature and same will receive prompt attention.

You will see that we are to have a good BULLETIN this year, and that alone should be all that is necessary to make a wheelman want to be a member of the League as it is a paper that all cyclists will want, and it costs no more to have it and be a League member than it does to get it without the membership.

Yours very truly,

B. C. ROGERS, *Chief Consul.*

M. C. GRANDY, *Sec. and Treas.*

WISCONSIN.

GREETING. The Wisconsin Division enters the new League Year with a resolute determination to reach the one thousand mark in its membership this season.

From all indications the prospects are encouraging.

As a special inducement to the present membership to aid in obtaining the desired number, an interesting proposition is made to each Wisconsin L. A. W. member.

Your membership this year may cost you nothing.

The Wisconsin Division will present to each member free, a renewal of his membership for one year, provided he will forward to the State Secretary, within the next thirty days, the applications of two new members, accompanied by the required sum of money. In other words, get us two eligible applicants for membership and your own renewal will cost you nothing.

Send your own application for renewal with the others to M. C. Rotier, Secretary-Treasurer, 505 East Water St., Milwaukee, Wis.

Wisconsin — Committees Appointed.

The following appointments have been made by Chief Consul A. Cressy Morrison:

Recruiting Committee for Milwaukee: R. P. Wheeler, chairman, F. T. Andrae, Jos. Cordes, E. D. Haven, Andrew Steel, O. F. Thieme, Louis Pierron.

Road Improvement Committee: Albert Moyer, Milwaukee, chairman; W. M. Foster, Port Washington; Otto Dorner, Milwaukee; John W. Knight, Racine; C. D. Alderman, Eau Claire.

Racing Board: Irving F. Strauss, Ripon, chairman; V. A. Huntzicker, Neillsville; N. E. Lindquist, Marinette; W. R. Ellers, La Crosse; H. P. Andrae, Milwaukee.

Committee on Rights and Privileges: Wm. M. Foster, Port Washington, chairman; Ben Hooper, Oshkosh; Wilbert Irwin, La Crosse; V. A. Tichenor, Waukesha; B. W. Pulling, Marshfield; J. M. Pereles, Milwaukee.

Railway Transportation: W. L. Simonds, chairman, Frank Van Valkenburgh, W. N. Durbin, T. E. Hutchings, Milwaukee.

WYOMING CONSULATE.

To all Members L. A. W.

ROOM 9, ATLAS BLOCK, CHEYENNE, WYO.,
March 18, 1895.

I AM happy to announce to the members of this consulate that we once more have an official organ, and doubly happy that the Executive Committee, in its wisdom has placed the publication of it in the hands of such a tried and true veteran as Sterling Elliott.*

The subscription to the new paper is but 25 cents per year, and as our renewal fee has been reduced to seventy-five cents, renewal and the official organ is but one dollar, the former fee for renewal.

It is quite needless for me to impress on the minds of the members in Wyoming, the advantage of every one having the new paper, and I earnestly urge you to renew at once, sending in one dollar, and thus secure the paper for the ensuing year.

The initiation fee and first year's dues remains at two dollars, which includes subscription to the paper.

And now, let us all pull together and make Wyoming a division ere the season is over.

Fraternally,
C. P. HILL, *Chief Consul.*

* I blush, but daren't change the copy.—S. E.



It is not intended to allow anything to go in this column which is not at least *old enough* to have whiskers.

In the language of Geo. Thatcher we admire the antique and are pleased with "any old thing."

Zeeland, Mich., is a town of 1400 people without either a saloon or a lawyer in the place. When one comes, the other will be necessary.— *Boston Globe.*

This is rather rough on the lawyers; why couldn't they have a private bottle?



THE name Duryea always means something to interest the cyclist.

This time it's a good watch for $2.50 with the case ornamented with a rider in gold and enamel. It's a good timer and they refund money for any dissatisfaction. See "ad."



RIDING — HANDS OFF.



Boston, April 5, 1895.

LEAGUE HEADQUARTERS, 12 PEARL ST., BOSTON, MASS.

Officers for 1895 and 1896.

PRESIDENT,
A. C. WILLISON,
Cumberland, Md.

FIRST VICE-PRESIDENT,
GEO. A. PERKINS,
15 Court Sq., Boston, Mass.

SECOND VICE-PRESIDENT,
A. C. MORRISON,
Pabst Brewing Co., Milwaukee, Wis.

TREASURER,
A. E. MERGENTHALER,
Fostoria, Ohio.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

Division Officers.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA.—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phoenix.

ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

COLORADO.—Chief Consul, John A. McGuire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 1409 Broadway, Denver.

CONNECTICUT.—Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DISTRICT OF COLUMBIA.—Chief Consul, Geo. W. Cook, 3295 M. Street, N. W., Washington.

GEORGIA.—Chief Consul, Charles M. Rushing, Savannah.

ILLINOIS.—Chief Consul, L. C. Jaquish, 1612 Ashland Block, Chicago. Secretary-Treasurer, A. J. Marrett, 509 Cleveland Avenue, Chicago.

INDIANA.—Chief Consul, Thomas Hay, 70 North Pennsylvania Street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA.—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, E. Kostomlatsky, Oskaloosa.

KANSAS.—Chief Consul, W. W. Hooper, Leavenworth. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, Edward A. Newhaus, German National Bank, Louisville. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson Street, Louisville.

MAINE.—Chief Consul, James E. Marrett, 448 Commercial St., Portland. Secretary-Treasurer, Percy H. Richardson, 39½ Exchange St., Portland.

MARYLAND.—Chief Consul, J. A. Arnold, 404 S. Eutaw St., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 9 E. Lexington St., Baltimore.

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Charles S. Howard, 15 Crawford St., Roxbury.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSISSIPPI.—Chief Consul, W. H. St. John, Yazoo City. Secretary-Treasurer, J. J. Lowrey, Jackson.

MONTANA.—Chief Consul, W. L. Faut, 32 W. Broadway, Butte City.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, Frank H. Sietken, 1223 Harney St., Omaha.

NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Raylin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Executive Chamber, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

Renewal.

The first number of the BULLETIN will go to every member of the League. After the first number no one will receive the paper who has not renewed or applied for membership. Members will be careful in sending addresses for as the address comes to us with renewal so will it go on the list.

TO THE LADIES.

Under an arrangement made with Mrs. Mary Sargent Hopkins a special rate of subscription will be made to ladies who are members of the League, and subscribers to the BULLETIN. The subscription price for all such has been fixed at 50 cts. The regular rate is $1.00. An advertisement in another column will present a prospectus and the reputation of the editor will insure that all promises will be carried out. Send subscriptions direct to Mrs. Hopkins.

CONNECTICUT.

The resignation of Chief Consul Louis A. Tracy has been received. Under the rules the Vice-Consul, Philip W. Westlake, of Bridgeport will succeed to the office.

ABBOT BASSETT,
Secretary, L. A. W.

SIXTY DAYS ONLY.

Members are notified that the renewal season is cut down to sixty days. In previous years renewals were received to July 1st. This year the season ends JUNE 1st. Please remember.

APPLICATION AND RENEWAL BLANKS.

Application or Renewal Blanks may be had of the Secretary on application.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total, 875.

Arkansas — 3.

Ark. Trav. C. C.

70,928 Powell, W. J. care McSwine Co., Little Rock

Vesper City C. C.

929 Vaughan, J. E., Arlington Hotel, Hot Springs

Unattached.

930 Bowman, J. A., 6th and Main st., Little Rock

Arizona — 3.

Unattached.

70,931 Heaton, Ed., Tucson
932 Jones, Thos. R., Tempe
933 Wilson, Norman C., Phœnix

Colorado — 1.

Unattached.

70,934 Crockett, D. J., Littleton

Connecticut — 4.

Hartford W. C.

70,935 Rollins, R. W., 80 State st., Hartford
936 Upson, F. P., Hf'd Elec. Light Co., "

Unattached.

937 Smith, Wm. B., 31 Sumner st., Hartford
938 Hubert, P. G., Jr., 35 Summer st., Stamford

Idaho — 1.

Unattached.

70,939 Spahr, Chas. A., box 314, Pocatello

Illinois — 4.

Knoxville B. C.

70,940 Butts, Harvey J., Knoxville

Alton C. C.

941 Cole, Nathan Upper Alton

Unattached.

942 Hathaway, E. L., Table Grove
943 Rump, A. E., box 44, Troy

Indiana — 1.

Unattached.

70,944 Corbett, Cal P., Greensburg

Iowa — 3.

Des Moines W. C.

70,945 Mitchell, E. G., D. M. Union R. R. Co., Des Moines

Unattached.

946 Underwood, T. W., Chapin
947 Seaton, Chas. A., Oxford Junction

Maine — 2.

Unattached.

70,948 Gibbs, H. C., Bridgton
949 Roberts, Herbert A., 128 Emery st., Portland

Maryland — 4.

Chestertown C. C.

70,950 Chapman, Wm. W., Chestertown

Unattached.

951 Woods, D. C., 110 So. Gay st., Baltimore
952 Messersmith, J. David, 2852 Penn ave., "
953 Messersmith, Chas. H., 2852 Penn ave., "

Massachusetts — 62.

Mass. B. C.

70,954 Cook, Wm. Geo., 533 Albany st., Boston
955 Alcott, J. S. P., 3 Somerset st., "

Union B. C.

956 Tilton, J. Allen, box. 38, sta. A, Boston

Newton B. C.

957 Nickerson, Henry C., 201 Washington st., Boston

Eagle C. C.

958 Logan, James J., 66 Magazine st., Boston

Rollstone C. C.

959 Oldfield, John R., box 1646, Fitchburg

Lynn C. C.

960 Brown, Fred E., 176 Euclid ave., Lynn
961 Cowling, F. W., 210 Broad st., "

Springfield B. C.

962 Hoyt, Chas. L., 20 Sargent st., Springfield
963 Waters, Bert A., 49 Court st., "

Shelburne Falls B. C.

964 Fisher, S., Shelburne Falls
965 Fuller, E. J., "
966 Fisher, A. M., "
967 Innis, Frank E., "
968 Ost, Frank, "
969 Temple, J. F., "

Unattached.

970 Adams, Chas. S., box C, Bedford
971 Bellew, Henry E., Court House, Boston
972 Farmer, Thos. H., 35 Oliver st., "
973 Gerrior, John B., 30 No. Market st., "
974 Gray, G. A., 20 Columbas ave., "
975 Hall, H. L., 17 State st., "
976 Jacobs, Herbert G., 128 W. Brookline, "
977 Keats, Wm., 537 Albany st., "
978 Malcolm, John D., 387 Columbus ave., "
979 Lyster, M. J., care Angier Chemical Co., "
980 Sibley, Frank P., Boston *Post*, "
981 Woodward, Chas. S., No. 5 F. H. Market, "
982 Young, James H., 511 Sears bl'd'g, "
983 Tarbell, Geo. W., Boston *Journal*, "
984 Mather, Harry B., 37 Joy st., "
985 Davis, John, 95 Maverick st., Chelsea
986 Martin, Bertram T., T. Martin & Co. Mfg. Co., "

70,987 Martin, Walter L., 16 Franklin ave., Chelsea
988 Martin, Archibald T., 16 Franklin ave., "
989 Holmstead, E. A., 42 Glenway st., Dorchester
990 Lind, G. A., 42½ Glenway st., "
991 Richardson, F. H., 57 Myrtle st., E. Somerville
992 Robinson, J. E., 152 Merrimack st., Haverhill
993 Barlow, Edwin, Coburn pl., Lowell
994 Barlow, Samuel, Coburn pl., "
995 Mansfield, Elbert A., 36 New Park st., Lynn
996 Keene, Edward, 4 Irving ct., Malden
997 Prescott, Chas. O., Milton
998 Hardon, R. F., 28 Copley st., Newton
999 Muchmore, F. W., box 117, Newton Highlands
71,000 Diman, Ezra, Park pl., New Bedford
001 Young, Chas. D., 1 Dalton st., Newburyport
002 Cole, Howard D., 39 Wilcox st., Springfield
003 Read, J. T., 59 Spring st., "
004 Foster, E. J., Shelburne Falls
005 Marshall, Geo. A., 75 Trull st., Somerville
006 Stewart, A. E., box 505, Westfield
007 Mossman, Wm., 93 South Maple st., "
008 Elder R. D., box, 343, "
009 Sylvester, Oscar, box 392, Whitinsville
010 Blood, Henry C., 108 Main st., Winchester
011 Cameron, Leon A., 28 Campbell pk., W. Somerville
012 Humphrey, W. M., 10 Winter st., "
013 Holden, Warren F., 136 Pleasant st., Worcester
014 La Dow, Wm., care of Crane Bros., Westfield
015 Bishop, L. A., 73 Main st., "

Michigan — 9.

Tri County C. C.

71,016 Brown, Caris, Alma

Grand Rapids B. C.

017 Moore Allen K., 446 Fountain St., Grand Rapids

Unattached.

018 Moore, Fred. A., box 163, Croswell
019 Hartman, C. S., 244 East Fulton st., Grand Rapids
020 Leslie, Albert, 200 No. Division, "
021 Sproat, J. Clark, Democrat Office, "
022 Townsend, E. B., Nashville
023 Salisbury, Arthur G., box 594, St. Johns
024 Salisbury, Chester W., box 584, "

Minnesota — 4.

Unattached.

71,025 Anderson, A. N., box 468, Minneapolis
026 Chatterdon, B. W., 303 Guaranty Loan bldg, "
027 Willits, A. G., 206 Nicollet ave., "
028 Belknap, A. L., 1912 Kenwood Parkway, "

Missouri — 18.

Shelbina C. C.

71,029 Brown, Chas. J., Shelbina

Pastime B. C.

030 Buckley, F. W., 617 Pine st., St. Louis
031 Morris, Robert C., 1125 Washington ave., "

South Side C. C.

032 St. Jean, Stephen L., 2218 Osage st., St. Louis
033 Santee, H. C., 923 Hickory st., "
034 Wicke, W. C., care of C. & W. McClean, "

Unattached.

035 Stephens, Hugh, care of *Herald*, Columbia
036 Hubbell, Ira C., 3020 Flora ave, Kansas City
037 McGee, White, Platte City
038 Wells, H. C., "
039 McDonald, B., Richmond
040 Rutledge, Robert, 717 Chestnut, St. Louis
041 Franck, Chas. H., 2124 Oregon Ave., "
042 Lihou, Charles, Simmons Hdw. Co., "
043 Rogers, Ira W., 3136A Bell ave., "
044 Page, Lewis, 5306 Page ave., "
045 Alexander C. Hofman, 4141 W. Belle, "
046 Kunkel, L. B., 3828 Pine, "

New Hampshire — 2.

Man. Cadet, B. C.

71,047 Phinney, G. H., Hanover st., Manchester

Unattached.

71,048 Firn, Carl, 5 Brook st., Manchester

New Jersey — 74.

Asbury Park W.

71,049 Coleman, F. F., M. D., Asbury Park
050 Harrison, T. Herbert, "
051 Beebe, G. J., "
052 Patterson, Samuel A., "
053 Black, Parker N., "

Englewood W.

054 Vineburg, Herman, Englewood

Hillside B. C.

055 Bongartz, Ferdinand, 363 Palisade ave., Jersey City

E. A. C. Cyclers.

056 Bishop, S. C., 920 Salem ave., Elizabeth

Alpha B. C.

057 Kerwien, Arthur, Fort Lee

Luminum B. C.

058 Fisher, Willis R. Sayreville

Crescent Wheelmen.

059 Stevens, F. R., 703 South ave., Plainfield
060 Haynes, J. A., 52 North ave., "
061 Buckle, J. F., 58 Westervelt ave., "
062 Teel, C. E., 52 North ave., "
063 Thomas, H. S., box 341, "
064 Zimmerman, Chas. Jr., 45 Prospect pl., "
065 Coddington, Allen, Somerset st., "
066 Cannon, A. F., care of Plainfield Beef Co., "
067 Saltzman, A., 62 Westervelt ave., "
068 Moraller, L., 108 W. 2d st., "
069 Cuming, T. A., 1012 Putnam ave., "
070 Saunders, Geo. E., 416 W. 2d st., "
071 Baker, A. F., 440 W. 5th st., "
072 Petrie, J. E. S., 319 E 6th st., "
073 Jones, F. L., 136 E. 4th st., "
074 Vail, E. F., 177 North ave., "
075 Stephenson, Wm. J., 146 North ave., "
076 Runyon, C. W., 124 W. 4th st., "
077 Lister, C. C., 134 North ave., "
078 Carey, T. J., 328 W. Front st., "
079 Bird, F. W., 321 E. Front st., "
080 Manning, W. F., 807 W. 7th st., "
081 Price, W. L., 35 Somerset st., "
082 Hand, E. T., "
083 Hanna, Thos., 446 W. 5th st., "
084 Meeker, R. A., 418 E. 2d st., "
085 Emmons, J. P., Wash. st., and Prospect pl. "
086 Titsworth, C. L., P. O. box 693, "
087 Wilbur, S. P. T., 312 E. 3rd st., "
088 Sangstad, Olaf, "
089 Stevens, Geo. O., 747 W. Front st., "
090 Dreyer, Emile, 826 E. Front st., "
091 Scriven, Wm., 609 Division st., "
092 Dawson, R. M., cor. Park and North ave., "
093 Tolles, R. L., 248 E. 3rd st., "
094 Codington, W. R., cor. Park ave and 2d st., "
095 Fritts, A. S., 62 Westervelt ave., "
096 Green, Fred S., 228 E. 5th st., "
097 Kenney, J. J., Front st. and Park ave., "
098 McVey, J. H., 123 North ave., "
099 Thiers, Charles R., 13 Grove st., "
100 Freeman, W. H., 249 E. 9th, "
101 Titsworth, Lon, 515 Madison ave., "
102 Crawford, John, 826 2d Place, "
103 Mallinson, A. D., 205 North ave., "
104 Vail, H. C., 12 Duer st., "

Unattached.

105 Van Deusen, H. W., Box 226, Arlington
106 Evans, Lewis L., 255 Morris ave., Elizabeth
107 Dusterdieck, Fred'k W., 512 Meadow, "
108 Stursberg, F., 932 Wash. st., Hoboken
109 Wood, Geo., Jr., 4 Paulmier pl., Jersey City
110 Ford, Wm. A., 38 Charles st., "
111 Broadley, Wm. L., 336 Monmouth, "
112 Wales, Richard C., Leonia

71,113	Hobbs, Edwin,	Little Silver
114	Brown, Wm. T., Box 19,	Madison
115	Stout, Charles H.,	Morris Plains
116	Thowless, Herbert L., 255 4th st.,	Newark
117	Potter, Fred W., 37 Howard st.,	"
118	Martin, Chalmers, 342 Nassau,	Princeton
119	*Clenen, Jeannette*, Box 36,	Ramsey
120	Cooper, Dr. James E.,	Shrewsbury
121	Bradford, Geo. D., Jr.,	"
122	Terhune, J. Harry,	Teaneck

New York — 387.

New Manhattan.

71,123	Davenport, Dr. W. F., 503 Fifth ave.,	New York
124	Hall, Walter J., 301 W. 57th,	"
125	Friedenstein, J., Box 2534,	"
126	Bang, Wm. F., Sturtevant House,	"
127	Pratt, Charles W., Manhattan Ath. Club,	"
128	Owen, Wallace H., " " "	"
129	Birdseye, C. E., 131 Pearl st.,	"
130	Murphy, H. A., 130 E. 16th st.,	"
131	Taylor, W. J., New Manhattan Club,	"
132	Berens, Dr. T. P., 4 E. 43d st.,	"
133	Greacen, J. H., New Manhattan Club,	"
134	Cohn, Charles P., 106 E. 108th,	"
135	Tripler, G. B., 38 Park Row,	"
136	Greacen, E. J., 38 " "	"
137	Phillips, Wendell C., 350 Madison ave.,	"
138	Rodick, F., Box 334,	"

Triangle W.

139	Stevenot, C. J., 276 Pearl st.,	New York
140	Rowan, Franklin D., 62 Charlton,	"

Y. M. I. W.

141	Gerbereux, Edw., 73 Wash. pl.,	New York

Madison B. C.

142	Jordan, Joseph A., 459 W. 44th st.,	New York

Michaux C. C.

143	*Ward, Miss Violet M. E.*, 351 Lex. ave.,	New York.
144	Hayden, Henry W., 48 Wall st.,	"
145	Strong, Murray H., 51 " "	"
146	Belknap, Robert L., 62 William st.,	"
147	Park, Trenor L., 216 Church st.,	"

Albany Co. W.

148	Ertzberger, Archibald, 229 3d st.,	Albany
149	Dubois, G. A., 220 Central ave.,	"
150	Cann, Stephen J., 197 First st.,	"
151	Miles, F. E., 22 So. Pearl,	"
152	Stone, W. L., D. & H. C. Co.,	"

Auburn Cyclers.

153	Merwin, M. K., Morgan Hall,	Auburn
154	Reed, H. L., " "	"
155	Leonard, Lewis F., 80 Genesee st.,	"
156	Elder, James E., 42 Bradford,	"
157	Haeffner, Wm. B., 96 Genesee,	"
158	Stevenson, H. B., 7 Exchange st.,	"
159	Martin, W. A., 2 William st.,	"
160	Schicht, Wm. A., 15 Hoffman,	"
161	Pomeroy, Theodore M., Jr., 168 Genesee st.,	"
162	Paul, Ellis S. S., 171 So. Division,	"
163	Hart, James W., 96 North st.,	"
164	Walley, M. L., Jr., Box 444,	"
165	Smith, Frank S., 58 State st.,	"
166	Carr, James J., 59 " "	"
167	Corning, D. Erastus, 230 W. Genesee st.,	"
168	Herrling, W. S., 51 Seymour st.,	"
169	Beardsley, Douglass, 114 South st.,	"
170	Healy, M. D., 28 Grant ave.,	"
171	Gloss, Joseph J., 94 E. Genesee st.,	"
172	Paul, J. Laurene, 110 Genesee st.,	"
173	Bohman, Carl E., 18 Garrow st.,	"
174	Newman, Fred H., 3 Wash. st.,	"
175	Barrett, Wm. L., 14 Genesee st.,	"
176	Healy, Geo. P., 5 Genesee st.,	"
177	Searls, Ray E., 73 Genesee st.,	"
178	Davis, Thompson T., 15 Gaylord st.,	"
179	Clark, H. L., 31 Market st.	"
180	Gilbert, Edmund, 22 Bush ave.,	"
71,181	Pruyn, Wm. N., 63 E. Genesee st.,	Auburn
182	Schreck, John C., Market st.,	"
183	Covert, Charles B., 99 Genesee st.,	"
184	Morrison, W. B., 30 Logan st.,	"
185	Avery, R. B., 78 Genesee st.,	"
186	Smith, Irving W., 102 Genesee st.,	"
187	Bower, Robert S., 76 Seymour st.,	"
188	*Ferris, Julia C.*, 7 Court st.,	"
189	*West, Margaret A.*, 7 Court st.,	"
190	Gardner, Carroll K., 20 Grant ave.,	"
191	Whitney, G. W., M. D., 72 Genesee st.,	"
192	Mullen, James W., Box 277,	"
193	Heuling, Oscar, 40 North st.,	"
194	Crosman, Wm. C., 92 Genesee st.,	"
195	Moore, Myron L., 92 Genesee st.,	"
196	Avery, Charles L., 120 Genesee st.,	"
197	Carpenter, Edward R., 127 Genesee st.,	"
198	Wiggins, F. H., 12 Cayuga st.,	"
199	Garrett, I. H., Jr., 103 E. Genesee,	"

Schenectady C. W.

200	Miller, John D., Arcade bldg,	Schenectady
201	Kerste, Edward L., 108 Wall st.,	"
202	Steers, Burton B., 204 Green st.,	"
203	Bosca, Ernest E., Close bldg,	"
204	Beller, Charles A. G., 205 So. Centre st.,	"
205	Grupe, John W. H., 125 Wall st.,	"
206	Shafer, Martin L., 318 Lafayette st.,	"
207	Angle, Clarence B., 3 Union st.,	"
208	Blood, John B., 5 South Church st.,	"
209	Veeder, Nicholas L., 216 So. Centre st.,	"
210	Swart, Wm., 818 State st.,	"
211	Benns, Geo. W., 225 Liberty st.,	"
212	Bradt, Peter V., 523 Hamilton st.,	"
213	Spencer, H. N., 406 " "	"
214	Palmer, Edward E.,	"
215	Landers, Fred, Box 734,	"
216	Angle, Edwin C., 267 State st.,	"
217	Jackson, Alonzo C., 27 Wash. ave.,	"
218	Landon, Robert J., 1 Myers block,	"
219	Bradt, George T., 108 State st.,	"
220	Banker, Gershom, 13 No. College st.,	"

Brooklyn C. C.

221	Peters, Andrew, 437 Wash. ave.,	Brooklyn

Brooklyn Ramblers.

222	Meyers, Harry A., 29 Buffalo ave.,	Brooklyn

Brooklyn B. C.

223	Hobby, J. H., 73 Ft. Green pl.,	Brooklyn
224	Ward, Fowler A., 228 17th st.,	"
225	Quimby, Chas. F., 62 Clifton pl.,	"

Kings Co. Club.

226	Sharp, Alfred E., 11 Ft. Green pl.,	Brooklyn

Kings Co. W.

227	Wingate, George A., 1100 Dean st.,	Brooklyn

L. I. W.

228	Ormsbee, H. W., 55 Willow,	Brooklyn

So. Brooklyn W.

229	Disteu, Otto, 89 Third pl.,	Brooklyn
230	Underwood, Wm. G., 235 Atlantic ave.,	"
231	Blossfeld, W. E.,	Van Pelt Manor

Press C. C.

232	Iggulden, Walter, 206 Prospect ave.,	Buffalo
233	Cordell, C. M., 22 West Seneca st.,	"
234	Norman, Chas., *Times* office,	"

Buffalo Ramblers.

235	Zenger, Jos. P., 222 Pine st.,	Buffalo
236	Stark, Wm. O., 219 7th st.,	"
237	Berry, Mark H., 618 Main st.,	"
238	Speidel, Chas. G., 639 Michigan st.,	"
239	Hartmeyer, F. L., 414 Oak,	"
240	Diehl, John P., 240 Ellicott st.,	"
241	Peterman, F. D., 518 Best st.,	"
242	Minton, F. W., 324 Swan st.,	"
243	Martin, Frank E., 414 Richmond ave.,	"
244	Weinig, Wm. D., 31 Carlton,	"
245	Hager, G. J., 141 Elm st.,	"

Cortlandt W.

71,246	Scribner, Isaac T.,	Peekskill
247	Mathews, George P.,	"

Keating W. C.

248	Whiting, H. S.,	Guilford

Ithaca C. C.

249	Tichenor, Chas. H.,	Ithaca

Select C. C.

250	Stevenot, Frank H., Cooper Union,	New York

Kingston B. C.

251	Hall, Josiah J., 2 Crown st.,	Kingston

L. I. C. W.

252	Stiebritz, W. Morris, 265 Steinway ave.,	Long Island City.
253	Barter, Thomas J., Edwards Hotel,	Brooklyn
254	Hallett, Fred T., 127 Fulton ave.,	Long Island City

Century C. C.

255	Zimmerlin, Chas. G.,	Lyons
256	Zimmerlin, H. F.,	"

Patchogue B. C.

257	Roe, Henry K., box R,	Patchogue

Penn Yan C. C.

258	Snow, W. C., box 1088,	Penn Yan

Salamanca B. C.

259	Hirchert, Wm. C.,	Salamanca

Stillwater B. C.

260	Pack, Jno.,	Stillwater
261	Denison, Wm.,	"
262	Pack, A. T.,	"

Trojan W.

263	Baynes, Dr. Joseph E.,	Troy
264	Myers, Dr. Chas. G.,	"
265	Smith, Dr. Frederick A.,	"

Amsterdam W.

266	Peck, Wm. N.,	Amsterdam
267	Herrick, D. D.,	"
268	Dunlap, D. S.,	"
269	Simmons, Benj. H., box 1008,	"

Gramercy W.

270	Vant-Woud, Victor C., 1071 Bedford ave.,	Brooklyn

Columbia B. C.

271	Utter, H. A.,	Plattsburgh
272	Robinson, O. E.,	"

Unattached.

273	Byron, James G., 369 Fifth ave.,	New York
274	Beach, John W., 104 West 103d st.,	"
275	*Benson, Miss M. F.*, box 2764,	"
276	Coursen T. E., 207 Greenwich st.,	"
277	*Dufaux, Honore M.*, 157 East 76th st.,	"
278	Dutton, John F., box 2611,	"
279	Eckhert, David R., 102 King st.,	"
280	Ellis, Fred A., 114 East 32d st.,	"
281	Frankenheimer, John, 15 Wall st.,	"
282	Floyd-Jones, G. Stanton, 51 Wall st.,	"
283	French, J. Carroll, 24 Pine st.,	"
284	*Fredrikson, Mrs. T.*, 338 West 47th st.,	"
285	Fischer, Geo. F., 227 West 37th st.,	"
286	Hitchcock, Francis R., 8 East 29th st.,	"
287	Hoffman, Wm. F., 230 East 124th st.,	"
288	Howard, Jarvis C., 135 Front st.,	"
289	Hoe, William J., 327 West 14th st.,	"
290	Hoe, Alfred Geo., 327 West 14th st.,	"
291	Heckman, M. W., 128 West 96th st.,	"
292	Iremonger, E. E., 53 Leonard st.,	"
293	Jordan, Charles F., 118 6th ave.,	"
294	Jaegar, A. L., 250 East 32d st.,	"
295	Jacobson, David, M. D., 338 W. 47th st.,	"
296	Kennedy, Thomas J., 32 Nassau st.,	"
297	Knoener, Herman A., 163 East 39th st.,	"
298	Knodel, Chas. C., box 1160,	"
299	Hart, James L., 47 West 56th st.,	"
300	Kastman, Richard, 1331 3rd ave.,	"
71,301	Karl, William, 555 East 153rd, Melrose,	New York
302	Lambrecht, Jos. W., 182 East 93rd st.,	"
303	Leisel, Julius, 77 John st.,	"
304	Linden, Wm., 30 West 116th street,	"
305	Moore, Clement C., 57 East 54th st.,	"
306	*Moore, Mrs. Clement C.*, 57 East 54th st.,	"
307	Murray, Henry A., 54 West 49th st.,	"
308	Morris, Monson, 14 East 63rd st.,	"
309	Miller, L. H., 528 West 49th st.,	"
310	Newman, Howard, Lazell, Dalley & Co.,	"
311	Olyphant, Robert, 26 East 46th st.,	"
312	Pellew, Chas. E., 51 East 54th st.,	"
313	Plant, M. F., 12 West 23rd st.,	"
314	Peavy, Merwin S., 1190 Madison ave.,	"
315	Pine, J. A. W., 130 Pearl st.,	"
316	Paine, Arthur S., 126 West 48th st.,	"
317	Plechner, Marcus M., 1129 Park ave.,	"
318	Ritter, Geo. B., 5 Wall st.,	"
319	Robertson, Geo. A., 2 East 69th st.,	"
320	Robbins, Wm. A., 313 West 126th st.,	"
321	Rothwell, Thomas A., 410 East 51st.,	"
322	Reynolds, Theo. W., Jr., 906 St. Nicholas ave., New York.	
323	Smith, Daniel J., 448 East 86th st.,	New York
324	Siegmund, Max, 2 Bowling Green,	"
325	Shea, Francis L., 571 Amsterdam ave.,	"
326	Stott, Thos. H., 301 West 46th st.,	"
327	Scott, Chas. T., 553 Mott ave.,	"
328	Starr, Walter D., 313 West 75th st.,	"
329	Stewart, John M., 92 Liberty st.,	"
330	Tysen, R. F., 26 West 69th st.,	"
331	Crary, Wm. P., 10 Warren st.,	"
332	Lester, A. Ed., 45 West 70th st.,	"
333	Bruch, Otto, 345 East 58th st.,	"
334	Cox, J. B. Jr., 455 Broadway,	"
335	Betzner, John J., 21 Duane st.,	"
336	De Voursney, W. P., 254 West 135th st.,	"
337	Mager, George J., 427 East 85th st.,	"
338	Spaulding, N. E., 300 Broadway,	"
339	Milligan, Alex P., 36 West 126 st.,	"
340	Sears, Joseph H., 132 East 38th st.,	"
341	Ruppert, Geo., 1116 Fifth ave.,	"
342	Liscomb, Harrison P., 210 West 15th st.,	"
343	Tabb, Thomas T., 213 West 104th st.,	"
344	Terry, Alfred F., 596 Columbus ave.,	"
345	Van Auken, W. J., 359 Broadway,	"
346	Wagner, Otto F., 189 10th ave.,	"
347	Wilson, Charles M., 350 St. Nicholas ave.,	"
348	*Wendland, Emma A.*, 2070 Madison ave.,	"
349	Wendland, Philip, 215 Bowery,	"
350	Weber, Ernst A., 124 West 58th st.,	"
351	Wallace, Wm. B., M.D., 144 East 60th st.,	"
352	Goudy, J. C., 70 Reade st.,	"
353	Zundell, Gustave A., 555 East 153rd st.,	Melrose, N.Y.
354	Eberhart, Frank, 1462 1st. ave.,	New York
355	Wales, H. D. N., 92 5th ave.,	"
356	Foster, W. B.,	Amsterdam
357	Reeve, S. J.,	Apalachin
358	Sheldon, Melvin, M.D.,	Ancram
359	*Clark, Miss Jessie E.*, 462 Broadway,	Albany
360	Were, Arthur E., 769 Broadway,	"
361	Byington, C. S., 204 Lark st.,	"
362	Gebhard, F. W., 36 No. Swan st.,	"
363	Proctor, A. H., 478 Madison ave.,	"
364	Daggett, Clark L., 33 Wash. ave.,	"
365	Byron, David P., 368 Hamilton st.,	"
366	Neiman, Howard S., box 319,	"
367	Van Buren, G. A., 84 Clinton ave.,	"
368	Austin, Harry M., 500 Debevoise ave.	"
369	Lathan, Dr. Geo. H.,	Antwerp
370	de Groat, A. B.,	Bath
371	Gimbernat, Heraclio S., Bay 16th st.,	Bath Beach
372	Smith, Henry H., Benson ave.,	" "
373	Hubbard, Frank L., Bay 31st st.,	Bensonhurst
374	Ritson, D. Irving, Bay Parkway,	"
375	Ritson, T. A., Bay Parkway,	"
376	Howe, Geo. B.,	Black River
377	Whipple, Fred E.,	" "

71,378 Sammis, Edward B., box 94, Babylon
379 Bardell, Wm. A., box. 60 Sta W, Brooklyn
380 Baker, Dr. Frank R., 540 Bedford ave., "
381 Barbour, Thos. J., 169 Hicks st., "
382 Borden, Fred C , 316 Dean st , "
383 Brower, Daniel K., 250 12th st , "
384 Dougan, Wm. I., 2nd Prec't Police Station, "
385 Corby, Geo. F., 318 Carlton ave , "
386 Kendall, John A , 367 Quincy, "
387 Klockert, Geo. P., 945 Butler st., "
388 Osborn, E. C., 2 Glenada pl., "
389 Johnson, Chas. C., 1408 Bushwick ave., "
390 Meacham, W. H., 519 Greene ave., "
391 Boss, Nelson R., 29 Schenck ave., "
392 Orchard, Cuthbert J., 594 Greene ave., "
393 Foster, Henry D., 203 Monitor st., "
394 Marguand, Fred F., 22 St. Johns pl , "
395 Morrow, Thos. I., 233 Clifton pl., "
396 Rentel, Erich G., 376 Tompkins ave., "
397 Ryerson, Cornelius A., 198 Eighth st., "
398 McNichol, Archibald, 138 Macon st., "
399 Stackhouse, G. E , 445 Fifth st., "
400 Lewis, Wilson S., 111 St. James pl., "
401 Wood, Leonard P., 34 Clinton st., "
402 Vereance, Harry D., 595 McDonough st., "
403 Viele, Chas. L., 425 Henry st., "
404 Vollmers, Adolph, 144 Nassau ave., "
405 Schepp, Frank L., 562 Monroe st., "
406 Ruble, L. B., 393 Sixth ave., "
407 Cooper, W. H., 911 Hancock st., "
408 Cocroft, James R., 1612 Bushwick ave., "
409 Meyers, Herman J., 433 Fulton st., "
410 Candell, John W., 48 West Eagle st., Buffalo
411 Judson, Wm. L., 48 West Eagle st., "
412 Northrop, C. E., 64 So. Division, "
413 Parke, Chas. S., 269 Carolina st., "
414 Lester, R. W., Oakdale, A. C., "
415 Thomas, O. F., 558 Main st , "
416 Godfrey, Lucius W , Jr., 793 Prospect ave., "
417 Lewis, D. H , 175 Woodlawn ave., "
418 Lansing, Gerrit B., 65 Arlington pl , "
419 Mason, Robert H., 449 Fargo ave., "
420 Latham, A. J., Caldwell, Lake George
421 Brown, Philo, Cato
422 Jorolemon, R. Asahel, "
423 Mudge, Clayton E., 136 Clinton ave , Cortland
424 Beaudry, G. F., 73 Main st , "
425 Strowbridge, S. H , 20 Monroe Hts., "
426 Murphy, Arthur M , Catskill
427 Day, Jeremiah, "
428 Stahl, R. J., "
429 Richardson, L. W., "
430 Tolley, Geo. F., "
431 Wardle, Charles A., "
432 Thorpe, Wm. E., "
433 Mattice, Wm., "
434 Murray, Wm. A., "
435 Graf, Wm., "
436 Hallenbeck, J. A., "
437 Bement, Louie M., Clifton Springs
438 Winans, D. S., 23 Lincoln ave , Cohoes
439 Talleur, Gustav J., Corona
440 *Martin, Miss Sadie E.*, W. 3rd st., Coney Island
441 Jones, Hart G , Dunkirk
442 Young, Horace J., Dundee
443 Lewis, Chas. H., box 183, Fort Ann
444 Wolfe, John, Fleischmann's
445 Stewart, Edson C., Franklin
446 Donnelly, John T., Fordham
447 Carr, Geo. W , Greenbush
448 Gray, D. N., Glen Cove
449 Altshimer, Robert, Main st., Highland Falls
450 Roberts, F. H., box 72, Hyde Park
451 Lord, Henry F , Irvington-on-Hudson
452 Gee, Chas. A., Ischua
453 Morris, John, Jefferson Market, New York
454 McMartin, Archibald, Johnstown
455 Smith, Henry C., box 54, King's Park

71,456 Boettiger, George, Long Island City
457 Davison, J. Lester, 55 Waterman st , Lockport
458 Knapp, Albert R , Milford
459 Hyde, F. J., Messena
460 Dewey, R. C., "
461 Cooper, F. H., Monticello
462 Darrow, W. E., Mechanicville
463 Marvin, A. E., Newtown
464 Swan, Allison P., Oyster Bay
465 Faller, Geo W., M.D , " "
466 Brown, John F., 26 McDonough st , Plattsburgh
467 Brown, Wm. F., 26 McDonough st., "
468 Doty, John, Pelham Manor
469 Holmes, Jabish, Jr., " "
470 Tubbs, Wm. N., Rochester
471 Knapp, C. R., "
472 Davis, Percy H., box 192, Rye
473 Preston, Bruce S , box 56, Roxbury
474 Graffin, Samuel H., box 27, Smithtown Branch
475 Tyler, Stephen H., box 73, " "
476 Newland, David, Stillwater
477 Classman, Peter, box 4, Sing Sing
478 Hoyer, Chas. E., Stapleton
479 Doremus, T. Edmund, box 324 Schaghticoke
480 Hare, George L., Troy City Nat'l Bank, Troy
481 Carstens, Wm. F., Tottenville
482 Hutaf, Albert H., "
483 Butler, Henry C., box 201 "
484 Reynolds, Fred'k. P., West Point
485 Smith, E. D., "
486 Babbitt, E. B., "
487 *Stillson, Mrs. R. L.*, 34 East 5th st , Windsor Terrace, Brooklyn
488 Hall, E. K., Walden
489 Kessler, Fritz, Woodside
490 Baker, Dr. C. A , Yaphank
491 Heitkamp, Geo. L., Bay 20th, Van Pelt Manor
492 Taylor, Louis K., 85th st , " " "
493 Middleton, James K., 85th st., " " "
494 Gwyn, Lewis R., Main st , " " "
495 Valentine, Wm. H., 595 Kingsbridge rd., Fordham
496 Schoverling, Albert, Westervelt ave., New Brighton
497 Otis, C. F., Honeoye Falls
498 Humphrey, Otis L., " "
499 Holden, Raleigh W., " "
500 Harnish, E. K., " "
501 Hawkins, E. H., " "
502 Gates, L. E., " "
503 Cluney, Martin J., " "
504 Fries, Louie K., New Rochelle
505 West, Chas. H., " "
506 Hyland, Harry K., Warwick
507 Rightmyer, S., "
508 Van Dervort, W. B., Box 464, "
509 Redfern, J. H., Fort Edward

No. California — 9.

Unattached.

71,510 Branaugh, Joe, St. Helena
511 Clark, L. G., "
512 Fountain, Geo. Jr., "
513 Grant, P. S., box 321, "
514 Graham, J. A., box 407 "
515 Jursch, O. A., "
516 Steves, J. H., "
517 Wolfe, L. D., box 321, "
518 Forbes, Stanly, 2614 Scott st., San Francisco

North Carolina — 5.

Carolina C. C.

71,519 Dick, W. A., Wilmington
520 Higgins, Frank L., 7 So. 4th st., "
521 Pursley, H. N., "
522 Sprunt, T. E., 117 Red Cross st., "
523 Taylor, M. P., 11 So. Seventh st., "

Ohio — 9.

Cincinnati B. C.

71,524 Jenkins, J. Edw., care *Times Star*, Cincinnati
525 Kittering, Jesse, 5 West 4th st., "

71,520 Muller, Clit, 44 Wiggins Block, Cincinnati
527 Potticany, Jas. E., *Ohio Valley Press*, "
528 Zimmerman, W. S., 5 West 4th st., "
529 Wickerham, P. A., box 11, Peebles

Unattached.

530 McKeever, E. E. Barnesville
531 Stevenson, E. B., "
532 Reed, Ralph, Londonville

Pennsylvania — 133.

Carbondale B. C.

71,533 Aitken, Geo. M., Carbondale

Century R. C.

534 Minnemeyer, Walter G., Graham pl., Pittsburg

McDonald W.

535 Fenwick, R., Sturgeon
536 Mann, M. A., box 107, "

Unattached.

537 Culp, Theodore C., 170 No. 4th st., Philadelphia
538 Meyers, Geo. H., 1600 No. 8th st., "
539 Elliott, Wm. T., 1315 Walnut st., "
540 Townsend, Chas. C., 715 Walnut st., "
541 Thomas, Horace W., 128 Dock st., "
542 Rush, Madison, 1004 Walnut st., "
543 Mellen, Chas. H., box 1573, "
544 Magann, Wm. F., 926 No. 26th st., "
545 Law, Ernest, 1212 Walnut st., "
546 Morris, Chas. M., 21st and Callowhill sts., "
547 Kershaw, Isaac, 656 No. 33rd st., "
548 McCleary, Robert A., 1432 No. 12th st., "
549 Kohl, J. G., 1216 No. 41st st., "
550 Kain, Howard M., 1531 Centennial ave., "
551 Kain, Frank H., 1531 Centennial ave., "
552 Mink, F., 886 No. 27th st., "
553 Lippincott, H. A., Oak Lane, "
554 Moore, N., 2112 No. 19th st., "
555 Regester, Horace G., 773 No. 44th st., "
556 Dunleavy, J. F., 907 No. 10th st., "
557 Allen, Thos. J., 2039 No. 12th st. "
558 Ewing, J. D., 1848 No. 17th st., "
559 Keith, E. A., 1216 Chestnut st., "
560 Kain, R. H., 917 Chestnut st., "
561 Walter, Chas. F., 833 No. 24th st., "
562 Straub, A. U., U. S. Mint, "
563 Maguire, Chas. R., 715 Walnut st., "
564 Whitney, W. D., 137 So. 2nd st., "
565 Whetstone, Walter, 812 No. 6th st., "
566 Moyer, Sam S., 814 Hamilton st., Allentown
567 Knerr, Edgar E., 222 No. 7th st , "
568 Phillips, Arthur, 35 So. 6th st., "
569 Ewing, James C., 107 Federal st., Allegheny
570 Dey, Wm. W., 2321 4th ave., Altoona
571 Snyder, Milliard F., 1310 3rd ave., "
572 Shimer, I. H., 21 Broad st., Bethlehem
573 Doan, T. H., Main st., Berwick
574 Lynn, A. B., 441 2nd st., "
575 Keron, Wm., Bryn Mawr
576 Chrystie, Walter, box 181, " "
577 Powell, Wm. C., " "
578 McCloy, W L., Cannonsburg
579 Seiger, Harry W. Coplay
580 James, C. V., 514 Market, Chester
581 Ross, R. E., "
582 Spiesman, J. L., Corry
583 Smith, W. H., Dalton
584 Fimm, C. D., box A, "
585 Logan, Chas. T., Emporium
586 Sutton, H. W., Evans City
587 Donthett, A. J., box 25, " "
588 Waterhouse, Wm H., Main & Sellers, Frankford
589 Cunningham, J. H., Forest City
590 Walden, H. W., 149 School Lane, Germantown
591 Tiffany, L. Elbert, Hallstead
592 Simmons, H. M., Hamilton
593 Kunkle, Isaac G., 1801 No. 13th st., Harrisburg
594 Anderson, James B., Latrobe
595 Curtis, John C., Ludlow

71,596 McGraw, F. S., Lacesco
597 Fischer, E. M., Park ave., New Castle
598 Orcott, Chas. Ogontz
599 Whitford, E. R., Petrolia
600 Herron, Harry J., 33 5th ave., Pittsburg
601 Ward, Geo. S., 32d and Liberty sts., "
602 Greene, R. M., 282 Main St., "
603 Bruce, Chas. A., 3415 Madison ave., "
604 Elliot, Eugene T., 911 Heath St., "
605 McElroy, S. M., Cit. National Bank, "
606 Ohliger, Otho J., 1701 Penn. ave., "
607 Moreland, A. M., 57 Bluff st., "
608 Carson, Jas. W., 5713 Rural ave., "
609 English, Jno. F., Scottdale
610 Connolly, Jno. P., 209 Washington ave., Scranton
611 Pierce, W. R., box 74, "
612 Underwood, Dr. A. A., 501 Linden st., "
613 Alworth, H. S., Commonwealth bldg., "
614 Taylor, Jno., 430 Adams ave., "
615 Pierce, Harry, 640 Washington ave., "
616 Woelkers, Joseph F., 338 Birch st., "
617 Allen, Chas. H., 309 W. 4th st., South Bethlehem
618 Keese, Geo. P., Titusville
619 Pomeroy, Daniel F., 26 Elmira st., Troy
620 Fisher, Ed. D., Watsontown
621 Michner, Seth, Jr., "
622 Heinger, G. W., Weatherly
623 Drumbor, Thomas J., "
624 Theiss, Jacob, W. Market st., Wilkesbarre
625 Whiteman, Frank, Union St., "
626 Baur, G. Adolph, S. M., "
627 Davis, E. W., E. Market st., "
628 Swan, Herbert M., W. Market st., "
629 Gannon, J. M., Public sq., "
630 Shuler, H. A., Cinderella st., "
631 Bowman, B. C., Jr., 1167 Isabella st., Williamsport
632 Henzell, Chas. H., 837 Charlotte st., Philadelphia
633 Saurman, A. B., 513 Marshall st., "
634 Aitken, John W., Carbondale
635 Nimon, Wm. C., Dravosburg
636 Boyd, Jos. C., Emsworth
637 Robins, S. Prescott B., box 4, Fredonia
638 Winters, R. R., box 66, Somerset
639 Keator, Jno. F., 103 W. Walnut lane, Germantown
640 Lamb, J. H , 83 E. Washington st., New Castle
641 Stager, Henry J., 837 N. 7th st , Philadelphia
642 Dillan, Chas. A., 1702 S. 11th st., "
643 Griffith, Sam'l E., 1634 S. 6th st., "
644 Whitney, D. J., Titusville
645 Douglas, Harlan, 1416 Venango st., Philadelphia
646 Ruhe, M. F., 734 Walnut st., Allentown
647 Gamber, Jno. H., Cooper House, Lancaster
648 Bauer, Frank J., 1616 Peach st., Erie
649 Clark, C. L., 149 E. 8th st., "
650 Roth, Louis, 1717 State st., "
651 Milligan, S. C., 434 Pennsylvania ave., Pittsburg
652 Saunders, O. F., 8 Wood st., "
653 Ladley, Wm., Sylvan ave., "
654 Ferguson, D. E., Atlantic and Woodworth ave., Pittsburg.
655 Rowan, F. E., 4525 Liberty ave., Pittsburg
656 Gildersleeve, Fred R., Armstrong Cork Co., "
657 Miller, A. E., Weatherly
658 Kreamer, Harry M , 652 Bullit bldg., Philadelphia
659 Murray, Jos. E., 608 Chestnut st., "
660 Patton, Edward, 1403 Moore st., "
661 Whitehead, George, 3630 Longshore st., Tacony, Philadelphia
662 Monroe, Dr. J. A., box 86, West Alexander
663 Link, H. R., box 112, "
664 Buchanan, E. F., box 109 Clayville
665 Halm, D. J., Jefferson ave., Washington

Rhode Island — 3.

Unattached.

71,666 Mason, Fred W., 6 Commerce st., Pawtucket
667 Hussey, Geo. E., 52 Olney st., Providence
668 Wilbur, E. R., 405 Potters ave., "

South California — 6.

Unattached.

71,669	Koch, Fred,	Etiwanda
670	Downey, S. E.,	Pasadena
671	Cox, A. M.,	Santa Maria
672	Fleisher, Sam.,	"
673	Sinsheimer, S. C.,	"
674	Thornburg, F. L.,	"

South Dakota — 1.

Unattached.

71,675	Lewis, A. L., Troop E., 8th Cavalry,	Fort Meade

Tennessee — 3.

Unattached.

71,676	Nieman, B. H., 1108 Grand ave ,	Knoxville
677	Rauh, A. G., 1108 Grand ave ,	"
678	Jordan, Chas. R.,	Murfreesboro

Texas — 9.

Galv. C. C.

71,679	Weis, Clarence L., 1226 E. Broadway,	Galveston

Unattached.

680	Higby, H. A., Nat'l Bank of Den.,	Denison
681	Sutton, J. A., Box D,	Georgetown
682	Chester, E. F.,	Savoy
683	Huddleston, W. W.,	"
684	Hutt, W. E.,	Sherman
685	Lyons, Herbert, West and Mulberry,	"
686	Messenger, Josh,	"
687	Williams, J. C., City Bank,	"

Utah — 1.

Unattached.

71,688	Nystrom, Theo., 180 C st.,	Salt Lake City

Vermont — 5.

Unattached.

71,689	Andrews, Geo. A., Box 142,	Bellows Falls
690	Rogers, Charles W., Box 926,	"
691	Sabens, C. B., 71 No. Winnoski ave.,	Burlington
692	McCargar, Merrill E.,	East Alburgh
693	Macomber, H.,	Keelers Bay

Virginia — 1.

Unattached.

71,694	George, Harry A.,	Charlottesville

Wisconsin — 108.

Marinette C. C.

71,695	Anderson, Ed. M.,	Marinette
696	Andrew, J. M.,	"
697	Andrew, Wm. A.,	"
698	Arthur, Thomas S.,	"
699	Arnold, Gus,	"
700	Adams, Dr. H. R.,	"
701	Brown, Wm. A.,	"
702	Brown, Harry J.,	"
703	Brown, Charles S.,	"
704	Bird, Harlen M.,	"
705	Brabant, Alzy A.,	"
706	Buck, Ira D.,	"
707	Baebenroth, Fred,	"
708	Baker, Fred. W.,	"
709	Black, Norman B.,	"
710	Curtis, August D.,	"
711	Tanner, Wm. A.,	"
712	Taylor, George W ,	"
713	Utke, Julius E.,	"
714	Van Cleve, J. A.,	"
715	Vaughn, John,	"
716	Wheeler, James S.,	"
717	Wright, Jason K.,	"
718	White, George E.,	"
719	Wolf, Richard,	"
720	Campbell, Wm. C.,	"
721	Carney, Fred, Jr.,	"
722	Cleary, Wm. E.,	"
723	*Clish, Amy*,	"
724	Colter, J. Samuel,	"
725	Case, J. E.,	"
726	Colvin, Ed. L.,	"
71,727	Cook, John A.,	Marinette
728	Crockett, Thom. W.,	"
729	Davis, Warren J.,	"
730	Duplein, I. B.,	"
731	Eastmon, E. C.,	"
732	Hitchcock, L. S.,	"
733	Hornibrook, Geo. E.,	"
734	Higgins, Henry C.,	"
735	Hanley, George W.,	"
736	Hillis, Alva A.,	"
737	Shaw, E. L.,	"
738	Simcox, H. P.,	"
739	Fairchild, W. R.,	"
740	Flannigan, Larry,	"
741	Flexner, M. B.,	"
742	Fisher, Joseph,	"
743	Fairchild, H. O.,	"
744	George, Wm. H ,	"
745	Graves, George E.,	"
746	Gray, Harry,	"
747	Gram, Louis,	"
748	Joslyn, Charles O.,	"
749	Johnston, C. R.,	"
750	Johnston, S. H.,	"
751	Jones, Dr. S. P.,	"
752	John, D. W.,	"
753	Klagsstadt, August,	"
754	Luckenbach, S. F.,	"
755	LeRoy, Ed. W.,	"
756	Lauerman, Frank J.,	"
757	Larsen, Dr. C. F.,	"
758	Larsen, Ludric H.,	"
759	Lindem, John A.,	"
760	Lamontague, Frank,	"
761	Maurer, Joseph,	"
762	Miller, T. C.,	"
763	Merchant, Al. E.,	"
764	Merryman, R. C.,	"
765	Madigan, D. J ,	"
766	McAlpine, Louis A.,	"
767	Moran, John,	"
768	McCrystle, Phil W.,	"
769	Miller, Frank,	"
770	McLaughlin, J. H.,	"
771	Mars, Julius E.,	"
772	Noyes, Frank E.,	"
773	Noel, Clarence J.,	"
774	Nott, E. E.,	"
775	Norton, Chas. H.,	"
776	Nelson, Bernard C.,	"
777	Overbeck, Wm. F.,	"
778	Plouff, Louis T.,	"
779	Prescott, E. C.,	"
780	Peaslee, Jas. H	"
781	Peters, Louis A.,	"
782	Raiche, Wm. J.,	"
783	Raiche Fred E.,	"
784	Rathburn, George C.,	"
785	Reinke, Chas.	"
786	Schroeder, Herman	"
787	Steinly, Wm.	"
788	Scofield, George	"
789	Spickler, F. J.,	"
790	Corry, John,	Mennekane
791	Hancock, J. F.,	"
792	Nelson, Oscar,	"
793	Ellis, Wm. Jr.,	Peshtigo
794	Hunt, R. O.,	"

Miles Bi. Club.

795	Alderman, C. A.,	Eau Claire

Unattached.

796	Morterned, Gus,	Bloomingdale
797	Allen, W. H.,	Elkhorn
798	Schafer, Geo. H.,	Green Bay
799	*Mosher, Cora E.*, 1252 2d st.,	Milwaukee
800	*Fahsel, Agnes*, 1251 2d st.,	"
801	McNichol, Irwin, box 56,	Shawano
802	Terhorst, D., 2404 State st.,	Milwaukee

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & CO.,

406 to 412 Broome Street, NEW YORK.

Send Stamp for Sample of ∴ ∴ ∴

LEAGUE CLOTH

—and PRICE LIST OF UNIFORMS.



The L. A. W. Helping Hand

Designed and Furnished only by the

League of American Wheelmen.

$1.00 Each. Lettered Both Sides, $1.80.

Please be particular to give the correct number of miles to the place toward which the hand is to point, and **write very plainly** all names, including your own. Also, state whether it is to point to the right or left as you stand facing it.

Full payment must come with all orders, as prices are made too low to include any book-keeping or unnecessary correspondence.

Time required after we receive your order is from five to seven days.

DESCRIPTION.

The length of this sign is 20½ inches. It is made of tough steel, No. 18 gauge, and is thoroughly painted and varnished.

The wheel in the L. A. W. emblem is gold on a black background. The wings are of aluminum, and the initials red.

The weight of a single sign, ready to ship, is forty ounces.

All orders for the Helping Hand should be sent to

STERLING ELLIOTT,

12 Pearl Street, BOSTON, MASS.



The Trinity

OF . . . .

"Standard" Virtues:

HIGHEST QUALITY.

LOWEST PRICE.

BEST APPEARANCE.

Its Distinguishing Features:

Absolute Accuracy.
Unequalled Durability.
Noiseless.
Dust and Damp Proof.
Its Little Weight, 3 1-4 oz.
Easily Applied.
Registers 1000 Miles and Repeats.
Made for 24, 26, 28 and 30-inch Wheels.
Adjustable to Wheel from any Position in Saddle.
White Enamel Dial.
Beauty Same as a Watch.

Guaranty Price, **$2.00** With Discount to Dealers

THE most delicate machine in popular use is the Watch. The men who make this "instrument of precision" are trained through long years of accurate manipulation and painstaking care.

When a Watch Company, housed in a great factory, with a world-wide reputation for the quality of its products, adds that *Twin* "instrument of precision," **The Cyclometer,** to its line, it is safe to predict for it an enormous popularity, based on its essential merit, and its low price which the economies of large manufacturing make possible.

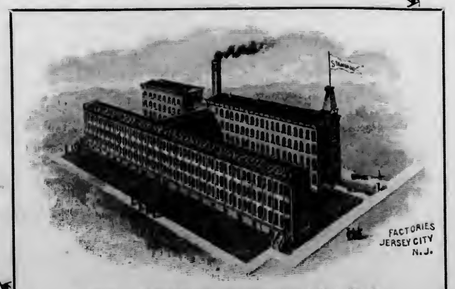
The "Standard" Cyclometer, made by practical watchmakers, out of watch materials, in a watch factory, is thus unqualifiedly guaranteed.

A GUARANTEE THAT GUARANTEES.

We guarantee that the Standard Cyclometer will stand constant use throughout the life of the buyer. (One was speeded, under power, for 130,000 miles, and showed no appreciable wear). Further, we will repair, without charge, any injured in a mishap to the bicycle. (They are made with a thought of hard knocks).

HANDSOME SIGNS FREE TO THE TRADE.

The New York Standard Watch Co.
11 John Street, New York.
103 State St., Chicago.



Where "Standard" Cyclometers are Made.

THE

L. A. W. Bulletin

... and ...

Good Roads.

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.
ABBOT BASSETT, Associate Editor.

A LITTLE PLAIN TALK

With the Reader about the Advertiser.

IN the beginning was set for mankind an example, the infinite wisdom of which has impressed itself upon all the puny ongoings of humanity ever since.

Had the earth been created at some later date, instead of in the beginning, no end of confusion might have resulted, but as man was not made until after the earth was finished, he was consequently debarred from making many suggestions which he otherwise might have insisted upon.

The earth is already created, and the people are not too easily changed, so we must take things as we find them and make the best of it.

You and I can see a thousand mistakes that are made daily by everyone besides ourselves, and we could without doubt so order the running of the universe as to greatly improve the present state of things, *i. e.*, we *think* we could.

But let us try to realize our dependence upon each other, as well as the fact that we each have our peculiarities and that we dislike exceedingly to be interfered with in our own particular "pursuit of happiness."

I need not tell you that I still have much to learn about the running of a paper

There are three important interests, however, which must be looked after in order to succeed.

Total number printed this week, ...	6,000
Sent to paid subscribers, ...	5,102
Samples to Advertisers, Exchanges, etc., ...	898

The first, (and there is no disguising the fact that it must be first) is the interest of the publisher. It is a question with him whether he shall eat prunes or strawberries, or whether he shall forego the pleasure of that kind of "sauce" altogether.

In order to have readers it is necessary to make the paper interesting to them to the extent that they will subscribe for it.

It should not be forgotten either, that no publication, however interesting, has ever been run upon the money received from readers.

Out of about thirty thousand periodicals in this country all but a few sell advertising space, and those which do not are supported by outside money and are run with no expectation of profit.

In order then for any publication to exist, it must depend largely upon the money received for advertisements.

The advertiser, if he is the sort of man with whom the honest publisher wants to do business, looks at three things: First, whether the paper goes to the class of people who have use for the kind of goods he sells; second, whether those people take interest enough in the paper to read it; and third, how he can best get his advertisement before those readers, *i. e.*, what particular space he can get in the paper, and how he can most surely attract the attention of the largest number of those he is trying to reach.

To each of the three interests, those of the publisher, the reader, and the advertiser, we must cater in a way which will be mutually beneficial.

I have already had several applications for advertising spaces which could not in justice to all sides be considered at any possible price.

It is my purpose, however, to give to each advertiser as good a position as is available when his order is received.

The reading matter will not be mixed up with the advertisements in such a manner as to leave the identity of either in doubt, and yet it will often happen that both will appear on the same page.

The reader is not asked to go to any particular trouble to find whatever he wants, (if indeed we have it at all).

PEERLESS

Riders make the records

Agents make the profits

We make the wheels

TRADE MARK



WHY? See the wheel, IT tells about the records
See us, WE tell about the profits

POINTS of merit: Patent handle bar, adjustable without dismounting; patent detachable sprockets; patent seat post adjustment; superb design, construction and finish.

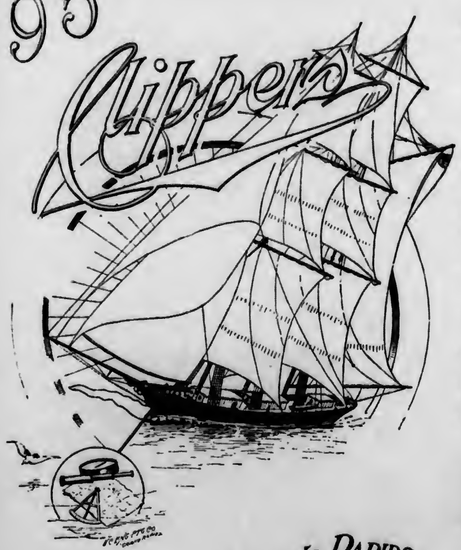
Would you know more about it? Send Postal for Catalogue and mention this paper.



PEERLESS MFG. CO.,

CLEVELAND.

95



Successful Sailing

in the business world is what we are all aiming at. Many firms have built up a great business by careful attention to the wants of their customers, and by supplying those wants.

Few bicycle makers pay any attention to the wants of customers. They simply **copy** the productions of another maker without **knowing** whether they are correct or not.

Within the past two years the Grand Rapids Cycle Co. has **advanced** with strides which have surprised all who know them. Their success has been due to a careful study of the wants of **local** dealers, and a promptness in supplying those wants.

No maker takes **more** (and few as much) interest in the local dealer than this concern. Last year they wrote all their customers asking for criticisms on the '94 models, and also for suggestions which would **improve** their wheels. The '95 product of this concern is the result of practical suggestions and improvements of the **dealers** throughout the country, backed up by **knowledge** and **experience** of men who for ten years or more have been practical wheelmen. Mr. Dealer, **your** success in selling bicycles

Depends upon a Good Pilot

wheel for a **leader.** Why not handle the new Clippers? Make a **leader** of them. They, with the help of the concern which builds them, will guide you safely to the **business harbor of success.**

GRAND RAPIDS CYCLE CO.

If I can succeed in making a paper which you will read, it will be a good advertising medium, and it is the money of the advertisers which make this or any other paper possible.

I must take good care of the goose which lays the golden egg, and that isn't saying that the BULLETIN advertiser is necessarily a goose either.

A REDEEMING FEATURE.

JUST before going to bed one night during the February meeting of the National Assembly, I went down into that part of the Grand Union Hotel where food is served when called for, but where liquid refreshment is the specialty.

I was accompanied by two prominent wheelmen, who shall be nameless here, except to say that one was the President of the League, and the other wasn't.

A bright-eyed waiter, who evidently came from Tom Sheridan's country, approached and waited in a deferential manner for our orders.

I asked him to fetch a bowl of custard and a glass of milk. His face wore a peculiar look, but he turned anxiously to the others, who were so well pleased with my selection that each in turn ordered it duplicated.

After sizing us up and evidently believing he was waiting on Neal Dow and staff, he started toward the kitchen. At that moment one of our party (I don't remember which one) called him back and ordered a cocktail. At this his face took on a new light, and as he passed another waiter we heard him whisper: "Well there's *one* redeeming feature to this order after all; I guess them fellows ain't so soft as they look."

OUR COLOR.

FOR the benefit of those of our readers who have never started a new publication it may be well to state that there is much to do before everything is in running order.

The design for our cover was not ready in time to permit of our experimenting with ink and paper. So we bought all the cover paper there was in the Boston market of one kind and had to take about thirty reams of another kind to make out the edition.

This week we are using still another shade. As soon as we can settle upon the proper degree of æstheticism which best pleases our readers, we shall try to work some paper mill for a supply of one color, so that the L. A. W. member shall not be scared out of his self-possession by constantly running up against new and unexpected combinations.

The Bicycle Maker.

TUNE, "*My Mother.*"

Who, when his evening prayer is said,
And thoughts of slumber fill his head,
Lies down upon his easy bed
And dreams he never has been bled,
THE MAKER.

Who makes the very strongest frame,
And easiest bearings for the same,
Who makes the very lightest weight
That skill and money can create,
THE MAKER.

Who, when his bank account is flush,
Does out upon the race track rush,
And make assurance double sure
By contracts with the amateur,
THE MAKER.

Who, when his output all is sold,
And order book no more will hold,
Goes straightway to the printer man
And advertises all he can,
THE MAKER.

Who, when his racing team has won,
And summer trade has just begun,
Goes to the papers with his mirth
And then proceeds to claim the earth,
THE MAKER.

Who, when accounts are overdue,
And solvent agents very few,
Goes out upon the windward tack
And takes the unsold cycles back,
THE MAKER.

Who, when the autumn days are here,
And cycle records disappear,
Sends out his team to some good track
To win his fading laurels back,
THE MAKER.

Who constitutes the cycle show?
Whose money makes the thing a go?
Who pays the fancy price for space?
And does it with a pleasant face?
THE MAKER.

Who every winter goes before
The public as he did of yore,
And fairly makes the welkin ring
With statements of the latest thing?
THE MAKER.

Who, although his grade was high
And he has talked it to the sky,
Will always strive to make it higher
By putting on the greatest tire?
THE MAKER.

Who, after all is said and done
Is out for business, not for fun?
Whose money and whose solid talk
Permits the cycling ghost to walk?
THE MAKER'S.

Built Like A Watch.

NO MORE AGENTS NEED APPLY.

From now on no more direct applications for

STERLING AGENCIES

can be considered. Traveling men have been called in. Our energies will be concentrated on supplying those agents who have already contracted with us.

STERLING CYCLE WORKS,

236-240 Carroll Ave., CHICAGO.

SCHOVERLING, DALY & GALES, 302 Broadway, N. Y.
SIEG & WALPOLE, 285 Wabash Avenue, Chicago.

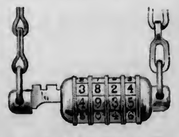


AN L. A. W. MEMBER
Who is Dissatisfied,
Or thinks he gets nothing for his money, should send for our catalogue, and save 10 per cent. We give that discount to members who send their number with order. Twelve styles of shoes, four styles caps, stockings, hose supporters, luggage carrier to fit frame, bells, cyclometers, toe clips, sweaters, trouser guards, etc.
DETACHABLE CLEAT CO.,
302 Washington St., Boston, Mass.

Respectfully Submitted.

It won't help your own crop to sit on the fence and count the weeds in your neighbor's field.—*Ex.*

SHEPARDSON'S



Combination Bicycle Lock.

Price, 50 cents, Postpaid. *Liberal discount to Dealers.*

H. S. SHEPARDSON & CO.,
Shelburn Falls, - - - - - Mass.

TOLL-GATES IN KENTUCKY.

MR. G. E. JOHNSON of the Louisville Courier Journal sends us some evidences which go to prove that the the toll-gate is not just now in very good repute in that State. Here are some samples: —

Behind the Times.

Toll-gates are coming to be regarded as "twin relics of barbarism." It is undoubtedly true that the toll system of pikes is one of the things in which Kentucky is not entirely abreast of the times. — *Ashland News.*

Hard on the Farmer.

There is little need of a farmer raising produce if he can not get it to market. Good roads give him the way, but the toll serves as an imposition to his free trade, and compels him to barter with the country store or pay his profit to the turnpike companies.

Down with the toll-gate. — *Warren Courier.*

Must Commit Himself.

The Ledger will support no man for office in Mason county who is not pledged to free pikes. — *Maysville Public Ledger.*

Even where toll-gates are tolerated wheelmen should not be asked to pay, for both the wheelman and his pneumatic tire are road improvers.

LEAGUE MEMBERS

WHO ARE LOOKING FOR NEW WHEELS Want the Latest and Best.

To get it, call on your local . . Premier Agent and ask to see the New American Helical Premiers Weights 16 to 20 lbs. All patterns. $100.



Don't buy a wheel until you have read the U. S. Gov't Report on Helical and drawn tubes. In Premier Catalogue for the asking.

PREMIER CYCLE MANUFACTURING CO.,
34, 36 & 38 WATTS STREET, - NEW YORK CITY.

MARION WOOD RIMS.

"Cherry Rims" H. T. SCORCHERS.

MARION WOOD RIMS.



Light Weights
Large Tubing
Any Tire Desired
Finished in Black or Cherry
Any Height of Frame
Built to reach

WHAT ELSE DO YOU WANT?

THE CHERRIES ARE NOW RIPE AND ARE BEING SOLD BY THE FOLLOWING GOOD PEOPLE:

RALPH TEMPLE CYCLE CO., 2208 Michigan Ave., Chicago, Ill.—Agents for Illinois, Iowa, N. and S. Dakota, Minn., Wis., Wyoming.
GEO. WORTHINGTON CO., Cleveland, Ohio—Michigan, Eastern Ohio, Western New York, Pennsylvania (excepting Philadelphia).
BURTIS & ZIMMERMAN, Asbury Park and Freehold, N. J.—N. J.
PORTER & GILMOUR, 1773 Broadway and 16 Warren St., New York—New York City.
MORGAN & BEACH, Ft. Wayne, Ind.—N. E. Cor. of Indiana and adjoining counties in Ohio and Michigan.
O. S. POTTER, care of H. P. Gregory & Co., San Francisco—California
A. L. DEANE & CO., 1116 Farnam St., Omaha, Neb.—Nebraska.
DENHARD MFG. CO., Louisville, Ky.—Kentucky.
A. L. DEANE & CO., 1724 Lawrence St., Denver, Colo.—Colorado.
ALADDIN CYCLE CO., 605 Delaware St., Kansas City, Mo.—Kansas

. . Send for a Catalogue . . MARION CYCLE CO., . . MARION, IND. . .

READ THIS TWICE, THEN STOP AND THINK.

M. J. Savage in a late sermon says: "Speak to-day to husband, to wife, to child, to friend, the words of love and appreciation that all sensitive hearts hunger for; do not wait and weep over the white, still face to pour out your sobbing words of affection when the ears can no longer hear. Say it now if you love any one. If you wish to help them, if they have done you a kindness, tell it now. Make the world brighter and fairer, and make it easier for people to live and be true."

That is the kind of religion that the world of humanity is dying for, the religion of Love.

AN EXPERIMENT THAT IS SURE TO "PAN OUT" WELL.

AN interesting experiment is being made in New York city in the direction of appointing women to public office, the commissioner of the Street Cleaning department having appointed two women street inspectors. It is to be their duty, in a certain section of the city, to say when the streets are clean and to suggest what means should be used to keep them clean. It is anticipated that the experiment will be highly successful, as the appointees have shown marked business ability in several responsible positions in private life. At any rate it is going to furnish a first rate test of the capability of women to perform some public functions.

It may be said that no more favorable opportunity could be given women to vindicate their claim of competency to undertake some of the burdens and responsibilities of city government. The duty of keeping a watchful eye on the condition of the streets and of suggesting improved methods for keeping them clean is one that women should have a special fitness for performing. The instinct is inborn in them to keep everything tidy and it is further developed by special training. They should be able to shine as inspectors of streets, if clothed with sufficient power to carry out their ideas. The experiment in New York city should be attended with an increased cleanliness of its streets, and it should help the recognition of women to other spheres of public life in which they are likely to render good service.—*Ex.*

The price of hay always goes up in proportion as the farmers' wagon goes down (in the mud).

MILWAUKEE.

One of the longest relay races ever held in the northwest will be run from Green Bay to Milwaukee, a distance of over 120 miles, on Decoration day. The race is now being arranged by the Associated Cycling clubs, of this city, and the various clubs along the proposed route. The relays will be about five miles each, two riders making each relay. The course will be from Green Bay to Appleton, Kaukauna, Menasha, Neenah, Oshkosh, Fond du Lac to Milwaukee. Each of these cities will furnish its fastest men for the event and an effort will be made to break some of the Wisconsin road records. The riders will deliver a message from the mayor of Green Bay to the mayor of Milwaukee.

Walter C. Sanger,, who has been seriously ill with typhoid fever, is slowly recovering at his home in this city. The Milwaukee flyer's illness will seriously interfere with his plans for this season. It was his intention to go south on April 1, and begin training at once, but if he gets to Birmingham by April 15, he will be very fortunate. He is still very weak and will not be able to commence training for at least a month, but he hopes to be in riding condition by July 1. Dave Shafer, his trainer, has decided not to leave with the others of the Spalding team until Sanger is able to accompany them. During his illness Sanger has lost nearly forty pounds in weight.

[*A news item which points its own moral.*]

FUNERAL STOPPED BY MUD.

Impossible to Drive the Hearse to a Cemetery.

WEST CHESTER, Pa., March 22.—The fearful condition of the roads prevented the burial of the late Rev. John A. Watson to-day. It was impossible to drive through the quagmire to the cemetery at Coventryville and no preacher could be secured to hold service at the grave. Four ministers were invited but could not promise to drive through the deep mud. Hence, the body of Rev. Watson was placed in a vault, and will remain there until the roads improve.—*Phila. Record.*





MY EXPERIENCE WITH "WIDE TIRES."

BY Q. O. CLARK.

PALMYRA, N. Y.

A PRIVATE "object lesson" in road improvement has afforded me a great deal of satisfaction and some profit. When I came to look at the farm before purchasing, in the fall of 1860, its most objectionable feature was the condition of the lane running through the centre of it.

It had been the farm lane for many years, was narrow, fenced with stone walls for a part of its length and cut up from fence to fence with narrow tires, and if the object had been to make it hold the greatest amount of water possible, it was in prime condition. In short, there was nothing right about it except its location, while right beyond it, across the back end of the farm, were many acres of heavy timber, which must be worked into cord wood and drawn to market.

Modern road engineers and scientific road improvement had not then come into notice, consequently I did my own surveying, some portions while walking on the top of a dilapidated stone wall, and in others by walking over a rail fence.

Before the snow was off the next spring I was the owner of a wagon with tires four inches wide.

Uncounted loads of cobble stones were dumped into the lowest and wettest places, the flat stones on top broken with a hammer or an old axe, and the stoned road used for a few months without covering. As time and other labor would permit a covering of earth was drawn on and what had been the worst places speedily became the best.

Three short hills were doubled in length, principally by the use of plow and scraper. One section of forty rods was cured by digging a ditch from two to three feet deep, laying an open throat at the bottom and filling to the surface of the ground with field stones. The earth that came out of the ditch, and a little more with it, was back-furrowed to the centre of the road, harrowed and rolled smooth, and has been a satisfactory road ever since.

Besides ordinary farm use, for several years hundreds of very heavy loads of wood were drawn over that lane, and as a lasting result of my labors I have had the use of a good farm road for thirty years. A little common sense, a considerable amount of hard work and the regular use of wide tires seem to have met the requirements in my individual case.

In the year 1861 I think I was the only person in the town who owned such a wagon, but now there are probably more than one hundred of them and the number being increased every year. I have had perhaps half a dozen in all and for several years past have used no others. I have two that were made to order such as are sometimes called "half truck," the front wheels being three feet and the hind wheels three and one-half feet in diameter. Such wagons with a three and one-half inch tire have become so popular that a single shop in this town is this season turning out more than thirty of them for the local retail trade.

If it were a question of farm wagons with narrow tires furnished free of expense, or such as I am using at my own cost, I should continue to use the latter.

I hope at no distant day to make the experiment of having one farm wagon with the rear axle at least six inches longer than the front one. If wagons so constructed should be common on our public highways there would soon be a manifest improvement in the condition of our roads. But I started out to tell merely what I had done and what I knew to a certainty; and here I am theorizing; something that the road question already has too much of, in proportion to the amount of practical work done.

HIGHWAY PATCHWORK.

IT is like putting new wine into old bottles to spend money in repairing the ordinary mud road. The height of economy is to make a good road and then it don't cost much to *keep* it good.

"Never strike a man when he is down, my son," said Lord Chesterfield; "he may get up again." Esteemed contemporaries please take notice.



STOP PULLING OFF YOUR TIRES.

* * *

$25.00 Reward

For first puncture.

* * *

USE

Werneth's Puncture-Proof Tire Armors

Then you may ride with impunity over **Nails, Tacks, Glass, Growlers, Barbed Wire, Etc.**
Sent free by mail on receipt of price, **$1.50 per Pair.** Liberal trade discounts. Stamps taken.

BEWARE OF FAKES AND IMITATIONS.

F. J. WERNETH CO.,
806 Druid Hill Ave., - - BALTIMORE, MD.

The Outing Watch, $2.50



Sent to any address, delivery guaranteed, and your money back if you want it.

Every rider wants one to knock around with.

Every dealer should have one, by wearing which you advertise your business.

Stem wind and set, nickel, open face.

Raised gold ornament.

Warranted a good timer.

Discount to bicycle dealers.

Send 2c. stamp for full list L. A. W. Badges, Medals and Prizes.

THE DURYEA COMPANY
180 Broadway, New York City.



CLUB PINS, PRIZE MEDALS, ETC.

State the Events when sending for Designs.

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3 WINTER STREET, - BOSTON, MASS.
Established 1860.

WRIGHT & DITSON,
344 Washington St., BOSTON,
Are Special Agents for the

TRADE **HYGRADE** MARK

Hygrade Bicycle Stockings.



The **Hygrade** is by far the finest stocking ever made for Bicycle use, it is pretty, comfortable and serviceable.

Every rider should have a pair.

COLORS: Black, Navy Blue, Gray, Brown and Crimson will be sent upon receipt of price.

Hygrade Stockings, Per Pair, $1.50.

Our **Bicycle Uniforms** are the finest on the market. *Special Price to Clubs. Send for Catalogue.*

WRIGHT & DITSON, 344 Washington Street, BOSTON.
Wholesale, 95 Pearl Street.



This cut shows a street in a western State which was paved with Macadam.

A REMARKABLE "REPAIR."

OWING to the improper drainage it settled in spots as all roads are prone to do, and the superintendent of streets ordered one of his "gangs" to "fill those hollows with broken stone."

A member of the L. A. W., who happened along soon after this "filling" process had been completed, had presence of mind enough to immortalize the job by means of his camera, and like all good L. A. W. members he thought of the official organ and sent us the print.

Of course this is rather an exaggerated instance, but there is much of this so-called repairing done which ought to meet with more condemnation than it does.

When anything is repaired it should be in better shape than it was before, but this is not always the case with roads.

The road roller is one of the great engines of civilization and as people come to know it better they are getting more and more attached to it.

The tendency of drivers is to shun a newly repaired road. Wheelmen often have to dismount and walk over it.

These things all tend to prove that there is yet much for the average road repairer to learn.

CONVICT ROAD BUILDERS.

THROUGH the very efficient instrumentality of Gen. Roy Stone, the United States Government is looking up the question of roads and how to build them.

Whether convicts should or should not be worked on the highways is one of the problems.

Gen. Stone says the highways all over the country should be improved at least in part by convict labor. If prisoners are not set at work on the roads they can be utilized in the preparation of road materials. Speaking of this system, he says in a recent interview:

"Many of the States are now arranging to establish supply camps for road material at which State convicts can be worked under proper restrictions. In California especially the State prison grounds contain an excellent vein of trap rock, the very best of road material, and abundant water power, with the necessary machinery for moving and crushing rock. There are 700 or 800 convicts in the prison. The prison authorities find that they can prepare road material and put it on the ground for 20 cents a cubic yard and pay all the expenses of the prison out of the receipts.

"Many railroads have already offered to transport material for the bare cost of the train service, and probably most of the railroads in the country would be willing to make such an arrangement, for they are naturally interested in the improvement of the highways."

It seems as if it would pay the friends of good roads to take the cue from Gen. Stone and endeavor to further their object by inducing the State to set its prisoners at work upon the roads. The plan is one that ought to get around many of the difficulties that confront the good roads problem at present.

WIDE TIRES are coming to be considered good form in Agriculturial Circles.

A Sad Case in Alabama.

On a Blount county road some people saw in a slough of mnd and water something which indicated the probable loss of a team of oxen and a man and woman. On the surface was a gentleman's and lady's shoe and portions of a wagon, and sticking through a sea of mud were a pair of horns. — *Collinsville Clipper.*

NATIONAL PLATFORM | *No change is an improvement which does not simplify, and no improvement is of value that does not lend something to the rider's safety and comfort.* ∴ ∴ ∴ ∴ ∴ ∴ ∴ ∴ ∴ ∴



NEW IDEAS.

Patented Improvements.

Handle Bar Clamp.
Seat Post Binder.
Crank Hanger.
Chain Adjustment.

National Bicycles

Our Only Product.

Every thought, Every effort devoted to the production of the best.

NATIONAL CYCLE MFG. CO.,

Get Catalogue. **300 LORD STREET, BAY CITY, MICH.**

"UNIONISMS"

Keep your ∴ ∴ weather eye on the

Union Crackajack

THE track and road races of 1895.



GOOD as GOLD.

A sure and safe mount for the best or worst riders.

All specifications strictly "up-to-date" and on a par with previous UNION workmanship.

UNION CYCLE MFG. CO.,

Branches: Philadelphia, Milwaukee.

239-243 Columbus Ave., Boston, Mass.

Our "Book on Bikes" Free.

STREET RAILWAYS IN PHILADELPHIA.

BY GEO. A. BULLOCK.

(Chief of Department of Public Works.)

WHEN the passenger railway systems were first established in Philadelphia, legislation authorizing their construction compelled all the companies to get permission through Councils, before they could construct their roads upon the thoroughfares of the city. In accordance with this act, the ordinance of July 7, 1857, provides that they shall keep in perpetual repair all streets or avenues occupied by them, between curb lines. In addition to this, they were to pay a license fee of $50.00 for each car run upon their lines. In the case of streets that are not paved at all, or new paving, the railway company is not liable for this work, but they must maintain the street as long as it is occupied by their road.

In compelling an electric railway to maintain the thoroughfares over which its tracks are placed, and not exacting from them any additional taxation in the way of bonus, annual returns or portion of gross receipts, I think that a city or borough will get far larger returns than can be estimated by any money value. The City of Philadelphia, in two years, has received upwards of seven million (7,000,000) dollars' worth of paving from our passenger railways, and to complete our trolley systems they will be compelled to spend, at least, five million (5,000,000) dollars more, making a total of twelve million (12,000,000) dollars, absolutely, which we will get from our passenger railways, a greater return than I have yet seen from leasings, bonus or percentage of gross receipts, from any municipality of which I am aware at the present time; and we not only get the pavements, but their perpetual maintenance, which is a very important feature, and a very expensive one, of all large cities.

I consider the arrangement a good thing for the electric company and the municipality or corporation whose streets will be occupied by an electric railway.

The experience of railway companies in this city, and all other cities of which I am aware, has been that the increased receipts, as time goes on, makes the franchises of such companies very valuable, and while at the start it may be considered onerous for such an arrangement upon the part of the railway company, still, in a series of fifteen to twenty-five years, if there is a live, active population, the value of the property under such apparently burdensome restrictions would increase more than 100 per cent.

One of our street railways in Philadelphia paid in dividends, in 1876, the cost of the original railway construction, in 1858. Another company, built in 1864, during the first months of its operation did not take in sufficient money to pay for the horse feed; but in 1876 they were paying a dividend of 16 per cent. on the capital invested.

These are a few of the instances of what can be done by careful and successful management of passenger railways, in cities where a population will warrant their construction.

EVANSTON, ILL.

EDITOR GOOD ROADS:

ADRESSING of gravel on loam or clay in the centre, and clay on sand (but not too much of it) will make a good road bed in a short time, but they need an honest care taken for each section of an ascertained length. I saw in one of your books a short time back, a note asking for information on wide tires.

The very best way to make, and keep good roads, is, to have wide tired wagons; a graduated tax on narrow tires would in time cause them to disappear. If every farmer who is going to get a new wagon would have its felloes and tires four inches wide, and others who have new vehicles have them altered to four inch (and it is the opinion of your correspondent that it will pay them to do it) they would find it much easier to draw loads either on the roads or on their farms. Some doubtless would object to wide tires in the spring, on account of mud and ruts, but it is a very narrow road where one cannot avoid the ruts and make another track.

I was born in Bradford, Vt., and lived there till I was thirty-two years old. The Connecticut River Valley was always noted for its good roads. The farmers all through that part of the country, east of the Green Mountains, had wide tired carts and wagons, from three to six inches wide, and the four to eight horse teams that ran to and from Boston had five and six inch tires. West of the Green Mountains, and in "York State" they used the narrow tires. The farmers on the east side of the mountains could not be induced to use them, they called them "York State wagons."

One farmer in Fairlee, Vt., had twelve inch felloes and tires on his carts, and he had a smooth

New Mail HIGHEST POSSIBLE GRADE.

Twelve Years' Reputation.

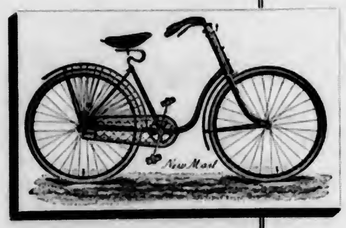
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No Higher Grade Wheel Made.



Price for 1895,

$85.



Also best line Medium Wheels in the Market,

$60, $50, $40, $20, $15.

WM. READ & SONS,

107 Washington St., Established 1826. BOSTON, MASS.



THE WHEELWOMAN

ANNOUNCEMENT.

The time is ripe for a woman's paper devoted to wheeling for women.

A medium is needed for the dissemination of instructive and interesting articles on the subject upon which the existing cycling press is almost unanimously silent.

THE WHEELWOMAN gathers items of interest from all possible sources pertaining to the sport. Fashions in wheel dress and accessories will be given special attention.

THE WHEELWOMAN is in the field, not as a competitor with other cycling papers, but to extend and broaden a work begun years ago: that of bringing women to a realizing sense of the importance of out-door exercise.

THE WHEELWOMAN advocates the highest standard of cycling from a healthful and artistic standpoint.

THE WHEELWOMAN is in no sense a trade journal.

THE WHEELWOMAN advertises and recommends nothing which cannot receive personal endorsement.

Interesting articles by and about prominent women who advocate the wheel, appear each month in the WHEELWOMAN. Able writers contribute to its columns. THE WHEELWOMAN is conducted by

MARY SARGENT HOPKINS.

We offer all Women Members of the L. A W., one year's subscription to THE WHEELWOMAN for 50 cents. The same offer holds good to any woman joining the League within three months of this date. After she has joined, to make the inducement still greater we offer Frances E. Willard's new book, "A Wheel Within A Wheel" (which will be put on the market about April 1st, at 50 cents), with one year's subscription to THE WHEELWOMAN, for 75 cents. This to woman League members. All others can have the book and a year's subscription to WHEELWOMAN for $1.25.

THE WHEELWOMAN PUBLISHING CO., *131 Tremont St., BOSTON.*

farm. Some parts of the highways were made of clay soil, and turnpiked up; in the spring when the frost is coming out of the ground, it would be soft and springy, and a narrow tire would cut through and go down, when a wide-tired wagon would run over them.

I have many a time taken two or three yoke of oxen to pull out those narrow tired wagons; we could not use horses for they would get mired, and we had to take oxen to get them out. The fact is, a team will draw one-third to one-half more weight on four inch, than they can on one and a half inch tired wagon, either in sand or mud. I have known farmers to have two sets of wheels, one set wide, to use on the farm, and a set of narrow tires to go on the road, when the wide tires are the best for all purposes.

JOHN A. PEARSONS.

FROM A CARRIAGEMAKER'S STANDPOINT.

AUBURN, N. Y.

EDITOR GOOD ROADS:

Yours of the 19th at hand.

I am both directly and financially interested in the cause of improved roads, as it will result to the best interests of not only carriage men and bicycle manufacturers, but to farmers, market men and pleasure riders.

As far as this part of the country is concerned, our country roads are as a rule in bad condition, but, owing to the agitation that is being developed throughout the state in regard to the improvement of roads, the commissioners of our country towns as well as our city officials are making a move in the right direction.

Under the laws of our state, the wardens of our States prisons are allowed to take convicts out to work on the country roads nearest the prisons, but they are not allowed to work on the city roads.

We have in this city the Auburn State Prison, the warden of which has just commenced working about thirty-five men on one of our roads outside the city; the city authorities are to build the main drive up to the beginning of where they have started to work; the roads are being macadamized, the stone being furnished by individuals who are interested in good roads, also by the town, as well as what gravel may be used, the state furnishing the labor by its convicts.

Subscriptions and Renewals.

A SPLENDID OFFER.

Send 75 cents and you will receive

Bicycling World, 1 year;
80 Selected Halftones of America;
Binder for the World;
All for 75 cents.

The 80 FAC-SIMILE PHOTOS OF AMERICA are 11x13, and are selected for their beauty and interest. They cover the Continent from Alaska to the Gulf. Also include splendid set of Halftones of THE WHITE SQUADRON—Eighteen modern ships of war.

☞ The above Offer is for New Subscribers and also Renewals. ☜

HOW TO REMIT.—Don't send Postage Stamps; send Check, Post Office or Express Order. If you send coin, cut holes the size of coins in thick card and paste paper over both sides; in that way it is likely to come through safe.

In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

We have other PREMIUMS to offer. Send for SAMPLE COPY. Address,

WHEELMAN COMPANY,

167 Oliver Street, BOSTON, MASS.

Mention THE BULLETIN.

CAPITAL SPEEDOMETER

MADE OF ALUMINUM.

Gives the speed in miles and fractions. Is fastened to fork below head, where it can be easily read at highest speed, and mud cannot reach it.



Absolutely reliable and durable, dust and water proof.

Positively No Wear on Tire.

Weight, 3 oz.

Price, $3.50.

Satisfaction Guaranteed.

Will be ready for delivery May 15. Orders booked now.

CAPITOL MFG. CO., Chicago, Ill.

If the above experiment proves successful and gives satisfaction, they will work out from our city in different directions. In regard to soil, our soil is diversified, we have some sandy roads and some clay; the roads most commonly built in our country towns are gravel — in the city mostly macadamized, and some medina stone pavements. There is some little attention paid to under drainage, not very much.

There is not anything being done in regard to wider tires; I see no objection to the use of wide tires on farm wagons or on heavy trucks, on the other hand my experience has taught me that they would be very beneficial, both to the user and the good of the roads. I have no data at hand as to the difference in draught between a wagon with springs and a similar wagon without springs.

In this country the use of the bicycle is having some effect on the carriage business; livery-men, especially, find a great deal of fault, and, I think, with reason, as I have several acquaintances of my own, young men, on Sundays and holidays, formerly would hire a horse and carriage, now take their bicycles — in this connection, I think, the young ladies would have as much complaint as the livery-men; I find in my own business I have had some customers, young men, who owned a horse and carriage sold the rigs and bought bicycles; they all have different reasons, of course, for their actions.

I have had some customers after using a bicycle a year would either retain or sell it, and get a horse and carriage again. I do not find much fault, even if I did it would not do any good, for if people want bicycles they will buy and ride them — if they want carriages they will do the same.

I have tried to answer your questions about as you have asked them, as it is a subject that I am deeply interested in, for the good of all concerned, not on the theory of the carriage man twenty-five years ago, "The rougher the road, the better the business," but, the opposite "The better the road, the better the business," and the better the nerves and temper of those who ride.

Trusting the above will answer your inquiries satisfactorily, I remain,

Yours very truly,

GEORGE F. WILLS.

As the minds of people broaden, it is noticed that wagon tires *also* increase in width.

OLD STYLE ROAD REPAIRING.

BY SAM WALTER FOSS.

Oh, our life was tough and tearful, and its toil was often fearful,
And often we grew faint beneath the load,
But there came a glad vacation and a sweet alleviation,
When we used to work our tax out on the road.
When we used to work our tax out then we felt the joys of leisure,
And we felt no more the prick of labor's goad;
Then we shared the golden treasure of sweet rest in fullest measure —
When we used to work our tax out on the road.

There are sapient seers and sages who predict, in coming ages,
Life's tragedy of labor will be o'er,
And a glad full-fledged millennium will leap on the proscenium,
And we'll play, but never labor any more.
But we look not in the future for that happy, halcyon hour
When we'll throw off every burden, every load;
For our Eden burst in flower, and we dozed in leisure's bower,
When we used to work our tax out on the road.

When we used to work our tax out (if I let the bottom facts out),
We had somnolent contentment and repose.
With no toil or work to cumber us our rest was sweet and slumberous
And in deep, delicious dreaming did we doze.
The drowsiness of languid rest o'er every man was creeping,
And in a calm, serene content we all threw down our load;
Careless of life's wail and weeping, every blessed man was sleeping,
When we used to work our tax out on the road.



A Special Offer on a

SAMPLE GENDRON

We want to sell a sample 21 lb. Gendron at a special cash price in every town where we have no agent. Write quick.

HOPEDALE CYCLE CO.,

N. E. Agents. MILFORD, MASS.

REGISTERED. 3 TRADE MARK.

"THREE IN ONE" COMPOUND FOR BICYCLES.

1.—**Cleans** a Bicycle—Chain, Frame, Wheels and Nickeled Parts—in 10 minutes.

2.—**Prevents** sweat of the hand, water and salt air from **rusting** the **nickel** and **steel.**

3.—**Lubricates Chain** and **Bearings.** It will not gum, collect dust, nor soil the clothing.

Send *five* 2c. stamps for free sample in a large oiler, and test it.

IS YOUR WHEEL RUSTY?



REMOVES RUST AND Polishes Nickel, Steel and Brass.

CONTAINS NO ACIDS.

Send *three* 2c. stamps for free sample and test it.

Manufactured by G. W. COLE & CO.,

NEW YORK, 111 Broadway. ALL DEALERS SELL THEM **CHICAGO, 1030 Monadnock Building.**



With Silk Covered Braid, 50c. All Silk Braid, 75c.



Electrotypes Furnished Dealers. Discounts on Application.

TIE CO., BOX C, UNADILLA, N. Y.

SPLINTERS FROM THE RACING BOARD.

IN taking up the duties of the office so long and so ably directed by Mr. Raymond, the new chairman understands thoroughly the immensity and difficulty of the work, its responsibility and the extreme improbability of any man making so complete a success of the office as has our honored ex-chairman. The present incumbent promises faithfully to do his best—more is impossible.

To the racing men we can only say that the Racing Rules of the League of American Wheelmen shall be enforced to the letter so far as it is in our power, both for and against the rider. As an old racing man the writer has every sympathy for those who compete fairly and honestly upon the cycle path—and a corresponding contempt for such as masquerade under false colors. Remember that while there is always recourse, in due form, to the Racing Board, for any injustice done upon the track, no two wrongs ever make a right.

We ask the co-operation and confidence of riders, officials and race-promoters, given which a successful racing season is at once assured.

* * *

Chief Consuls whose Division Constitution provides for a State Racing Board are requested to kindly send the names of those constituting such boards to George D. Gideon, 17 North Seventh street, Philadelphia.

* * *

As heretofore, the rule regarding confliction of dates will not be observed on national holidays except in the case of circuit meets. Attention is called to the new rule enacted by the National Assembly, by which it is required that all applications for sanctions shall be accompanied by the sanction fees, $10 for each national circuit date, $2 for each open meet with $1 additional for each additional day, and $1 for each closed club event on athletic meeting scheduling, but two cycle races. The only exceptions to this rule are League clubs having a membership of 20 or more, such exceptions being made only by vote of the Racing Board.

The second week in July will probably be the week of the national meet at Asbury Park, N. J. While this is rather earlier than usual it is about

the latest date for which special arrangements could be made for the accommodation of the League membership. As the preparation and correction of the racing rules for '95 will necessarily require some time it may be well to state that the changes in the rules from those of '94 will be approximately as follows:

1. In Class A prizes of any reasonable description to the value of $50 may be offered; this does not admit, however, of ridiculous prizes or prizes calculated to injure the sport.

2. Any Class A racing man employed in the cycle trade may be transferred to Class B without further cause.

3. Applications for sanctions must be accompanied by fees as indicated above. No applications can be considered valid unless fees are sent.

4. No sanction may be granted for an event to take place on Sunday, or in which women can participate.

5. No private record trials will be sanctioned during the principal racing season, probably from June 1 to October 1.

6. No appeal for referee's decision will be considered unless made within one week of date of meet.

Chief Consuls are requested to forward to me any recommendations they may desire to make looking to the appointment of handicappers for their respective districts.

GEORGE D. GIDEON, *Chairman.*

NEW YORK.

To the Members of the State Division:

I AM informed by Dr. E. M. Santee, compiler of the "Tour Book" for 1895 that the book will be ready for issue about May 1st. In the meantime I will mail the "Road Book" to all new members. The 1893 edition of the "Road Map" is exhausted. Immediately on receipt of the 1895 "Tour Book" from the printers I will supply all members who are entitled to receive it.

Members are kindly asked to refrain from writing for the "Tour Book" and to accept this notification that the book will be mailed them as soon as possible. A compliance with this request will relieve the Secretary from the burden of answering thirty or forty letters a day at this time when his hands are fully occupied with recruiting and renewing work.

W. S. BULL, *Secretary-Treasurer.*

NOTES BY STAMSON.

THE horde of curbstone agents for best wheels on earth, who died out during the winter have largely, oh, so largely come to life again that they are on every side, and you could not swing a bursted inner tube around without hitting from one to fourteen! Ever know what it is that induces makers to appoint anything and everything as "agents," when they well know, or should, that such people having no findable store or salesroom only want to get a wheel at a discount, and kill the sale of that make in the place, which, if in the hands of a known dealer might be sold in numbers?

Jimtown, with a population of "cl'us to 20,000," has some fifteen cycle dealers, so-called, although but three can really show cause for claiming the title.

Merciful Providence, though, has seen to it that the ten or twelve have some other way of getting a living than selling cycles, for even the three veterans have been known to scramble around some at other work, when no one was looking, to get a $ or two.

One of them paints signs in a back room behind locked doors, while it is said that both the others are job printers, and, if the truth was known, live by the *flow of ink.*

Winter has hung so long among the Nutmeg hills this year, that we shall doubly welcome sunny days and the chance to again revel in the charms of the outdoor world, on wheels.

With what zest will we push the new and lighter cycles over the old wheeling routes of years gone by, and delight in the changes that may appear; in the melody of the birds, the early flowers and old earth's green carpet.

As an old tourist the writer wishes to give thanks for the increase in the amount of touring matter of late in various cycling journals, and hopes the good and readable work will go on, as there is no doubt that a larger number are interested in the quiet pleasures of touring than in any other phase of cycling.

The Asbury Park attractions will lead to many a pleasant jaunt awheel to them when summertime comes again, and Mrs. Stam already begins to tease for a new wheel, and plan for the ride.

We hope to zigzag up the Hudson, crossing at Tarrytown and ramble around in Jersey a day or two before reaching the Park, letting the wheels take pretty much their own course and pace.



I. II. III. IV.

THE new BULLETIN editor was known to favor Boston as the place for holding the 1895 National Meet; but was and is decidedly in favor of doing all possible to insure the success of the Meet *wherever* it was held.

I even went so far, on the floor of the assembly, as to state my belief that there had never been a mosquito in Asbury Park.

In spite of these facts an unrepentant "Boston Boomer" asks me to print these pictures and say that they represent something of daily occurrence at Asbury Park. The pictures are used simply to illustrate how far prejudice will go.

The case is rendered all the more heinous from the fact that the idea of the thing is taken from Puck, although the pictures were re-drawn and somewhat modified to give them a show of originality.

BICYCLES REPAIRED.

PLEASE SEND IN BEFORE THE RUSH.
REPAIR PARTS AND SUNDRIES OUR SPECIALTY.

KNIGHT CYCLE CO.,
309 North 14th Street, ST. LOUIS, MO.

New Celluloid **L. A. W. Lapel Buttons.**
Sent by Mail, 12 cents each.
$1.00 per Dozen.

We can make up any special club design in celluloid. Prices on application.

RIBBON BADGES
for Bicycle Meets, Balls and Receptions.

BICYCLE FLAGS AND BANNERS

These new celluloid lapel buttons are used very extensively by bicycle makers for advertising purposes. We can make them up in any design you wish. Prices range according to style and quantity.

Correspondence solicited.
Please mention this paper.

KNIGHTS TEMPLAR UNIFORMS.

THE BOSTON REGALIA CO., 7 TEMPLE PLACE, BOSTON, MASS.

PHILADELPHIA.

APRIL 2, 1895.

THE formal opening of the local riding season falls this year on April 7th, when most of the larger clubs will hold their initial all-day runs.

The present outlook for racing during the coming season is that but two really large meets will be held, both of which will be in the National circuit. These will be the tournaments of the South End Wheelmen on June 22d and the Associated Cycling Clubs in September. Several meets for Class A riders only will in all probability be arranged for by some other clubs later on, but the risk and trouble involved seemed last year to outweigh the desire for this branch of the sport with many clubs that might readily have undertaken the management of other meets in addition to the four that were held.

The Board of Directors and the Finance Committee of the Century Wheelmen have determined upon plans for the enlargement of their club house, 1606 North Broad, and the addition of a magnificent front. Designs have been adopted and provisions made for the necessary funds — about $8,000 — and work will begin shortly after the first of April. Three months from now it is expected that the Centurions will have not only the largest but the most palatial building owned or occupied by any exclusively cycling organization in this country.

The Associated Cycling Clubs have appointed a committee to arrange for a run to points of historical interest in and around Philadelphia on somewhat the same plan as the Paul Revere rides of the Massachusetts Club in Boston. There are so many places of interest that should properly be included, although located at different points of the compass, that if the idea proves popular a series will probably have to be arranged for.

The location of the National meet at Asbury Park promises to be beneficial to the Pennsylvania Division as a recruiting medium. This together with the new road book, which after a thorough revision is now ready for delivery, has resulted in many new applications and a large number of renewals. With the added advantage of the new BULLETIN to offer as an inducement to membership, the new force of Local Consuls recently appointed by Chief Consul Boyle throughout the State will undoubtedly be able to largely increase the membership roll of the Division during the next few months.

C. A. DIMON.

MEMBERS OF PENN. D. W., L. A. W.:

The list of Pennsylvania Local Consuls will not be completed before May 1st. We want the right man in each town. If you are the *right* man apply for it, if not, apply for the right man, or get the right man to apply for himself. And if now out of the League have him join.

This paper, 2nd issue, will only go to subscribers, (about eight hundred) Pennsylvania wheelmen, so that those who see notices now must see that they are spread among the others and they urged to join, or renew at once, so as to get the BULLETIN Road Books and other favors.

Clubs contemplating holding race meets should make mention of the fact to chairman of Racing Board or some officer of the Division as soon as possible — so that a State circuit can be arranged. No change is made for sanctions to League clubs. So League clubs should attend to renewals promptly.

Fraternally,
JOHN J. VAN NORT.

TO CHIEF CONSULS.

The first business meeting of the Executive Committee of the L. A. W. will be held in Boston, about May 1. Time and place will be announced later. All Chief Consuls having suggestions to make or desiring information, will be present or notify some member of the said committee.

I desire to thank the Divisions for their very creditable work so early in the year. Let the efforts be unremittingly continued and let 40,000 members be the minimum mark for the present League year.

Fraternally,
ARCHIBALD C. WILLISON,
President, L. A. W.

City Roads and Pavements is a sixty page book just issued, by William Pierson Judson, of Oswego, N. Y.

In the preface he says: "The present purpose is not the making of pavement, but the forming of public opinion."

He recommends, among other good things, that cities employ no wagons except those having wide tires and varying track.

He shows by drawings the advantages of quarry rock for the production of crushed stone and the objection to round field stone on account of the curved, smooth surfaces which tend to work upon each other.

Colored plates show the more approved methods of laying Tilford road and brick pavement, and also of underdraining roads and streets.

The book is very interesting and shows much thought and research on the part of the author.

Although Mr. Judson has prepared this work at the request of Mayor Higgins, of Oswego, and with especial reference to that city, it is worthy of a much wider circulation, and would be very interesting to men in charge of the streets of any city.

League of American Wheelmen
OFFICIAL DEPARTMENT

Boston, April 12, 1895.

LEAGUE HEADQUARTERS, 12 PEARL ST., BOSTON, MASS.

Officers for 1895 and 1896.

PRESIDENT,
A. C. WILLISON,
Cumberland, Md.

FIRST VICE-PRESIDENT,
GEO. A. PERKINS,
15 Court Sq., Boston, Mass.

SECOND VICE-PRESIDENT,
A. C. MORRISON,
Pabst Brewing Co., Milwaukee, Wis.

TREASURER,
A. E. MERGENTHALER,
Fostoria, Ohio.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

Division Officers.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA.—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phoenix.

ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

COLORADO.—Chief Consul, John A. McGuire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 1409 Broadway, Denver.

CONNECTICUT.—Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DISTRICT OF COLUMBIA.—Chief Consul, Geo. W. Cook, 3295 M. Street, N. W., Washington.

GEORGIA.—Chief Consul, Charles M. Rushing, Savannah.

ILLINOIS.—Chief Consul, L. C. Jaquish, 1612 Ashland Block, Chicago. Secretary-Treasurer, A. J. Marrett, 509 Cleveland Avenue, Chicago.

INDIANA.—Chief Consul, Thomas Hay, 70 North Pennsylvania Street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA.—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, E. Kostomlatsky, Oskaloosa.

KANSAS.—Chief Consul, W. W. Hooper, Leavenworth. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, Edward A. Newhaus, German National Bank, Louisville. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson Street, Louisville.

MAINE.—Chief Consul, James E. Marrett, 448 Commercial St., Portland. Secretary-Treasurer, Percy H. Richardson, 39½ Exchange St., Portland.

MARYLAND.—Chief Consul, J. A. Arnold, 404 S. Eutaw St., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 9 E. Lexington St., Baltimore.

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Charles S. Howard, 15 Crawford St., Roxbury.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSISSIPPI.—Chief Consul, W. H. St. John, Yazoo City. Secretary-Treasurer, J. J. Lowrey, Jackson.

MONTANA.—Chief Consul, W. L. Fant, 32 W. Broadway, Butte City.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, Frank H. Sietken, 1223 Harney St., Omaha.

NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Raylin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Executive Chamber, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

THE RENEWAL SEASON.

The renewal season is now open, and we are ready to receive the annual dues of members.

All memberships expire March 31, and must be renewed before June 1.

Members have but sixty days to renew this year. In previous years they were given to July 1st. Don't forget this.

After June 1st a member will be fined 15 cts. for each month he is in arrears.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS which I send in full payment of my initiation fee, one year's dues and subscription fee to the official publication of the L. A. W., under provisions of Articles III and VII of the Constitution. From the sum enclosed I authorize and direct you to pay to the publisher of said publication the regular subscription fee to League members and to enter my name as a subscriber. I certify that I am eligible to membership in the L. A. W. under the provisions of the Constitution and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State, ...

References, ...

.....

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose ONE DOLLAR for which please renew my membership and subscription to the L. A. W. publication for another year.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary. Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

SIXTY DAYS ONLY.

Members are notified that the renewal season is cut down to sixty days. In previous years renewals were received to July 1st. This year the season ends JUNE 1st. Please remember.

APPLICATION AND RENEWAL BLANKS.

Application or Renewal Blanks may be had of the Secretary on application.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, April 12, 1895.

Total, 518.

Connecticut — 2.

Bridgeport B. C.

71,803 Bogart, Edgar C., box 854, Bridgeport

Unattached.

804 Bancroft, Wm., 8 Columbia st., Hartford

Illinois — 3.

Alton C. C.

71,805 Moulton, John H., 415 Alton st., Alton

Unattached.

806 Barbian, Frank S., McHenry
807 Heman, Hube M., "

Indiana — 1.

Unattached.

71,808 Blank, Chas. F., Miller

Kentucky — 1.

Unattached.

71,809 Simmons, George D., Richmond

Maine — 4.

Unattached.

71,810 Looney, Wm. H., Union Mutual Bl'dg., Portland
811 Rideout, F. E., 60 Spring st., "
812 Gould, Neal Dow, 159 Pearl st., "
813 Bodwell, C. A., Sanford

Maryland — 3.

Unattached.

71,814 Buddenbohn, Dr. C. L., 418 So. Paca, Baltimore
815 *Drexel, Miss Clara H.*, 2308 Eutaw pl., "
816 Hopkins, J. B., 420 So. Paca, "

Massachusetts — 32.

Press C. C.

817 Davis, W. R., 371 Columbus ave., Boston
818 Lemont, Chas. F., 371 Columbus ave., "

Towanda B. C.

819 Marion, H. E., box 3, Woburn
820 Hyde, Wm. A., box 415, "
821 Partridge, F. A., 582 Main st., "

Unattached.

822 Verkampen, C., 58 Yeoman st., Boston
823 Condon, J. Edward, 611 Washington st., "
824 Friend, Herman W., 109 Kingston st., "
825 Amsden, H. F., 27 School st., "
826 Burpee, Wm. P., 23 Irvington st., "
827 Goodell, John S., Amherst
828 Buswell, Henry F., box 66, Canton
829 Chittenden, G. H., Salcombe st., Dorchester
830 Harris, J. L., 90 Commercial st., Lynn
831 Plummer, H. E., 330 Summer st., "
832 Strangman, H. W., Temple st., Mattapan
833 Jenks, Henry A., 15 Herbert st., Melrose
834 Robinson, E. J., 35 Dudley st., Medford
835 Tandy, Fred C., 14 Hollis st., Newton
836 Brown, Geo. W., Jenison st., Newtonville
837 Russell, H. S., 21 Goodrich st., Pittsfield
838 Bascom, J. H., box 75, Springfield
839 Barnard, Frank M., 305 Wash. st., Somerville
840 Weber, John F., 731 Fourth st., So. Boston
841 Smith, W. J., Westfield
842 Peirce, G. N., "
843 Aiken, Felix, box 144, West Boylston
844 Ide, Edwin C., Harbour ave., Winthrop
845 Ober, Wm J., box 915, Chicopee Falls
846 Ansart, Harry L., box 161, Woburn
847 Hanson, Walter A., box 473, "
848 Butler, Edward, box 81, West Boylston

Michigan — 6.

T. C. C. C.

71,849 Braddock, Louis H., Ithaca
850 Hall, Fay "
851 *Halbert, Miss Ida*, "
852 Kinch, Geo. L., "
853 Parrish, Harry B., "
854 Peet, C. D., "

Minnesota — 9.

Unattached.

71,855 Beyget, Fred, 537 Boston Block, Minneapolis
856 Warner, E. A., 301 Guar. Loan Bl'dg., "
857 Topka, John W., box 59, New Prague
858 Vopatek, Stephen A., box 23, "
859 DeWolf, Arch, box 363, Windom
860 Dickman, Frank H., "
861 Gates, Lee, "
862 Stedman, Frank, "
863 Reese, R. H., "

Missouri — 5.

Unattached.

71,864 Hamsher, C. F., Mound City
865 McRoberts, Geo., "
866 McRoberts, Charlie, "
867 Cronacher, Philip, Blanke & Bro. Candy Co., St. Louis
868 Craft, F. X., 4949 Fountain ave., "

New Jersey — 73.

E. A. C. C.

71,869 Bishop, Wm. A., 920 Salem ave., Elizabeth

Hudson Co. W.

870 King, Thos. H., 53 Forest st., Jersey City

Lakewood B. C.

71,871 Stephenson, J. Fred, Lakewood

Tourist C. C.

872 Bryson, Robert H., 75 Paterson st., Paterson
873 Balding, Edgar W., 144 Broadway, "
874 Beckwith, G. A., 188 Carroll st., "
875 Barton, Alfred R., 192 Park ave., "
876 Brown, Chas., 43 Auburn st., "
877 Bevan, Philip R., 79 Broadway, "
878 Bevan, E. L., 81 Broadway, "
879 Cole, Geo. W., Jr., 195 Straight st., "
880 Crocker, Herbert E., 148 Market st., "
881 Claypoole, I. W., 57 Jefferson st., "
882 Dowell, John C., Jr., 284 Broadway, "
883 Duncan, Harry, 296 Main st., "
884 Elbon, Chas. W., 196 Market st., "
885 Frost, Chas., 217 Van Houten, "
886 Garrison, W. C., 11 Park ave., "
887 Greenwood, John K., 120 Market st. "
888 Hopper, Uriah, 67 Pearl st., "
889 Lehmann, John, 135 Pearl, "
890 Norwood, Chas. H., 171 Broadway, "
891 Reynar, Chas. H., 189 Mill st., "
892 Scott, Wilson, 235 Park ave., "
893 Stewart, J. M., 181 Van Houten st., "
894 Stalter, Wm. W., box 518, "
895 Tattersall, Henry H., 532 15th ave., "
896 Van Blarcom, Wessels, 436 Ellison st., "
897 Vaughan, Chas. B., 156 Ellison st., "
898 Van Houten, S. W., 84 Hamilton ave., "
899 Withers, A. L., 203 Godwin st., "

Summit B. C.

900 Nicoll, Wm. E., box 167, Summit

Mercer Co. W.

901 Bloom, Frank M., 36 E. Front st., Trenton
902 Biles, Frank L., 13 W. Front st., "
903 Covert, Chas. D., 231 East Hanover st., "
904 Callowhill, Ronald, J., 360 Brunswick ave., "
905 Cadwallader, Sam., box 33, "
906 Fell, Bart. L., 182 Pennington ave., "
907 Hibbert, W. Joseph, 118 Lamberton st., "
908 Ivins, Wm. C., 86 Jackson st., "
909 Katzenbach, Geo. A., 27 W. State st., "
910 Purdy, Caleb, American Saw Co., "
911 Pierce, Louis B., 108 No. Montgomery st., "
912 Smith, W. Fred., 444 W. Hanover st., "
913 Smith, Frank, 25 East State st., "
914 Slee, Chas., 3 So. Broad, "

Century W.

915 Wilkins, Morgan T., 71 Jefferson ave., Jersey City

Unattached.

916 McLean, Geo. F., Butler
917 Broadwell, Douglass, Dover
918 Hinners, Edw. F., Edgewater
919 Ells, U. S., "
920 Hinners, George, "
921 Dominick, M. W., Englewood
922 Hutchinson, John H., Georgetown
923 Hartman, Walter, 134 Newark ave., Jersey City
924 Markert, Geo., 136 Newark ave., "
925 Keasley, Robert A., 176 Orange road, Montclair
926 Whitlock, Theo., 306 Townsend st., New Brunswick
927 Cayton, John E., 29 Church st., "
928 Coursen, E. L., 73 James st., Newark
929 Winner, W. W., 785 Broad st., "
930 Johnes, E. C., 11 Myrtle ave., "
931 Sheehan, D. J., box 38, Paterson
932 Dunn, Edward J., 136 Market st., "
933 De Voe, Charles H., Spottswood
934 Cornell, G. Herbert, "
935 Chase, Daniel C., South Amboy
936 Burk, T. Frank, 133 Bayard st., Trenton
937 Fox, John, 34 So. Clinton st., "
938 Cray, James, 62 First st., Passaic
939 Coon, F. B., N. Y. S. & W. R. R., "
940 Craig, David M., 5 S. W. Brown Hall, Princeton
941 Leigh, H. W., 186 Nassau st., "

New York — 217.

Tourist W.

71,942 Ryan, Frank L., 12 East 34th st., New York
943 Meyer, Dr. John H., 117 West 48th st., "
944 Eckstein, Isidor, 312 West 18th st., "
945 Pryibil, Albert, 518 41st st., "
946 Levers, Robert, 99 Lexington ave., "

Select C. C.

947 Safft, Albert, 70 West 38th st., "

Altamont W.

948 Cheseboro, Jas. M., box 103, Altamont
949 Stafford, I. K., box 14, "

N. M. A. C.

950 Jackson, Samuel, New Manhattan A. C., New York

A. C. W.

951 Harrington, F. B., 93 Ten Broeck st. Albany
952 Brown, Wm. H., 13 Jay st., "
953 Hillfrank, Edward, Castleton

Albany Bi. Club.

954 Schuyler, J. B., 356 Hudson ave., Albany

Press W.

955 Squire, Alex E., Cor. 3d. ave & 173d st., New York

Star Bi. Club.

956 Hooley, Wm. T., 9 Bradford st., Albany

Albany Co. W.

957 Hoffman, George, box 11, Castleton
958 Hillfrank, Wm. D., box 317, "

Mallett Bi. Club.

959 Doubleday, F. N., Bay Ridge, L. I.

Fort Orange W.

960 Kindt, Henry C., 149 4th ave., Albany

Brooklyn Bi. Club.

961 Hare, Arthur C., box 23, Brooklyn
962 Tate, W. O., 307 Flatbush ave., "
963 McMullen, John R., care Brooklyn Bi. Club, "
964 Webster, Wm. A., Clermont ave., "

Buffalo Ramblers.

965 Clendening, D. H., 393 So. Division st., Buffalo

Catskill Wheeling Club.

966 Coe, Dorville S., Catskill

Hempstead Bi. Club.

967 Norton, C. F., Hempstead, L. I.

Pastime B. C.

968 Miller, J. W., 20 Main st., Lockport

Schenectady County Wheelmen.

969 Clement, John M., 145 Barrett st., Schenectady
970 Campbell, Wm. A., "

Wellsville Bi. Club.

971 Farnum, Clarence A., Genesee st., Wellsville

Mt. Pleasant F. C.

972 Barlow, J. C., Sing Sing
973 Carpenter, Wm. M., "
974 Carpenter, H. M., "
975 Stewart, W. B., "
976 Barlow, W. E., "
977 Barlow, George H., "
978 Hyatt, Nathan S., "

Unattached.

979 Baldwin, Herbert M., 24 Exchange pl., New York
980 Brosseau, A. Richard, 467, West 57th st., "
981 Cassard, Wm. J., Jr., 139 West 170th st., "
982 Comaskey, Henry J. Jr., 307 West 136 st., "
983 Curtiss, Julian W., 17 Beekman st., "
984 Dodge, Cleveland H., 11 Cliff st., "
985 Earl, C. C., box 2046, "
986 Edgar, Herman L. R., 60 Broadway, "
987 Francklyn, Gilbert, 15 Wash. sq. "
988 Hopping, A. Howard, 256 West 93d st., "
989 Hughes, E. F., 445 Broadway, "
990 Hirsch, Chas. J., 115 West 90th st., "
991 McKesson, Irving, 91 Fulton, "
992 Philip, Wm. G., 248 West 11th st., "
993 Roome, Wm. P., 90 Front st., "
71,994 Kenwee, Geo. C., 110 Fifth ave., New York
995 Roxbury, Chas. W., 93 Front st., "
996 Scholle, Melville J., 9 East 65th st., "
997 Sacket, Henry W., Tribune building, "
998 *Soltmann, Mrs. E. G.*, 2145 7th ave., "
999 Seaward, Wm. M., 459 7th ave., "
72,000 Tomlinson, C. H., 200 West 102d st., "
001 Tanner, E. W., 204 West 4th st., "
002 Thacher, J. S., 33 West 39th st., "
003 Trowbridge, Dr. Geo., 27 West 43d st., "
004 *Vuilleumier, Miss Marie*, 155 East 56th st., "
005 Way, Winthrop, Broadway and 23d st., "
006 Bernhardt, Max, care R. H. Wolfe & Co., East 118th st., New York.
007 Loesch, Joseph, care R. H. Wolfe & Co., East 118th st., New York.
008 Simon, Alfred, care R. H. Wolfe & Co., East 118th st., New York.
009 Handloser, Thos., 314 East 119th st., "
010 Herrmann, Carl, 322 East 119th st., "
011 Frankfurter, J. H., 133 East 79th st., "
012 Goetz, A. E., 30 West 132 st., "
013 Hadley, E. P., care R. H. Wolfe & Co., East 118th st., New York.
014 R. H. Wolfe, care R. H. Wolfe & Co., East 118th st., New York.
015 Weill, Chas., care R. H. Wolfe & Co., East 118 st., New York.
016 Saudstedt, Victor, care R. H. Wolfe & Co., East 118th st., New York.
017 Rose, Wm. 1800 Lexington ave., New York
018 Kall, Wm. F., 300 Grand st., "
019 Winter, Wm. C., 93 Ave. A., "
020 Hoefer, H. W., 1730 Broadway, "
021 Mietke, Adolph G., 433 6th ave., "
022 O'Gorman, E. C., 73 Wash. pl., "
023 Alexander, W. T., 940 Ave. St. Nicholas, "
024 Hall, W. Hunt, 129 East 54th st., "
025 Linneman, Hugo V., 4th National Bank, "
026 Peabody, Stephen, 64 East 56th st., "
027 Scholermann, Benj. J., 159 East 125th st., "
028 Woener, Herman, 416 East 120th st., "
029 Tweedy, Arthur W., 628 West 152d st., "
030 Hayden, Harold B., 116 East 18th st., "
031 Brown, B. B., Andover
032 *Becker, Mrs. De Witt C.*, 106 Eagle st., Albany
033 Frederick, Philip K., 120 Washington ave., "
034 Mann, B. W., Box 162, "
035 Sporborg, A. J., Box 236, "
036 Van Schoonhoven, Wm. J., 106 2d st., "
037 *Van Schoonhoven, Mrs. Wm J.*, 106 2d st., "
038 Waldman, Milton C., 310 State st., "
039 Warren, H. R., 281 Hamilton st., "
040 Conklin, Edmund, 42 Spring st., "
041 Burton, E. H., 58 Partridge st., "
042 Main, Stephen C., 117 2d st., "
043 Baxter, Edwin C., 160 State st , "
044 Warner, Luther C., 82 State st., "
045 Dayger, L. E., Binghampton
046 Ganung, Elmer E., Brewster
047 Vail, T. C., "
048 Mitchell, Richard, "
049 Holmes, Frank A., Box 416, "
050 O'Brien, Francis, "
051 Murty, James, "
052 Kelley, Wallace H., Box 329 "
053 Le Fevre, Frank, "
054 Crane, Alden S., 393 Clinton st., Brooklyn
055 Cook, John S., 25 Russel st., "
056 Chapman, Melville B., 121 N. Y. ave., "
057 Donahue, Dr. Jas. A., 8 Underhill ave., "
058 Gard, Wm. E., 206 Washington ave., "
059 Huhn, Jas., 622 10th st., "
060 Kirk, John, 393 Classon av., "
061 Lopez, Albert F., 409 Union st., "
062 Ments, Fred, 1175 Bedford ave., "
063 Marquand, Wm. H., 1562 Fulton st. "
064 Nelson, Walter H., 490 Degraw st., "

72,065 Pitcher, Edward, 132 Franklin ave., Brooklyn
066 Rice, Chas. S., 22 Russell pl., "
067 Raymond, E. H., 117 Park pl., "
068 Schnessler, Fred'k, 94 Douglass st., "
069 Sahl, Wm. C., 676 5th ave., "
070 Tompkins, D. R., 68 Clarkson st., "
071 Toombs, Chas. H., 593 10th st., "
072 Wheelock, J. Adams, 146 So. Elliott pl., "
073 Fountain, W. J., 3 9th ave., "
074 Hart, Joseph T., 266 Madison st., "
075 Herrington, H. L., 182 Washington ave., "
076 *Koediger, Emily*, 733 Fulton st., "
077 Whitaker, Fred, 3 9th ave., "
078 Anderson, David, 28 E. Genesee st., Buffalo
079 Barker, Frank W., 106 Herkimer st., "
080 Brown, Frank A., 687 Seneca st., "
081 Hoyler, Aug. H., 229 So. Division st., "
082 Mehnert, Louis F., 72 Exchange st., "
083 Mehnert, Wm. G., 6 Ralph st., "
084 Thompson, F. L., 169 West ave., "
085 Guthill, Burt D., 51 Third st., Camden
086 Harding, S. L., 65 Main st., "
087 Crawford, S. M., box 55. Cornwall
088 Akin, Roy S., Canaan 4 Cors
089 Fredericks, C. H., box 147, Chester
090 Fredericks, Harry V., box 136 "
091 Waldron, Warren, box 248 "
092 Wilkn, Albert E., box 151 "
093 Grattan, Chas. G., Croton on Hudson
094 Joy, H. Gray, Prospect st., Cortland
095 Thayer, H. S., Clifton Springs
096 Vredenburgh, C. E., Elizabethtown
097 Burritt, C. G., Herkimer
098 Harter, Eugene W., 23 Bellinger st., "
099 Klock, A. B., box 84. "
100 Schrott, J. A., "
101 Colcord, J. S., "
102 Kelley, J. M., "
103 Finegan, Bernard "
104 Wortman, Wm., Hudson
105 Freeman, J. S., Kenwood
106 Van Valkenburgh, L. D., box 76, Lexington
107 Holley, Montford C. R., 24 Hodge Opera House, Lockport
108 Budworth, William S., 615 S. 8th st., Mt. Vernon
109 Dishan, J. L., Massena
110 Cushman, A. G., Malone
111 Hoit, W. S., "
112 Stofflet, W. E., lock box, 942, "
113 Folsom, A. G., "
114 White, Burte, 15 Ft. Covington st., "
115 Felton, C. H., lock box 1032, "
116 Wilding, A. G., box, 690 "
117 Crook, Jas. H. Jr., 110 Broadway, Newburgh
118 Sayre, Thos. G., 241 Broadway, "
119 *Wilmarth, Miss Julia Gray*, 18 Centre ave., New Rochelle
120 Oothout, John W., 401 East ave., Rochester
121 Johnson, Fred M., 36 Loraine st., Plattsburgh
122 Hadley, Chas. D., Pulaski
123 Cross, W. G. "
124 Clark, Fred A., "
125 Seager, Frank L., Randolph
126 Whiting, Edwin, box 20, Skaneateles
127 Zentgraf, Ernest, box 607, Stapleton
128 Williams, Guy W., box 73, Sanitaria Springs
129 Wilsey, Wm., 3 W. Main st., St. Johnsville
130 Goeser, J. H., 12 Main st., "
131 Walrath, Seward, 3 Main st., "
132 Kinnier, Bert G., Smithville Flats
133 McGiffert, Jas., 169 8th st., Troy
134 Barney, Geo. F., West Point
135 Lee, Walter J., box 259 White Plains
136 Squire, Jas. H., "
137 Guffin, Clarence E., 5 S. Main st., Gloversville
138 Clute, Loyd S., 40 Broad st., "
139 Halsted, N. O., King's Park
140 Griffin, Abram A., Morris Park
72,141 Washburne, S. Olin, Sing Sing
142 Mondon, G. Ferris, "
143 Murdoch, J. G., 2013 Fifth ave., "
144 Cole, Geo. M., Plattsburg
145 Reynolds, A. E., "
146 Bowen, F. L., 14 Macomb st., "
147 Senecal, A. G., 2 Bridge st., "
148 Randall, M. F., 118 Margrett st., "
149 Larkin, O. T., 1 Bridge st., "
150 Bailey, J. F., "
151 Nash, Frank, 9 Couch st., "
152 Woodward, Geo. T., 13 Clinton st., "
153 Curtis, S. D., 31 Hamilton st., "
154 Kellogg, H. T., 8 McComb st., "
155 Nash, J. L., box 334. "
156 Lawton, S. H., Plattsburg Barracks. "
157 Lord, Wm. H., "
158 Horneck, Wm. J., 21 Couch st., "

Ohio — 9.

Fostoria B. C.

72,159 Lance, Ray M., Fostoria
160 Redfern, C. H., "
161 Robbins, F. E., "
162 Wagner, C. F., "

Unattached.

163 Shell, W. H., Circleville
164 Holaday, S. C., Fostoria
165 Stephens, W. W., "
166 Heckert, W. D., "
167 Wright, G. A., box 712, St. Mary's

Oklahoma — 3.

Fremont C. C.

72,168 Hewes, James N., Fort Sill
169 Wise, John A., "
170 Wood, Walter H., "

Pennsylvania — 65.

Shamokin W. C.

72,171 Helwig, Hatten L., Box 85, Shamokin

Unattached.

172 Horn, I. L., 1013 Randolph st., Philadelphia
173 Love, A. C., 34 So. Franklin st., Titusville
174 Reisinger, Chas., Beaver st., Sewickley
175 Brestle, Bert H., Box 264, McDonald
176 Woodin, C. R., Berwick
177 Glenn, H. F., "
178 Douglass, Jno. B., 1829 Titan st., Philadelphia
179 Stone, Geo. C., 119 So. 16th st., Pittsburg
180 Rhoads, Sam'l N., Acad. of Nat. Science, Philadelphia
181 Ray, S. D., High st., Bellefonte
182 Goodwin, Jas. K., Water Department, McKeesport
183 Barnes, Homer P., Bellefonte
184 Siebert, Jno. H., New Bloomfield
185 Fickinger, Chas., " "
186 Whitmore, L. W., " "
187 Moore, E. E., " "
188 *Moore, Clara L.*, " "
189 Sheibley, W. B., " "
190 Cromleigh, Frank L., Bellefonte
191 Cruse, T. G., 211 W. High st., "
192 Yeager, Harry C., Jr., 11 Allegheny st., "
193 Bradley, Benj., Spring st., "
194 Lowrie, W. H., 39 Greenwood ave., Allegheny
195 Lowrie, Edwin S., 81 Locust st., "
196 Lowrie, James, 384 California ave , "
197 Boger, Edwin L., 2213 No. Broad st., Philadelphia
198 Schofield, Wm., 4753 Bermuda st., Frankford
199 Haines, Reuben, Haines st., Germantown
200 Harnden, M. K., Carbondale
201 Spencer, W. A., "
202 Purdy, K. D., "
203 Fels, Robert H., 1611 No. 16th st., Philadelphia
204 Nichols, Dan'l F., 1612 Arch st., "
205 Moore, J. C. E., S. George st., York

72,206	Fuller, Chas. D., Box 85,	Latrobe
207	Beam, James K., 331 S. Hiland ave.,	Pittsburg
208	Morris, E. D., 23rd st.,	"
209	Ludden, C. D., North and Mill st.,	Wilkinsburg
210	Addy, C. D., 6002 Pennsylvania ave.,	Pittsburg
211	Elberts, E. P., Box 1077,	"
212	Spahr, Jos. H. H., 715 Sheridan st.,	"
213	Krebs, Wm., 153 Juniata st.,	Allegheny
214	Miller, Frank J., 448 Wyandotte st.,	So. Bethlehem
215	Berkemeyer, Homer G., 731 Walnut st.,	Allentown
216	Weaver, S. N., 947 Walnut st.,	"
217	Schlosser, Geo. H., 629 Walnut st.,	"
218	Stephens, W. J., box, 381,	Titusville
219	Hansell, I. K. B., 1720 Stiles st.,	Philadelphia
220	Stotz, Clemence L., 1706 Marshall st.,	"
221	Reeh, J. Edwin, Girard ave. and 8th st.,	"
222	Steinmetz, Wm. F., 2838 Girard ave.,	"
223	Holgate, Harry, 4107 Girard ave.,	"
224	Storrie, Jno. G., 2612 Girard ave.,	"
225	King, Robt. W., 2614 Girard ave.,	"
226	Townsend, Theo.,	Jermyn
227	Banks, Harry C., 1853 Park ave.,	Philadelphia
228	Tustin, Ernest L., 4100 Elm ave.,	"
229	Dixon, Wm. H., 17th So. 9th st.,	"
230	McClure, R. G., 4th st.,	Braddock
231	Krause, J. H., 1432 Willington st.,	Philadelphia
232	Grier, Wm.,	Malvern
233	McGlashan, Peter,	McKeesport
234	Linhart, Rev. S. B., 241 44th st.,	Pittsburg
235	Schuman G. J., 126 Charles st.,	Towanda

Rhode Island — 14.

Westerly C. C.

72,236	Clark, G. F., 35 Grove ave.,	Westerly

Unattached.

237	Brigham, H. C., 45 Gould st.,	Newport
238	Capron, Frank J., Journal Office,	Providence
239	Duxbury, Merton, 740 Admiral st.,	"
240	Hall, J. J., 89 Weybosset st.,	"
241	Smith, Edwin W., 421 Pine st.,	"
242	Eells, W. A.,	Westerly
243	Hawley, Chas. H., John st., west side,	"
244	Hawley, Geo. O. B., John st., west side,	"
245	Luck, Edward, 44 Mechanic st,	"
246	Taylor, W. Marshall, 69 Mechanic st.,	"
247	Bliven, C. B., 94 Main st.,	"
248	Loud, Harry B., 137 Chestnut ave.,	Providence
249	Lawton, J. Frank, 37 Mechanic st.,	Westerly

Texas — 1.

Unattached.

72,250	McKown, Alonzo, Supt. City WaterWorks,	Sherman

Wisconsin — 58.

Medford C. C.

72,251	Carstens, Theo., box 56,	Medford
252	Dumke, Herman, box 35,	"
253	Tonne, Wm. H., box 60,	"

Mercury W.

254	Huennekens, Fred J., 124 Ferry st.,	Milwaukee

Milwaukee W.

255	Cohen, J. W., 157 Prospect ave.,	"
256	Erwin, E., 2819 Cedar st.,	"
257	Landauer, J., 639 Jefferson st.,	"
258	Mendel, A. M., care Mendel, Smith & Co.,	"

La Crosse C. W. C.

259	Gorder, C., 129 So. Third st.,	La Crosse
260	Hoeschler, Chas. A., 129 So. Third st.,	"
261	Bangsberg, A. C., 127 So Third st.,	"
262	Olson, Marius, 127 So. Third st.,	"
263	Erickson, Geo. M., 413 Cameron ave.,	"
264	Douglass, John W., 509 So. 16th st.,	"
265	Hitchcock, N. D., 236 So. 7th st.,	"
266	Schwalbe, Wm., 827 So. 8th st.,	"
267	Funk, Ed. A., 1407 Main st.,	"
268	Kutzborsky, 1009 So. 2d st.,	"
72,269	Spears, Mat, 1126 So. 5th st.,	La Crosse
270	Holy, James, 414 Johnson st.,	"
271	Colman, H. L., 527 King st.,	"
272	Stowell, D. B., 131 West ave., So.	"
273	Ott, John J., 1303 Johnson st.,	"
274	Tisdale, C. W., 416 Badger st.,	"
275	Funk, Leonard, 1407 Main st.,	"
276	Walter, Henry, So. 4th st.,	"
277	Haertal, Richard, Gund Brewery,	"
278	Sieger, Jos. M., 8th and Winnebago sts.,	"
279	Burke, Cole, *Daily Press*,	"
280	Fox, Edd, care C. L. Coleman,	"
281	Kurtenacker, Chas.,	"
282	Niehbur, Henry,	"
283	Kimball, Frank, 1121 So. 5th st.,	"
284	Pamperin, Louis A., 221 Main st.,	"
285	Bennet, Louis V.,	"
286	Forsyth, A.,	"
287	Wheeler, Russel,	"
288	Harrison, Jas. M.,	"
289	Goddard, F. L.,	"
290	Phillips, Dred W.,	"
291	Case, Chas. D.,	"
292	Schall, A. W.,	"
293	Page, F. L.,	"
294	Knuteson, I. B.,	"
295	Cutler, Fred.,	"
296	Erickson, A. E.,	"
297	Worth, Arthur,	"
298	Sanford, Mark,	"
299	Edgell, Burt E.,	"
300	Platz, A., Jr.,	"
301	Guenther, Emil,	"
302	Powell, Frank C.,	"
303	Thornbury, Edgar,	"
304	Tillman, Herman,	"
305	Bott, P. J.,	"
306	Hankerson, Arthur P.,	"
307	Steves, Guy,	"

Unattached.

308	Osen, Charles,	Oconomowoc

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

New Jersey — 12.

Asbury Park W.

72,309	*Minot, Mrs. L. J.*, 402 3rd ave.,	Asbury Park

Hudson Co. W.

310	Wobcke, R. H., 398 Germania ave,.	Jersey City

R. A. A.

311	Lovell, Percy B., box 314,	Moorestown

T. C. W.

312	Arnold, James M. Jr., 419 Market st.,	Trenton
313	Applegate, E. S., 229 Academy st.,	"
314	Bigelow, Wm. D., 117 S. Montgomery st.,	"
315	Callowhill, Hubert, 360 Brunswick ave.,	"
316	Gunsor, B. F., box 518,	"
317	Joslin, Chas. A., box 35,	New Brunswick
318	Rastall, J. H., College ave.,	Trenton
319	Joslin, L. Cleveland, 468 Rutherford ave.,	"
320	Conover, Fred L., 214 Home ave.,	"

LEAGUE CLUB RENEWALS.

457	Capital City Cycling Club,	Phœnix, Ariz.
595	La Crosse Co. Wheelmen,	La Crosse, Wis.
40	Canton Bicycle Club,	Canton, Ohio
514	Latrobe Bicycle Club,	Latrobe, Penn.
569	Jerseyville Cycling Club,	Jerseyville, Ill.

NEW LEAGUE CLUBS.

599	Schenectady County Wh'l'm,	Schenectady, N. Y.

WISCONSIN DIVISION.

To the Local Consuls and Members:

It is a very pleasant thing, now, at what we all believe to be the close of an era of depression in our great and usually prosperous country, to report to the members of any organization that progress instead of retrogression, has been the tendency. The word tendency is scarcely strong enough, it has been the fact.— we might go a step farther and say, great progress has been made by the Wisconsin Division League of American Wheelmen.

We have gained in membership and gained in prestige, and lifted ourselves into a position of responsibility and worthiness in the public mind, and have created a movement for good roads which is as far-reaching as the State itself, and which will redound to our credit so long as highways exist; and now that we are about to enter upon a time of prosperity for our country, we are in the best possible position to press onward to that position of prominence and influence in the national body to which our Division is entitled.

You will find, in the matter that has been sent to you, certain inducements which we offer that we may add to our strength numerically. Do not get the impression, however, under any circumstances, that League memberships are a cheap commodity, or that they are to be sold at bargain sales. It is an honor to belong to the League of American Wheelmen because it signifies the allegiance of the member, to one of the most respectable, thoroughly intelligent, and influential associations in our country, and a membership is synonymous with the advancement of civilization by the construction and maintenance of good roads.

There is one suggestion which may aid you in building up the League of American Wheelman in your especial locality, and that is, that you organize a League club. It takes twenty members to make a League club, entitled to representation on the Board of Officers of the Division. It seems possible, in almost any community now that wheeling has become such an important feature, to find twenty people who are willing to band themselves together for the maintenance of the principles of the League in their locality. The simplest way is to form an organization with an initiation fee of two dollars, and annual dues, and let the joining of the club also constitute a membership in the League of American Wheelmen, the two dollars initiation fee being used for the purchase of such a membership. In this way, no one feels the burden, joins two organizations at once, and if you can get twenty together you have a representative on the Board of Officers.

This is to be one of the most important years in League work. We want you to feel that not only is your co-operation needed, but every wheelman must lend his influence to the maintenance of the League in every possible way, for though great has been the work of the past, there are constantly new fields to conquer, and it is only by the combined influence of this great and powerful body that the privileges which are now accorded to the wheel under all circumstances, on the railroad, on the path, in parks, in towns and villages, are enjoyed and maintained.

Yours fraternally,

A. CRESSY MORRISON, *Chief Consul.*

MISSOURI DIVISION.

The following L. A. W. Hotels have been appointed.

Town.	Day.	Meals.	Lodging.
Albany, Albany House,	$1.00	$0.25	$0.25
Aurora, National Hotel,	1.50	.50	.50
Bever, James Hotel,	.80	.25	.25
Billings, Central Hotel,	1.00	.25	.25
Boonville, Commercial Hotel,	2.00	.50	.50
Breckenridge, Hotel Caldwell,	1.00	.25	.25
Brookfield, New Clark,	2.00	.50	.50
Cameron, Cameron House,	1.50	.40	.40
Carrollton, Florence Hotel,	2.00	.50	.50
Carthage, Harrington Hotel	2.00	.50	.50
Centralia, Globe Hotel,	2.00	.50	.50
Chillicothe, The Henrietta,	1.50	.50	.50
Clinton, Hotel Woods,	2.00	.50	.50
Columbia, Powers House,	1.50	.50	.50
DeKalb, Frakes House,	1.00	.25	.25
DeJoto, Commercial Hotel,	1.50	.50	.40
Fulton, Palace Hotel,	2.00	.50	.50
Galena, Graves Hotel,	.85	.25	.25
Hannibal, Parks Hotel,	1.40	.35	.35
Independence, Laclede Hotel,	1.50	.35	.75
Jefferson City, City Hotel,	2.00	.50	.50
Kirksville, Pooles Hotel,	2.00	.50	.50
Kirkwood, Hotel Byington,	1.50	.40	.40
LaBelle, LaBelle House,	1.50	.40	.40
Lamar, Lamar House,	1.50	.35	.35
LaPlata, Cottage Hotel,	1.50	.35	.35
Lebanon, Laclede Hotel,	2.00	.50	.50
Macon, Tremont Hotel,	2.00	.50	.50
Marionville, Gammill House,	1.15	.30	.35
Memphis, Hotel Western,	1.00	.25	.25
Mexico, Ringo Hotel,	1.50	.35	.50
Moberly, Merchants Hotel,	2.00	.50	.50
Mt. Vernon, Mt. Vernon Hotel,	1.00	.25	.25
Nevada, Hotel Mitchell,	1.50	.50	.50
Odessa, Myrtle Hotel,	1.25	.25	.50
Ozark, Taylor House,	1.00	.25	.25
Pierce City, New Windsor,	1.50	.50	.50
Platte City, Hotel de Baker,	1.50	.35	.50
Rolla, Grant Hotel,	1.25	.25	.50
Shelbina, Waverly House	2.00	.50	.50
Springfield, Metropolitan Hotel,	1.50	.40	.40
St. Joseph, Wellington Hotel,	1.00	.25	.25
Webb City, Buffalo House,	1.00	.25	.25
New Cambria, Hotel Cambria,	1.00	.25	.25
Tarkio, Clifton House,	1.50	.35	.35
Marble Cave, Marble Cave Hotel,	1.00	.25	.25
Clayton, Hotel Anthenvieth,	1.25	.35	.50
Price, Busch's Hotel,	1.35	.35	.50
Ballwin, Western Hotel,	1.50	.50	.40
Fenton, Club House,	1.25	.25	.25
St. Charles, Crescent Hotel,	1.50	.35	.40
Oakville, Schorn's Hotel,	1.00	.35	—
Black Jack, Hartwig Hotel,	1.25	.25	.25
Schoenlaus Grove, Schoenlaus Rest,	—	.25	—
Bartold, Hotel Bartold,	1.00	.25	.25
Creve Cœur, Creve Cœur Hotel,	1.50	.35	.35
Bonhomme, C. M. Boissleir,	—	.50	—

No hotels have been appointed for the following towns. Local consuls are requested to send in contract at once.

Howes Springs, Houstonia, Joplin, Kohoker, Kidder, Kimmswick, Lexington, Marshall, Maryville, Plattsburgh, Rich Hill, Santa Fe, Savannah, Steadman, Trenton, Washburne, Wellston, Westport and Winchester.

Fraternally yours,

ROBERT HOLM, *Chief Consul.*

IOWA DIVISION LOCAL CONSULS.

Anamosa, H. E. Beam.	Jefferson, W. W. Anderson.
Atlantic, D. S. Crain.	Keota, Lee Stewart.
Algona, T. F. Cooke.	Keosauqua, F. H. Roberts.
Adair, A. C. Savage.	Keokuk, G. J. Breitenstein.
Brighton, C. G. Brier.	Le. Mars, C. L. v. Berg.
Boone, E. W. Hewitt.	La Porte City, M. L. Cummins.
Belle Plain, J. F. Marr.	Marengo, S. H. Rowland.
Burlington, G. W. Prugh.	Marshalltown, I. B. Haviland.
Carroll, F. J. Vette.	Madrid, J. W. Young.
Cedar Rapids, C. B. Whelpley.	Moulton, E. L. Stickney.
Cedar Falls, J. E. Bryant.	Montezuma, F. V. Friend.
Columbus Jct., R.F.McConnell	Mt. Ayr, J. W. White.
Creston, Roy Fuller.	Newton, W. J. Snook.
Chariton, E. H. Lewis.	Orange City, G. J. Bolks.
Corydon, W. S. Sproatt.	Oxford Jct., W. E. Fleming.
Colo, J. C. Foster.	Osceola, J. F. McAuley.
Central City, A. P. Ward.	Oskaloosa, R. M. Boyer.
Davenport, P. A. Keller.	Ottumwa, A. E. Lyon.
Des Moines, E. G. Mitchell.	Pacific Jct., J. E. Bright.
Denison, E. S. Garrison.	Pitzer, Geo. Phillips.
Dexter, O. R. Savage.	Red Oak, C. L. Binns.
Elkader, Wm. Rienecke.	Rock Rapids, A. R. Eng.
Eldon, C. S. Bierce.	Randalia, F. E. Billings.
Estherville, Theo. Myhre.	Reinbeck, T. Brigham.
Farmington, Carmi Lewis.	State Centre, G. F. Schilling.
Greenfield, F. D. Mears,	Sioux City, R. S. Phillips.
Glenwood, R. B. Wilson.	Smithland, G. R. Taylor.
Grinnell, B. M. Culver.	Sheldon, P. W. Hall.
Guthrie Centre, T. J. Foster.	St. Charles, L. C. Minard.
George, C. T. Tupper.	Sigourney, E. A. Johnston.
Hedrick, J. T. Brooks.	Thornton, E. W. Tiffany.
Iowa City, J. G. Lindsay.	Thurman, O. E. McCartney.
Independence, C. T. Tupper.	West Branch, A. A. Madison.
Indianola, J. O. Baker.	Washington, W. M. Keeley.
Ireton, E. C. Carpenter.	

FRED BEACH, *Chief Consul.*

MUSCATINE, March 25, 1885.

NEBRASKA.

The following Local Consuls have been appointed: —

Fremont, C. B. Nicodemus.	Chadron, C. W. Vance.
Scotia, S. T. Graham.	Alma, E. J. Mock.
Holdredge, Otis Hymer.	Beatrice, J. L. Anderson.
Grand Island, E. J. Whitson.	Fairfield, D. B. Potter.
Ponca, John D. Forbes.	

Fraternally,

J. E. EBERSOLE, *Chief Consul.*

OMAHA, March 20, 1895.

EXPULSIONS.

PROVIDENCE, R. I., March 11, 1895.

The following have been expelled for violation of ART. V, *Sec.* 5, viz: —

W. M. Staley, No. 60395.	T. W. Newland, No. 44794.
George Stowell, No. 62177.	C. A. Hackney, No. 10678.
L. Armbrecht, No. 62164.	Louis Du Verdier, No. 65348.
E. L. Ferguson, No. 3338.	

Yours fraternally,

HOWARD L. PERKINS,
Chairman, Membership Com.

TENNESSEE.

Your earnest effort in the direction of good roads is having its good effects, even in this brightest country of ours, where they don't want the negro in their social organizations but rather encourage him to start a little one of his own.

Sincerely I am glad to note that Madison Co. of this State is awakening to the fact that good roads not alone benefits cyclers, but enhances the value of the lands touched by such good roads. As yet, I regret to say Shelby Co. is the only one west of the middle line of the State that has any gravelled or improved roads, thanks to our Mr. George B. Fleece. But a few years ago we did not have a mile of improved road on which two mules could pull an empty wagon in the winter time. You can now see them come along in a comfortable trot, hitched to a wagon containing usually three bales of cotton, but often as many as five bales, bringing it fifteen to twenty-five miles, direct to the cotton shed, saving sixty cents railroad and fifteen cents cartage on each bale.

Cotton seed comes the same route. They don't go out empty. They can always find a load of flour, corn meal, sugar, coffee, side meat, if not for themselves it is for a nearby grocery or store-keeper. You see that knocks out the railroad both ways. Mark you, there is a new era for this part of the country and good roads is helping mightily towards it.

Yours,

CHARLES J. SCHERER, *Chief Consul.*

ARIZONA.

PHŒNIX, A. T., March 23, 1895.

I have made the following appointment for Arizona Consulate: K. L. Hart, Tucson, Consul.

Fraternally yours,

W. L. PINNEY, *Chief Consul.*

ONE MORE POINT FOR POTTER.

The Potter Guide Board Bill has passed both branches of the New York Legislature and will undoubtedly be approved by the governor.

THE SIZE OF RIDERS.

THOSE who are above average size should ride high machines. A cyclist appears ridiculous sitting upon a long bare saddle rod above the machine. It is not only the looks, it is dangerous and uncomfortable. If the support itself does not bend, the frame may yield, if it does not break it will be deformed. Nearly all the builders build machines corresponding to the size of the riders. Attention should be called to this and it should be recommended. Many houses build machines of three different sizes, for tall, average and small sized cyclists.

IMPORTANT INFORMATION.

We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

Every League club has been supplied with sheets to send applications on, and also a renewal blank to be made out for renewal of the club. Since many non-League clubs send in lists of names, a list of names is no indication that a League club renews its membership, and we must have the regular certificate of renewal as per blank furnished every club before we can issue our certificate of club membership.

Club secretaries will be supplied with renewal sheets for club lists on application.

Consuls and secretary-treasurers should be supplied with renewal blanks, application blanks, recruiting pamphlets, etc., and can have them from us upon order.

Don't forget to send number.

Don't forget to give us your home address, if you are temporarily out of the state. We have to locate you with division where your home is.

Don't put questions, or requests for a change of address on the renewal blank. The blanks go to clerks who do not answer questions nor change addresses.

Don't put your name and number in the body of a letter. We want only name, number, and address. All else is superfluous. The cash will tell us that you want to renew and after that we want only name, number, and address.

Don't be surprised if you get a circular from your division secretary, telling you that you have not renewed, since many of these will go out from checkings made several days previous to sending.

It is possible that many who have renewed will be dunned. If you have your ticket, take no notice of the circular, and don't get indignant in any event.

Don't write us for recruiting circulars or application blanks. Your division secretary will supply these. It is important that division officers should know the workers, and where blanks and literature are being used. Every division officer has or should have a full stock of blanks.

NATIONAL ASSEMBLY, L. A. W.

GRAND UNION HOTEL,
Monday, Feb. 18, 1895.

The annual meeting of the National Assembly, L. A. W. was held this day as above.

The meeting was called to order by President Charles H. Luscomb at 11 o'clock, A. M.

The following members responded to their names:

COLORADO.

E. S. Hartwell.

CONNECTICUT.

Louis A. Tracy, P. W. Westlake, L. H. Sweet, D. J. Post, W. A. Howell.

ILLINOIS.

L. C. Jaquish, C. H. Robinson, A. A. Billingsley, Geo. D. Locke, W. A. Connelly.

IOWA.

T. F. Cooke.

KANSAS.

W. C. F. Reichenbach.

KENTUCKY.

E. A. Newhaus.

MAINE.

James E. Marrett.

MARYLAND.

J. A. Arnold, S. A. Van Trump, R. H. Carr, Jr., John T. Brooks.

MASSACHUSETTS.

Sterling Elliott, D. E. Miller, C. S. Howard, Henry Crowther, A. D. Peck, A. K. Peck, J. C. Kerrison, Geo. L. Sullivan, S. T. Williams, N. W. Starbird, C. W. Fourdrinier, W. C. Dillingham, A. W. Robinson, H. W. Robinson, J. S. Dean, J. F. Adams.

MICHIGAN.

R. G. Steele, Ed. H. Hines, Frank H. Escott, C. P. Baker.

MISSOURI.

J. R. Bettis.

NEBRASKA.

J. E. Ebersole.

NEW HAMPSHIRE.

H. J. Taggart.

NEW JERSEY.

Robert Gentle, R. R. Chiswell, J. C. Tattersall, Fred Keer, J. W. Dickinson, James S. Holmes.

NEW YORK.

I. B. Potter, W. E. Underhill, W. S. Bull, C. B. Benson, Chas. Schwalbach, J. J. Woods, W. M. Honig, T. W. Neary, R. G. Betts.

NORTH CAROLINA.

Phil. Heinsberger.

OHIO.

P. G. Reed, Geo. R. Prout, A. B. Howson, A. E. Mergenthaler, W. H. Chubb, W. C. Munro.

PENNSYLVANIA.

S. A. Boyle, T. J. Keenan, J. J. Van Nort, Thos. Hare, P. S. Collins, C. A. Dimon, Geo. T. Bush, W. S. Nesbit, T. F. Myler, A. F. Nelson.

RHODE ISLAND.

Geo. L. Cooke, Benj. Smith, N. H. Gibbs, Leo Kaufman.

TENNESSEE.

C. J. Scherer.

TEXAS.

E. W. Hope.

VIRGINIA.

A. A. O'Neil, J. Hugh Henry.

WISCONSIN.

A. C. Morrison, M. C. Rotier, L. F. Strauss.

EX-OFFICIIS.

C. H. Luscomb, A. C. Willison, G. A. Perkins, W. M. Brewster, Abbot Bassett, H. L. Perkins, C. F. Cossum, W. W. Watts, H. E. Raymond, Albert Mott, Geo. R. Bidwell, Chas. L. Burdett, Dr. G. C. Brown.

Ninety-eight members present.

Chairman James S. Holmes for the Committee on Credentials reported ninety-eight persons present, as above, and forty-six represented by proxy. Total representation, 146.

President Chas. H. Luscomb read his annual report. Accepted and placed on file.

Treasurer W. M. Brewster read his annual report. Accepted and placed on file.

Secretary Abbot Bassett read his annual report. Accepted and placed on file.

A. C. Willison read the annual report of the Executive Committee. Accepted and placed on file.

Chairman H. L. Perkins read the annual report of the Membership Committee. Accepted and placed on file.

Chairman Charles F. Cossum read the annual report of the Rights and Privileges Committee. Accepted and placed on file.

Chairman W. W. Watts read the annual report of the Rules and Regulations Committee. Accepted and placed on file.

Chairman Sterling Elliott read the annual report of the Committee on Improvement of Highways. Accepted and placed on file.

Chairman Albert Mott read the annual report of the Transportation Committee. Accepted and placed on file.

Chairman H. E. Raymond read the annual report of the Racing Board. Accepted and placed on file.

Chairman Sterling Elliott read the annual report of the department of GOOD ROADS Magazine. Accepted and placed on file.

Adjourned at 1.30 to 2.30 o'clock.

Meeting called to order for afternoon session at 3 P. M.

John J. Van Nort presented the report of the Auditing Committee, in print.

Election of Officers.

The Assembly proceeded to elect officers for the year 1895-96.

Mr. Adams of Massachusetts nominated Archibald C. Willison of Cumberland, Md., for President. Motion seconded by Albert Mott of Maryland. The Secretary was instructed to cast the unanimous ballot of the convention for Mr. Willison, and this being done, that gentleman was declared elected President.

Mr. Van Nort of Pennsylvania nominated Geo. A. Perkins of Cambridge, Mass., for first Vice-President. Motion seconded by Arthur W. Robinson of Massachusetts. The Secretary was instructed to cast the unanimous ballot of the convention for Mr. Perkins, and this being done, that gentleman was declared elected first Vice-President.

Irving P. Strauss of Wisconsin nominated A. Cressy Morrison of Milwaukee, Wis., for the office of Second Vice-President. Motion seconded by Louis A. Tracy of Connecticut.

W. A. Connelly of Illinois nominated A. A. Billingsley of Springfield, Ill., for the same office. Motion seconded by L. C. Jaquish of Illinois and R. G. Steele of Michigan.

Dean of Massachusetts, O'Neil of Virginia and Scherer of Tennessee were appointed Scrutineers.

The ballot resulted as follows: Whole number of votes cast, 142. Necessary for a choice, 72. A. C. Morrison had 95. A. A. Billingsley, 47.

On motion of Mr. Jaquish of Illinois, the election of Mr. Morrison was made unanimous.

Mr. Brewster nominated Andrew E. Mergenthaler, Fostoria, Ohio, for the position of Treasurer. Motion seconded by W. W. Watts of Kentucky.

The Secretary was instructed to cast the unanimous ballot of the Assembly for Mr. Merganthaler, and this being done, Mr. Merganthaler was declared elected to the office of Treasurer.

By vote of the Assembly the following were elected an Auditing Committee: J. Fred Adams, Massachusetts; John J. Van Nort, Pennsylvania; Geo. R. Prout, Ohio.

On motion of Mr. Mott an appropriation of $11 was made to defray the expenses of the railroad representative sent to vise the railroad certificates of members of the Assembly.

Annual Meet.

The Assembly by vote decided to limit the time for debate upon the question of a place for the annual meet. Fifteen minutes were given to the Chief Consul of each contending Division and fifteen minutes allowed for open debate.

Chief Consul, Robert Gentle, New Jersey; James S. Holmes, New Jersey; A. R. Parsons, New Jersey; W. A. Connelly, Illinois; Fred Keer, New Jersey, spoke in favor of Asbury Park.

Chief Consul, Sterling Elliott, Massachusetts; W. W. Watts, Kentucky; Josiah S. Dean, Massachusetts, spoke in favor of Boston.

A proxy was taken with the following result: Whole number of votes, 144. Necessary for a choice, 73. Asbury Park, 81. Boston, 63.

On motion of Mr. Elliott the vote in favor of Asbury Park was made unanimous.

Amendments.

The Assembly then took up for consideration the amendments to Constitution that had been given notice of.

Voted to add the following words to ART. I, *Sec.* 2., "and to promote and regulate cycling racing on the track." (1)

Mr. Rottier withdrew his proposed amendment to ART. II, *Sec.* 1. (2)

Voted to add the following section to ART. II.

Sec. 5. The status of every consulate, sub-division and division shall be fixed annually on the first day of October and shall be based on the membership enrolled on the books of the League on that date. (3)

Mr. Jaquish withdrew his proposed amendment taking the word "white" from ART. III, *Sec.* 1. (4)

Voted to insert the words "or three other reputable citizens" after the words "two League members" in ART. III, *Sec.* 1. (5)

Voted to strike out the words, "the sum fixed by this Constitution" and insert "one dollar" in ART. III, *Sec.* 4. (6)

Voted to strike out *Sec.* 5 of ART. III, clauses (*a*, *b*, *c*), and insert new section as follows:

Sec. 5. All memberships on the books of the League on the date of the passage of this rule shall expire March 31, 1895. All memberships that may be entered after the date of the passage of this rule shall expire one year from the date on which the applicant is enrolled as a League member. (7)

Mr. Luscomb withdrew his proposed amendment to ART. III, *Sec.* 5, clauses *b* and *c*. (8 and 9)

Voted to strike out *Sec.* 6 and 7 of ART. III and insert new section as follows:

Sec. 6. A member may renew his membership at any time within sixty days from the date of its expiration by the payment of the annual dues of $1.00. If he shall postpone the payment of his dues beyond the sixty days he shall pay in addition to the annual dues of $1.00 the sum of 15 cents for every month or fraction of a month that he is in arrears. The provisions of this Section shall apply to all those whose memberships have not been allowed to lapse for more than two years. (10)

Meeting adjourned at 6.30 P. M. to meet at 7.30 P. M.

Meeting called to order at 7.50 P. M. Vice-President Willison in the chair.

Voted to amend ART. III, *Sec.* 9, clause (*c*) by striking out the words "and such prizes shall be limited to medals, diplomas, plate, jewelry and cycle sundries only." (11)

Voted to amend ART. III., *Sec.* 9, clause (*g*) by striking out all the words after "cycle" and inserting "but racing men in the employ of cycling establishments may be transferred to Class B." (12)

Mr. Elliott's amendment to ART. III., *Sec.* 10 was defeated. (13)

Adjourned at 9.30 P. M.

Second Day.

Tuesday, Feb. 19, 1895.

Meeting called to order at 10.30 A. M., by Pres. Luscomb.

Consideration of amendments resumed.

Mr. Elliott withdrew his proposed amendment to ART. IV., *Sec.* 2. (14)

Voted to amend ART. IV., *Sec.* 4, by striking out the words "be held" and inserting "begin" and also by striking out "third" and inserting "second." (15)

Mr. Elliott's amendment to ART. V., *Sec.* 12, was defeated. (16)

Voted to add a new line to ART. VI., *Sec.* 3, as follows:—"VIII. Auditing." (17)

Voted to amend ART. VI., *Sec.* 5, by inserting the words:—"except that on Auditing" after "Committees" in first line. (18)

Mr. Raymond withdrew his proposed amendment to ART. VI., *Sec.* 5. (19)

The amendment proposed by Mr. Mott adding new *Section* to ART. VI., was defeated. (20)

Mr. Raymond withdrew his proposed amendment to ART. VI. (21)

Amendment offered by Mr. Potter to ART. VII., *Sec.* 1, was postponed. (22)

Amendment offered by Mr. Elliott to ART. VIII., *Sec.* 1. Clause (*c*) was indefinitely postponed. (23)

Voted to amend ART. VIII., *Sec.* 1, as follows:—

Clause (*a*) after the word "thereof" add "together with a correct list of club members certified to by the President and Secretary of the Club."

Clause (*b*) after the word "League" insert "and a certified list as provided in clause (*a*)."

Add new clauses as follows:

(*c*) The membership of every League Club, as such, shall expire on the first day of July in each year, and may be renewed at any time before the first day of September next succeeding. Upon receiving from the Secretary of the club a certificate to the effect that the club still continues the required by-law in force, together with a correct list of the club members certified to by the President and Secretary of the Club, the Secretary shall issue a new certificate of membership. The membership of all clubs that fail to renew the same before September 1 shall lapse.

(*d*) On and after the date of the passage of this rule no club shall be entered as a League club if its name shall be the same or similar to that of any club already enrolled, except by consent of the League club whose name is the same or similar. The appearance in the title of the name of the city or town in which the club is located shall constitute the name a similar one, and therefore it shall be deemed prejudicial to the interest of the club already enrolled. (24)

Voted to strike out ART. IX., entire (25)

By-Laws.

Mr. Luscomb's amendment to ART. I., *Sec.* 3, was indefinitely postponed. (26)

Mr. Elliott's amendment to ART. I., *Sec.* 6, was postponed. (27)

Mr. Luscomb's proposed amendment to ART. II., *Sec.* 1, (*a*), was indefinitely postponed. (28)

Voted to insert the word "business" before the word "meetings" in ART. II., *Sec.* 1. (29)

Voted to add the following clause to ART. II., *Sec.* 1.

(*f*) At each annual meeting of the National Assembly at least one day shall be devoted exclusively to the consideration of ways and means for advancing the work for road improvement within the various states and to the determination of a plan or plans for the effective co-operation of the state divisions in the further advancement of this branch of League effort. The day or days devoted by the National Assembly to the separate consideration of road improvement subjects under this section, shall precede the regular business meeting of the Assembly and shall include such proceedings as shall have been determined and announced by the national committee on improvement of the highways. At this meeting any member of the National Assembly may invite the presence of citizens not members of the League, and the committee on improvement of the highways may provide for lectures, addresses, or reports from such persons as in the judgment of said committee are well qualified to encourage and advance the work for improved roads. (30)

Voted to add new clause to ART. IV., *Sec.* 1, as follows:—

(*b*) It shall direct and instruct the Chairman of the Racing Board to collect from applicants, in advance (except League Clubs as hereinafter provided for) $10 dollars each for granting sanctions for National Circuit Race Meets, $2.00 each for Open Race Meets and $1.00 each additional day, and $1.00 each for Athletic Meets scheduling two events, and to apply the revenue derived to the expenses of conducting the affairs pertaining to the Racing Board, its Chairman and members; to the employment of an official referee (to be appointed by the Chairman) who shall be required to officiate at all National Circuit Race meets, and to the general improvement of the racing interests of the L. A. W. (31)

Voted to add new clause, ART. IV., *Sec.* 3, as follows:—

ART. IV.—*Sec.* 3. (*b*) This committee at such times shall have the power and it shall be its duty to explain, define, and interpret any provision of this constitution or any by-law, or any rule of any committee of this League upon request of an officer of the League, and its decisions on such points shall be final. (32)

Voted to add new clause to ART IV., *Sec.* 7.

ART. IV.—*Sec.* 7. New clause (*b*). It shall have the power to grant or withhold sanctions for race meetings, and to impose penalties upon race promoters and racing men who may hold race meetings or engage in racing at the same without the official sanction of the board. But no race meeting shall receive official sanction if it is to be held on Sunday, or has upon its schedule any event which is open to women competitors. The board shall charge a fee for each sanction, but a League club having twenty League members on its roll, may, by a vote of the board, receive a sanction without payment of fee. Sections following to be re-lettered. (33)

Voted to add the words "for professionalism" after the word "expelled" in ART. IV., *Sec.* 7. (34)

Mr. Mott withdrew his proposed amendment to ART. IV., *Sec.* 9. (35)

Voted to add new clause to ART. V., *Sec.* 1, as follows:—

(*c*) In case the charges are made against the President, the first Vice-President shall have the powers and duties given to the President in Clauses (*a*) and (*b*) above; Clause (*c*) shall be Clause (*d*). (36)

Voted to insert the words "by a two-thirds vote" after "Assembly" in ART. IV., *Sec.* 2. (37)

Adjourned at 1 o'clock P.M.

Meeting called to order at 2.25 P.M.

President-elect Willison gave notice that in the appointment of Committees he should consult Division officials and at this time he could go no further than to state that he should appoint Geo. D. Gideon, of Pennsylvania, to be Chairman of the Racing Board. He announced that a suit had been commenced against the League by Mr. I. B. Potter, and on motion, the Executive Committee elect was authorized to employ counsel to defend the suit.

A Committee of three on resolutions was appointed as follows:—

Irving F. Strauss, Wisconsin; W. A Connelly, Illinois; Sterling Elliott, Massachusetts.

(To be continued.)

QUERIES AND ANSWERS

We are pleased to note that our proposition of last week in regard to the dissemination of useful knowledge through this column has been appreciated and as usual Philadelphia leads with the first batch of questions, and the seeker for information is Mr. Kain.

First. Why do you use such a horrible color for the Bulletin cover?

Answer. We were obliged to use several different colors last week, which color did you get?

Second. Why does a dog turn around several times before lying down?

Answer. This must be a peculiarity of the Philadelphia dog. Boston dogs don't do it.

Third. Why are you always knocking Philadelphia?

Answer. I can prove an *alibi*, you must be thinking of the *Sporting Life*.

Fourth. Where did Frank Egan get the original design for his hair cut?

Answer. Mr. Egan's address is No. 34 South 3d street, your city. If he don't answer your question it will be the first time he ever failed to respond.

Fifth. When will the League recognize professionalism?

Answer. The League has been recognizing professionalism for the past ten years. If you mean when will it call professionalism by its right name, would say that I don't know.

Sixth. Who first told Ariel that he could write poetry?

Answer. Ariel is now in the trade and he advertises in this paper. I must decline to joke with him at this distance.

Seventh. Will the League have to support Abbot Bassett for ever and ever and ever?

Answer. I hope so for the good of the League.

S. E.

P.S. Don't hesitate to call when in town.

"I know a bank whereon the wild thyme grows,"
He sang; when suddenly his hostess rose
And whispered, "Do not let my husband hear—
He has too many wild times now, I fear."

—*Exchange.*



Before the Theatre Hat.

"I suppose," observed Adam, after the fall, "that we must go." "I haven't a blessed thing to wear," protested Eve. The thought was born. —*Puck.*

Nice old lady, but she didn't understand mules.

"I wouldn't swear that way," said the kind-looking old lady, mildly. "Bless your soul, ma'm, you couldn't. It takes years of truck-drivin' to come anywheres near it," responded the gentleman whose team had balked across the car track.—*Cincinnati Tribune.*

Another Libel on the Hebrew.

Mr. Heidleheimer: Vhat do you pay for insurance on your store?

Mr. Rosengarten: I ain'd carrying any insurance. I don't need it yed.

Mr. Heidleheimer: Bud suppose de blace purns up?

Mr. Rosengarten *(impatiently)*: Vhy, how can id purn up vhen dere ain't no insurance?

Certainly Not.

Will, oh, will the coming woman,
When she gets here, do you s'pose,
Go to bed at night and leave her
Hubby mending socks and clothes?
Will he, as he sews on buttons,
Or a cuff or collar binds,
Nimbly go through bloomer pockets,
Taking what lose change he finds?

—"*Sinitor O'Malley.*"

A College with Two Rules.

A student of Ann Arbor, Mich., says that they have just two rules: students must not burn the college buildings nor kill any of the professors.—*Ex.*

But Do Choirs Really Want to be Angels?

"I want to be an angel,"
Sang the choir sweetly solemn.
An editor in the audience said,
"Put an ad. in our want column."

THE L. A. W. UNIFORM.
The League Official Tailors,

BROWNING, KING & CO., 406 to 412 Broome Street, . . . NEW YORK.

Send Stamp for Sample of ∴ ∴ ∴
League Cloth and Price List of Uniforms.



The L. A. W. Helping Hand

Designed and Furnished only by the
League of American Wheelmen.

$1.00 Each. Lettered Both Sides, $1.80.

Please be particular to give the correct number of miles to the place toward which the hand is to point, and **write very plainly** all names, including your own. Also, state whether it is to point to the right or left as you stand facing it.

Full payment must come with all orders, as prices are made too low to include any book-keeping or unnecessary correspondence.

Time required after we receive your order is from five to seven days.

DESCRIPTION.

The length of this sign is 20½ inches. It is made of tough steel, No. 18 gauge, and is thoroughly painted and varnished. The wheel in the L. A. W. emblem is gold on a black background. The wings are of aluminum, and the initials red. The weight of a single sign, ready to ship, is forty ounces.

All orders for the Helping Hand should be sent to

STERLING ELLIOTT,
12 Pearl Street, BOSTON, MASS.

3 REGISTERED. TRADE MARK.
"THREE IN ONE" COMPOUND
FOR
BICYCLES.

1.—**Cleans** a Bicycle—Chain, Frame, Wheels and Nickeled Parts—in 10 minutes.
2.—**Prevents** sweat of the hand, water and salt air from **rusting** the **nickel** and **steel.**
3.—**Lubricates Chain** and **Bearings.** It will not gum, collect dust, nor soil the clothing.

Send *five* 2c. stamps for free sample in a large oiler, and test it.

IS YOUR WHEEL RUSTY?



REMOVES RUST
AND
Polishes Nickel, Steel and Brass.

CONTAINS NO ACIDS.

Send *three* 2c. stamps for free sample and test it.

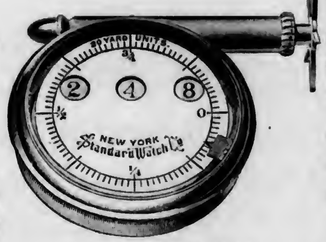
Manufactured by **G. W. COLE & CO.,**

NEW YORK, 111 Broadway. ALL DEALERS SELL THEM **CHICAGO, 1030 Monadnock Building.**

A Double Economy.

IN mechanical devices the best is the cheapest. If the "Standard" Cyclometer was sold at $5.00 instead of $2.00 it would still be the cheapest in the market on the score of its intrinsic mechanical excellence. But when the facilities of large manufacturing make it possible to furnish this $5.00 value for only $2.00, the buyer practices a double economy in purchasing a "Standard," since he thus secures the best in value because it is the cheapest, and at the same time the cheapest in price, which happily is the best.

It's such a good Cyclometer ALL OVER that it is difficult to name its BEST points; one is confronted with an "embarrassment of riches." See:



Two-Thirds Size.

Absolutely Accurate.
Unequalled in Durability.
Variety—24, 26, 28 and 30 inches.
Lightness—3 1-4 ounces.
Adjustable to all Saddle positions.
Noiseless, Dust-proof, Water-proof.
White ivory-enamel Dial.
Registers 1000 Miles and Repeats.
Guaranteed—Repaired without charge.
The little price—$2.00—for the greatest Cyclometer value.

The New York Standard Watch Co.,

11 John St., NEW YORK.

103 State St., CHICAGO.

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OVERMAN WHEEL CO. Larkin and McAllister Sts., San Francisco.

THE

L. A. W. Bulletin

··· and ···

Good Roads.

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.
ABBOT BASSETT, Associate Editor.

WHAT SHALL WE PRINT?

A QUESTION of no little importance, and yet a very easy one to answer.

It is quite obvious that we should print those things which would please the largest number of readers.

Many readers will take the trouble to reply when asked questions as to what they prefer.

A few will not wait to be asked but will let us know promptly.

The majority of readers however, prefer to suffer the ills we inflict upon them rather than stir up the animals and perhaps get something worse.

Dimly outlined as it may appear at times, there is in this office a well defined anxiety, amounting almost to nervousness, to furnish a paper which will meet with the kindly approval of so large a number of patrons that it might seem to be unanimous.

An event, say a race meet, occupies the attention of an entire community for a day or two in some part of our glorious country: the excitement, though, is purely local and the matter is thoroughly covered by the local papers.

The L. A. W. may have in that town fifty members.

Now say this paper has a circulation of 40,000, which it soon will have, how much space shall we devote to the event which interests but fifty

Total number printed this week, ...	**7,500**
Sent to paid subscribers, ...	**6,944**
Samples to Advertisers, Exchanges, etc., ...	**556**

readers, and how many of the other 39,950 will forgive us for it.

It will not of course be possible to interest everybody in the same matter, but it seems best to try how near we can come to it.

It isn't possible in these nineteenth century days to make any weekly paper a *real* newspaper.

Newspapers which *are* newspapers get out from two to six editions daily, and run them on presses which will print twenty times as many papers an hour as can any press which does the quality of work required by this publication.

Referring to the League member who lives in a city the question answers itself.

The only doubt is one which comes on the member who lives in remote parts of the country away from sewer gas, ward politics, and other deadly enemies of social purity.

The man who gets up in the morning and goes to bed at night, and who, except on rare occasions knows not the seductive glare of the arc light, may yearn for news. The latest developments in Class B circles, whether Mr. Crackerjack is going to ride an albumen wheel with German silver rims, or whether he has signed with the X. Y. Z. Co. All these things may be of the deepest interest to the young man who communes mostly with nature, and again they may not.

The general consensus of opinion seems to be that the L. A. W. BULLETIN AND GOOD ROADS should make no attempt to be a newspaper in the ordinary acceptation of that term.

This opinion is based upon a somewhat extended inquiry among L. A. W. members.

However, the case is not closed and never will be; evidence may be submitted at any time.

Will *you*, dear reader, kindly send a line to this office saying what *you* would prefer.

Remember that the publisher of this paper can best serve his own interests by pleasing *you*, and that the easiest matter to print is that which is demanded by the largest number of readers.
If you don't see what you want ask for it.

How long would it have taken for the horseman to find out what the bicycle rider learned at once about the surface of the earth?

The Solid Sterling

Built like a watch.
Light as a feather.
Sails like a bird.
Strong as steel.
Stiff as a poker.
In every respect the best bicycle built.

STERLING CYCLE WORKS,

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SCHOVERLING, DALY & GALES, 302 Broadway, New York City.
SIEG & WALPOLE, 285 Wabash Avenue, Chicago.

Bicycles built for business



THERE MAY BE BETTER

Wheels than those which we are making, we shouldn't be surprised if there are, but, judging from our orders and the unprecedented demand for our Business Bicycles, we question the statements of some. We can **see** no reasons why **some** other makers cannot build equally as good wheels as ours, neither can we see any reasons why we can't build as good as the best. We honestly believe there are no better

BICYCLES THAN NEW CLIPPERS.

They are well made, of good stock, by men who have had years of experience. We try to build to please, and judging from our success during the past two or three years, we have succeeded. Even our cheapest bicycles are said by those who ought to know to be equal to most so-called high grades. We were the first makers to recognize the fact that Business men wanted business bicycles; we now have some imitators who make good bicycles, they may be better than ours,

BUT WE DOUBT IT.

We are now shipping from 50 to 75 wheels per day, yet we cannot keep pace with our orders. We do not want any more new customers at present, but we do want every dealer in America to keep an eye on our productions another year. We **may** be able to make all the wheels our friends want. Remember, we are the original builders of Business Bicycles.

Made by the Grand Rapids Cycle Co.

TWO LITTLE STORIES WITH A MORAL.

THERE is a certain eccentric young man in Boston whose father and uncles run several banks, and at different times the young man has had accounts with them all.

His usual method of opening an account is to get a check book and proceed to draw checks. The making of a deposit being a trifling formality which he persistently overlooks, until his attention is officially called to it.

Very much in this fashion it was that the new editor of the new BULLETIN opened his account with the other cycling papers.

In some remarks headed "what is the matter with the League," it was stated that "there was noticed an *almost* universal anxiety on the part of the cycling press lest the League should go wrong."

Various other statements followed, all of which seemed, and do seem, justified by data contained in our scrap book.

No sentence, however, could be construed to include *all* the cycling papers. In fact, on page seven, first column, fourteenth line from the top, we said "many of our esteemed contemporaries believe it" meaning when read with the foregoing that the L. A. W. is all right.

The matter was carefully considered and it was supposed that every cycling editor was given an opportunity to soliloquize thus, "Well, that hits some of those fellows, but it lets me out."

And now for the other story.

A famous Evangelist was, many years ago, in company with members of his fold, making preparations for the opening service of a camp-meeting. The location was in a piece of woods, and the seats were slabs fastened in rude fashion to the trees and stumps.

When the improvised auditorium was nearly complete, it was discovered that the only axe belonging to the outfit was missing. And it was surmised that, following the usual custom of axes, this one was probably lying where someone had put it. And, furthermore, as no one had left the camp, the guilty party must of necessity be a member of the congregation.

After the passing of the hat and other preliminaries, the minister said impressively:

"The only axe which we had on the grounds has been sequestered, (I think sequestered was the word) and I have my eye on the guilty party. In order that all may know who he is I will fling my hymn book at his head."

A motion was made with the hymn book and a member of the congregation dodged behind a tree.

Moral: you can always tell who is hurt by noticing who "hollers."

IT ISN'T SURPRISING

that an impression had gained currency in certain quarters to the effect that the L. A. W. was losing ground, the reason was that the League, during the months of February and March, was without any means of telling what it was doing, and this emphasizes the statement which we have so often made, viz., that enthusiasm is not spontaneous: that the average citizen depends on constantly renewed evidence to keep him convinced of anything.

The published names of those who, from week to week, take passage on the "old ship" together with those already on board, who stay for another year, ought to be evidence to those who are inclined to "believe not."

GLAD YOU LIKE IT.

AT a meeting of the Radford Wheelmen held on the evening of April 9, it was unanimously

Resolved, That a vote of thanks be, and hereby is tendered to Sterling Elliott for his earnest, energetic, and effective work in the interest of the L. A. W., congratulating him upon the neat and business-like L. A. W. BULLETIN AND GOOD ROADS, decidedly the best Official Organ yet published, and wishing both to him and to the grand old L. A. W. the greatest possible success during the ensuing year, and further, that the Secretary be instructed to furnish Mr. Elliott with a copy of this resolution.

CHAS. M. CALDWELL, *Secretary*.

I am pleased to note that the Secretary of the Radford Wheelmen is Caldwell. I have no doubt he is well. Thanks for the attention.

S. E.

WE ARE THE PEOPLE.

Who started the good roads boom?
Answer. The wheelmen.
Who is most benefited by good roads?
Answer. The wheelmen.
Who are the wheelmen?
Answer. Everybody.

LEAGUE MEMBERS

WHO ARE LOOKING FOR NEW WHEELS **Want the Latest and Best.**

To get it, call on your local . . **Premier Agent** and ask to see the **New American Helical Premiers** Weights 16 to 20 lbs. All patterns. **$100.**



Don't buy a wheel until you have read the U. S. Gov't Report on Helical and drawn tubes. In Premier Catalogue for the asking.

PREMIER CYCLE MANUFACTURING CO.,

34, 36 & 38 WATTS STREET, - NEW YORK CITY.

MARION WOOD RIMS. **"Cherry Rims" H. T. SCORCHERS.** MARION WOOD RIMS.



Light Weights

Large Tubing

Any Tire Desired

Finished in Black or Cherry

Any Height of Frame

Built to reach

—•—

WHAT ELSE DO YOU WANT?

THE CHERRIES ARE NOW RIPE AND ARE BEING SOLD BY THE FOLLOWING GOOD PEOPLE:

RALPH TEMPLE CYCLE CO., 2208 Michigan Ave., Chicago, Ill.—Agents for Illinois, Iowa, N. and S. Dakota, Minn., Wis., Wyoming.
GEO. WORTHINGTON CO., Cleveland, Ohio—Michigan, Eastern Ohio, Western New York, Pennsylvania (excepting Philadelphia).
BURTIS & ZIMMERMAN, Asbury Park and Freehold, N. J.—N. J.
PORTER & GILMOUR, 1773 Broadway and 16 Warren St., New York—New York City.
MORGAN & BEACH, Ft. Wayne, Ind.—N. E. Cor. of Indiana and adjoining counties in Ohio and Michigan.
O. S. POTTER, care of H. P. Gregory & Co., San Francisco.—California
A. L. DEANE & CO., 1116 Farnam St., Omaha, Neb.—Nebraska.
DENHARD MFG. CO., Louisville, Ky.—Kentucky.
A. L. DEANE & CO., 1724 Lawrence St., Denver, Colo.—Colorado.
ALADDIN CYCLE CO., 605 Delaware St., Kansas City, Mo.—Kansas

. . Send for a Catalogue . . **MARION CYCLE CO.,** . . MARION, IND. . .

SPOKES FROM THE FELLOES

Our friend Sibley, of the *Post*, is a bright-witted fellow with a mind turned toward the humorous in life, and yet he frequently pulls forth from the mine of his intellect great nuggets of wisdom. Note what he says anent the reorganization scheme which the cycling press is advocating.

"Now, as to the plan, itself, there are comparatively few States in which the divisions could live under such an arrangement. Massachusetts and New York would live, and Pennsylvania probably, but in a majority of cases to take away the national government would only be another way of saying 'to kill the L. A. W.' There are other politics besides those of the L. A. W., and it once happened in national politics that some of the parties concerned thought that this same plan might be with advantage employed. Another party, residing mainly in the Northern States, thought it better to hang together as a national body. The split-up was never effected, so the results of such action were never actually seen, but the opinion of the majority was seen, and it is safe enough to predict a similar end to this latter-day secession movement."

It is always best to carry one's cargo on deck, and it would be as well for those who are crying for re-organization to tell the world at once that they want to get rid of the Bulletin. One publisher was frank enough to say to us: "The Bulletin is in the way and I propose to do what I can to kill it." This publisher is now crying "re-organize."

* * *

The answer to all those who predict bankruptcy and downfall is given in the application lists that are published each week, and in the renewal statistics. The first application list contained more names than were enrolled in the whole month of April last year, and on the tenth day of the month we had booked more renewals than were received in the full month of a year ago. These are not silent witnesses in the case now being argued.

* * *

We are in receipt of a great many twenty-five-cent pieces from those who think they should send the subscription fee separate from the renewal fee. This will notify all such that $1 pays the renewal fee and the subscription to the paper, and that we cannot receive a subscription at the twenty-five-cent rate from any other person than a member. First renew or apply for membership and then you may have the paper at the club rate. Those who have sent a lonely quarter should call it back if they have already sent $1, or they may send the fee and have the cash in hand applied to it.

* * *

Subscriptions to the Bulletin expire with the membership of the subscriber. Every week that a member delays renewing costs him a Bulletin. We cannot send back numbers. Our order to the printer is based on the membership enrolled and we do not print enough extra papers to warrant the sending of a copy to late comers.

* * *

The Rhode Island Wheelmen is and always has been a firm friend and a staunch supporter of the L. A. W. This year several what-do-I-get-for-my-dollar members endeavored to get a vote to withdraw from the League as a club. They were snowed under by an avalanche of votes. The R. I. W. will not desert the colors. It is one of the most progressive and energetic clubs on the roll, and has on many occasions shown us the kind of stuff that it is made of.

* * *

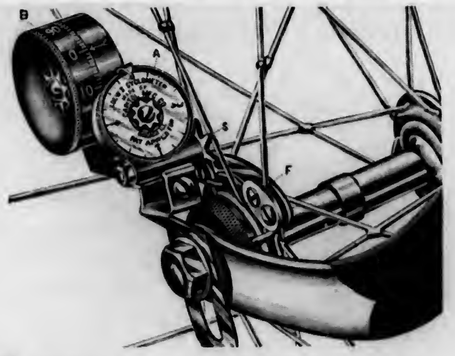
Last year we had what may be called a bad year, though it was a much better one than its immediate predecessor. If we had had no legacy of debt from a former administration our books would have shown a good profit last year. Our membership fell off, it is true, but our income was not reduced. General Apathy was powerful in the ranks of wheelmen, and his followers had w. d. i. g. f. m. d. on their foreheads. General Enthusiasm is rallying our forces this year. Look for the resurrection of General Prosperity.

* * *

What do I get? Fudge! What are you going to do for us? Don't be a leech, drawing much and giving nothing. Put your shoulder to the wheel and help the car of our progress over the hills of difficulty. All that we have obtained has come from organized effort and we can preserve it in no other way than by organized effort. Where all are leeches there can be no effort save to kill. Note this little straw from a lay paper:

"Turn and turn about is fair play. When bicyclists were few in number they were compelled to carry lights at night by carriage owners. Now the two-wheel men are numerous and they demand that for their protection vehicles carry lamps."

(Continued on Page 30.)



Loew Cyclometer

10,000 MILE

Not affected in the least by dust, mud, or water. The only Cyclometer with independent trip and single mile dials which can be readily set back, giving mileage for each day or trip, in addition to a total recorder which adds every turn of the wheel up to 10,000 miles and repeats, or can be set back. '95 Pattern with black enameled dials and prominent silvered figures. Made for 26, 28 and 30 inch wheels.

WEIGHT, 4 oz. **PRICE, $3.25.**

Satisfaction Guaranteed or Money Refunded.

CAPITOL MFG. CO., Chicago, Ill. CHICAGO, Oct. 24, 1894.

Gentlemen: With reference to the Loew Cyclometers purchased of you at the latter part of the season, I am pleased to say that they take very well with the riders. The reports received from those sold have been very favorable, and we expect to sell a great many of them next season. The writer has had one on his personal mount, and likes it better than any he has ever tried. Yours very truly,

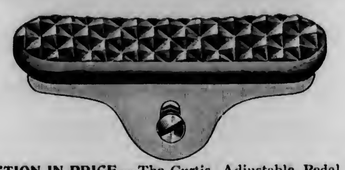
GORMULLY & JEFFERY MFG. CO.,
John O. Blake, Manager.

EVERY CYCLOMETER GUARANTEED.

CAPITOL MFG. CO.,

SOLE MFRS. AND LICENSEES, 125-137 REES ST., CHICAGO, ILL.





REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.

THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.



With Silk Covered Braid, 50c. All Silk Braid, 75c.



Electrotypes Furnished Dealers. Discounts on Application.

TIE CO., BOX G, **UNADILLA, N. Y.**

The first man was driven out of the garden, and the first hen wasn't.

Heath Ball Valve Pump

AND

Universal Coupling.

The Standard Bicycle Pump the World Over.



Do not accept some other pump "just as good as the Heath," but insist that you get what you pay for and not some inferior infringing pump that costs you as much or more money.

Order from your jobber, and if he will not supply Heath Pumps, write direct to the sole manufacturers.

S. F. HEATH CYCLE CO.,

Minneapolis, Minn.

N. E. Agents—ELASTIC TIP CO., - BOSTON.

Mention The L. A. W. Bulletin.



HAWAIIAN CLIFF JUMPING.

MRS. S. M. EMERY.

DURING the Hawaiian revolution of 1893, I chanced to be one of a "volcano party" of which Mrs. Blount was also a member.

It was very evident that the natives fully appreciated that the wife of President Cleveland's "special commissioner" might, by her influence, prove an important factor in their cause, and so they sought to curry favor by paying every attention.

On the last day of our stay in Hilo, the party was conducted by a delegation of prominent Hawaiians to the wharf, where we found in waiting two long, narrow boats, some twenty-five feet in length, by four in width. These were lashed together, and between them, and resting upon their rims, was a little barge, capable of holding five persons. It was canopied with white cloth and festooned with "sweet meily" and native flowers and fruits.

Into this frail bark we stepped, the boatmen crying "piliki" (danger), and no "piliki," as we safely crossed the rocking boat.

Ten oarsmen, five in each boat, keeping perfect time with their broad oars, propelled us out into the sea, and up into the mouth of the Wailuku river, which comes tearing down to join the ocean, flowing through a narrow gorge, where the rocks have been rent asunder by some mighty throe of nature, that split and upheaved and flung the great lava blocks broadcast into the river, dividing its waters into deep pools and swirling currents.

At a point where the river's course is broken by the Kaluakauaka fall, which dashes over the ragged rocks in a sheet of foam, springing between lofty cliffs, whose aggresssive grandeur is softened



Falls of Kaluakauaka.

by clinging shrubs and vines, the boat was moored and we were helped onto the jutting rocks.

Lining the shore and perched upon the rocks, were many Hawaiian spectators.

All eyes were riveted upon a statuesque Hawaiian, standing upon the cliff, which towered seventy feet or more above us. His only garments were a strip of red flannel and a wreath of "meily."

Taking a short run, he sprang high into the air, then vaulting clear of the cliffs and over them, in a mighty downward leap, feet foremost, he disappeared in the seething waters.

Rising to the surface, laughing and shaking his grey locks, he reascended the cliffs, and repeated the performance, again and again; then going to the head of the cataract he sprang into its midst, and slid, first, head foremost, then feet foremost, into the churning whirlpool below. We fairly held our breath, for it seemed as if nothing but a fish could perform such aquatic feats and live, much less a man who must have numbered fifty years, for this diver and jumper was no boy athlete.

Next we returned to the sea, to watch the natives ride the curling breakers, upon their surf boards.

At last we were conveyed to the ship Kenau, waiting to return to Honolulu. After which the little barge withdrew a short distance, and lay upon its oars, faintly outlined in the dim starlight, while the boatmen paid one last tribute, by joining in Hawaiian songs, whose soft, sweet melody, floating over the waters, was our final good bye.

BOZEMAN, MONT., April 3.

Good health is rather to be chosen than unnecessary simoleons.



STOP PULLING OFF YOUR TIRES.

$25.00 Reward

For first puncture.

USE

Werneth's Puncture-Proof Tire Armors

Then you may ride with impunity over **Nails, Tacks, Glass, Growlers, Barbed Wire, Etc.**
Sent free by mail on receipt of price, **$1.50 per Pair.** Liberal trade discounts. Stamps taken.

BEWARE OF FAKES AND IMITATIONS.

F. J. WERNETH CO.,
806 Druid Hill Ave., - - BALTIMORE, MD.

The Outing Watch, $2.50



Sent to any address, delivery guaranteed, and your money back if you want it.

Every rider wants one to knock around with.

Every dealer should have one, by wearing which you advertise your business.

Stem wind and set, nickel, open face.

Raised gold ornament.

Warranted a good timer.

Discount to bicycle dealers.

Send 2c. stamp for full list L. A. W. Badges, Medals and Prizes.

THE DURYEA COMPANY
180 Broadway, New York City.



CLUB PINS, PRIZE MEDALS, ETC.

State the Events when sending for Designs.

JOHN HARRIOTT,
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Established 1860.

WRIGHT & DITSON,
344 Washington St., BOSTON,

Are Special Agents for the

TRADE **HYGRADE** MARK

Hygrade Bicycle Stockings.



The **Hygrade** is by far the finest stocking ever made for Bicycle use, it is pretty, comfortable and serviceable.

Every rider should have a pair.

COLORS: Black, Navy Blue, Gray, Brown and Crimson will be sent upon receipt of price.

Hygrade Stockings, Per Pair, $1.50.

Our **Bicycle Uniforms** are the finest on the market. *Special Price to Clubs. Send for Catalogue.*

WRIGHT & DITSON, 344 Washington Street, BOSTON.

Wholesale, 95 Pearl Street.

ROADS OF CONNECTICUT.

BY CHAS. L. BURDETT.
(Ex-President L. A. W.)

I. There is no modern law on the statute books in Connecticut providing for road improvement, that is, providing either state or county aid or for any central supervision.

II. The roads in this locality (Hartford) are a marked improvement over the same roads of ten years ago. In East Hartford, considerable work has been done in macadamizing roads, there being several miles of good macadam and gravel roads. Glastonbury has expended about $15,000 on road improvement and has, at least, four miles of macadamized road. West Hartford has expended $80,000 on road improvement and has fine roads, which even the most rabid opponents would not allow (since they have seen their value), to fall into ill repair.

III. Improvements are not being made as fast as they should be, but certainly as fast as we can expect for the reason that it is extremely difficult to convince property-owners of the necessity or benefit of a change in the system, not only in this locality, but in the State; the townsmen are certainly conservative, if nothing else. The fact that it will require the immediate expenditure of from three to five thousand dollars per mile for macadamizing, is a great obstacle, as they persist in not recognizing it as a good investment.

IV. There has been considerable agitation in the direction of wider tires, and a bill was introduced in the legislature, in '93, providing for a State law compelling the use of such. No law was enacted, however, owing to the failure of the whole road improvement agitation.

V. My personal opinion is that wider tires are desirable and of advantage on all country roads.

The Bicycle Rider Knows a Good Road When He Sees It.

"My boy Hiram writes me from college," said Farmer Craycraft, laying the letter on the table a moment in order to wipe his glasses, "that he's been studyin' up this subject of good roads an' I'm all wrong about it. I'll bet $1000," continued Farmer Craycraft, "he's been buyin' himself a bisickle!"—*Chicago Tribune.*

How does a hundred new members a day strike you for this season of the year?

HOW I WORK THE ROADS.

BEING for some years a rider of the G. O. O., and can boast that eight States have felt the impression of my wheel, I know fairly well the roads of this country. The best way to know the roads is to take a solid tire bicycle over them.

Many a weary mile have I pushed a wheel through sand and dirt, many a header and fall I have got. I only hope the "recording angel" did not take down all the things I said upon those long tours, through my native land.

He could not have heard me, for the blue atmosphere about me (for it was *blue*) might have hidden me, and it was not my fault if the Road Commissioners did not appear next day like "The Jackdaw of Rheims."

My pneumatic has to some extent help save my soul. So it was with great joy that in '92 I received a copy of "*Good Roads*" for I knew the fight was "on." Being a League member I received every month a copy, and having read it sent it back "to be placed to their best advantage" and talked the road question up to my friends, receiving the name of "*Good Roads John*," which clings to me since.

I wrote to the papers about the roads, but it was not published. When Pope's petition came out, with the help of friends, I sent in 300 names, among them were fifty stables, asking for better roads, and received a letter from the Pope Mfg. Company thanking me for my work. The petition, I believe, did some good and opened a fight in one direction. But its a case of "Freedom's battle once begun." Last summer year I met a Road Commissioner of West Chester Co., N. Y., and as there was plenty to improve New York City, I turned my attention to West Chester, and sent the Commissioners all the "*Good Roads*" I could, marking the best things in the books, and I know it did some good. There is an old saying, "If a man makes two blades of grass grow, where only one grew before, he is a public benefactor."

It would be a great thing for me to know that others will take the hint from this, and work on my lines or improve upon them. And one day I may know that my poor little "talent was not hid in a napkin" and my work was not in vain.

The road between Washington Bridge and Fordam is in bad repair and I must see that it is fixed. I'll write to the papers about it. Mr. Elliott, all I want for this article is, for you to tell me

NATIONAL PLATFORM

No change is an improvement which does not simplify, and no improvement is of value that does not lend something to the rider's safety and comfort.



NEW IDEAS.

Patented Improvements.

Handle Bar Clamp.
Seat Post Binder.
Crank Hanger.
Chain Adjustment.

National Bicycles

Our Only Product.

Every thought, Every effort devoted to the production of the best.

NATIONAL CYCLE MFG. CO.,

Get Catalogue. 300 LORD STREET, BAY CITY, MICH.

"UNIONISMS"

Keep your weather eye on the

Union Crackajack

THE track and road races of 1895.



GOOD as GOLD.

A sure and safe mount for the best or worst riders.

All specifications strictly "up-to-date" and on a par with previous UNION workmanship.

UNION CYCLE MFG. CO.,

Branches: Philadelphia, Milwaukee.

239-243 Columbus Ave., Boston, Mass.

Our "Book on Bikes" Free.

how to help this great cause of better highways. If this is worth publishing, use it to its best advantage, and the knowledge that I have done some good will repay me for writing it. Your magazine is fine, every number seems better than the last and it is doing good work. Kindly let me know when my subscription runs out, as I wish to renew it.

With the wish that "*Good Roads*" will be rewarded as it should be, I remain,

Yours fraternally,

GOOD ROADS JOHN.

ROAD WORK IN OGDENSBURG, N. Y.

THE annual report of the Board of Public Works of Ogdensburg shows that good work has been done, and that the right spirit prevails.

A system of recording and accounting has been adopted,

". . which has amounted to a continuous report to the Common Council. Itemized accounts are entered in detail upon a record book on file with the City Clerk, known as the "Voucher Journal," which, in connection with the books of the City Treasurer, is constantly before your Honorable Body and at all times open to the inspection of any taxpayer in the city."

In the matter of keeping the streets clean, the report says: —

"The best results, however, in the way of street cleaning can be attained by each citizen cheerfully uniting with the authorities to keep them clean. The habit of the individual gives character to the community. We earnestly urge that every citizen is as firmly bound by a public duty to refrain from placing debris in the street as the public official is to remove it. So long as individual merchants deposit the waste of their stores on the roadway or in back yards, where it can escape or be scattered by children upon the streets, or allow advertising "dodgers" to be thrown broadcast, and discarded papers given to the winds; so long as a portion of our people make the streets a dumping place for coal ashes and other refuse, the efforts of municipal authorities, and the commendable neatness of various other citizens, will fail to secure that tidy condition which ought to exist in this beautiful city."

We also note the following equitable plan for curbing: —

"As explained in our last annual report, the Board of Public Works have adopted a plan in relation to curbing, based on the assumption that the curbing is partly beneficial to the roadway and partly beneficial to adjacent property, namely, that if the property owners would pay for the stone, the Board of Public Works would lay the same and furnish and lay curbing around the corners. It is the custom in some cities to assess the entire cost of curbing upon the adjacent property; in others, to share the expense.

"This plan (which we were obliged to urge with much earnestness during the first year) has been accepted with considerable unanimity during the past season."

On the subject of wide tires, the report says: —

"In our last report, we set out the rules adopted by this Board in relation to the width of tires, and also the routes of travel for draymen to follow to and from the depots.

"The use of wide tires on all business vehicles is being recognized throughout the world as a necessity to the improvement and preservation of roads. Legislatures are encouraging and enforcing their use and the courts appear to sustain the spirit and intent of the statutes as a reasonable and proper exercise of power. We take pleasure in reporting that the citizens of Ogdensburg, substantially without exception, complied with the rules of this Board in relation to wide tires. The resulting effect upon the surface of our streets has been a gratifying proof of the wisdom of the requirement, and the influence of the action of this city is extending into the surrounding country. Farmers are supplying themselves with wide tired wagons, and our country roads will eventually respond likewise to their influence."

* * *

"The curbing and 'parking' of some of our residential streets, the adjustment of corners, crossings, gutters and drops, in the midst of a fury of opposition, have established a progressive movement in our street construction from which few citizens would now be willing to recede."

In closing what we consider a very able report, the following is said: —

"Public improvements, however, can not be accomplished without a considerable expenditure of money. Nor can they be properly directed without the special attention of some citizen or citizens, willing to contribute time to that purpose, nor even then, without the generous support and encouragement of a strong and fearless constituency. Nor can they be carried on to accord with individual views and interests, which are often advanced by different persons, and vigorously maintained, on opposing lines. In most operations, different plans and procedure may be suitable, but those in authority must exercise their judgment, adopt plans, assume the responsibility and go forward with the work. On these lines we have carried out what we conceived to be the purpose of the law and the intent of our appointment.

For such support as the Board of Public Works has received from you, gentlemen of the Common Council, for the encouragement and confidence which distinguished citizens have given to us, through the incidents and trials which naturally beset those engaged in such a service, we are profoundly grateful.

Respectfully submitted,

WM. L. PROCTOR,
NELSON N. CHILD,
DENNIS LYNCH,
ARNOLD E. SMITH.
Commissioners.

Dated April 1, 1895.

How many furlongs in a mile?

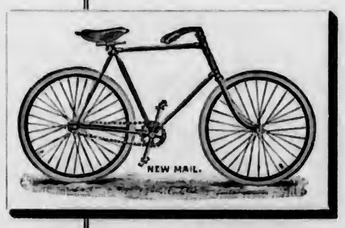
Answer. That depends on the condition of the road.

New Mail HIGHEST POSSIBLE GRADE.

Twelve Years' Reputation.

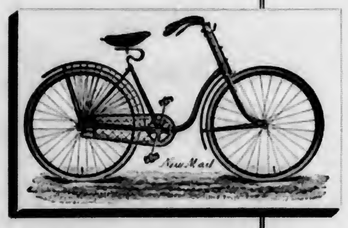
Send for Catalogue.

No Higher Grade Wheel Made.



Price for 1895,

$85.



Also best line Medium Wheels in the Market,

$60, $50, $40, $20, $15.

WM. READ & SONS,

107 Washington St., Established 1826. BOSTON, MASS.



THE WHEELWOMAN

ANNOUNCEMENT.

The time is ripe for a woman's paper devoted to wheeling for women.

A medium is needed for the dissemination of instructive and interesting articles on the subject upon which the existing cycling press is almost unanimously silent.

THE WHEELWOMAN gathers items of interest from all possible sources pertaining to the sport. Fashions in wheel dress and accessories will be given special attention.

THE WHEELWOMAN is in the field, not as a competitor with other cycling papers, but to extend and broaden a work begun years ago: that of bringing women to a realizing sense of the importance of out-door exercise.

THE WHEELWOMAN advocates the highest standard of cycling from a healthful and artistic standpoint.

THE WHEELWOMAN is in no sense a trade journal.

THE WHEELWOMAN advertises and recommends nothing which cannot receive personal endorsement.

Interesting articles by and about prominent women who advocate the wheel, appear each month in the WHEELWOMAN. Able writers contribute to its columns. THE WHEELWOMAN is conducted by

MARY SARGENT HOPKINS.

We offer all Women Members of the L. A W., one year's subscription to THE WHEELWOMAN for 50 cents. The same offer holds good to any woman joining the League within three months of this date. After she has joined, to make the inducement still greater we offer Frances E. Willard's new book, "A Wheel Within A Wheel" (which will be put on the market about April 1st, at 50 cents), with one year's subscription to THE WHEELWOMAN, for 75 cents. This to woman League members. All others can have the book and a year's subscription to WHEELWOMAN for $1.25.

THE WHEELWOMAN PUBLISHING CO., *131 Tremont St., BOSTON.*

CORD WOOD AS A ROAD MATERIAL.

BY C. P. DE FIELD.

UNTIL I read *Good Roads* I had an idea that Westchester County was unparalelled for its bad roads, in the Eastern part of our large country, and that in the "work out time" districts little improvement had been made in the last half century, but the photographs you publish and an article in the *Scientific American* have shown me how easy it is to be mistaken.

A story is told of a hill near the farm given Paulding for his part in the capture of Andre, running something like this. A wagon loaded with household effects having become "stuck in the mud" on the top of the hill (now called Strang's hill) the driver was about to abandon his wagon when a neighbor with a double team and load of cord-wood attempted to pass it and becoming stuck, he of the furniture borrowed the wood to put under his team and prevent their going out of sight. The efforts of the furniture team were so heroic that the wood was buried and packed and the load as well as the team extricated, but the woodman returned home in the belief that he would never again see his wood. How much of the story is true I cannot say as I have never had my wheels sink in this slough deeper than the hubs, but I have seen cord-wood coming out of this place on several occasions.

Nearly opposite St. Mary's church at Lake Mohican there is another place where at times I have had to abandon my vehicle and walk to church, and many times have seen it neccessary to add a "yoke of cattle" to the team to extricate the wagon emptied of it's load, from the mud.

On the same road where the so called outlet of Lake Mohican crosses it, large sums, in the estimation of the tax payers, have been expended to make a roadway that is very inferior, where an extremely small percentage of the money spent, invested in advice of a competent civil engineer would have given an admirable roadway for, in my judgment, ten per cent. of the money already expended.

In the "long ago" my family purchased and spread on the roads such gravel as was near and the gravel becoming exhausted and money not being plenty, a corporation in which we are interested purchased a small Gate's crusher, too small to enable stone to be crushed economically as should be but large enough to keep three teams and six men warm in such weather as we have been having and offered to give the crushed stone to any one who would put it on the roads within a radius of four miles, according to the system advocated by Macadam or in several standard books. One New York City gentleman paid for putting eighty yards on the road and the offer terminated by limitation having stood two years. To show a sample of how cheaply a decent road could be made, the writer covered about 200 feet in length of the road, through a bog, with nine inches of crushed stone, applied in four spreadings, allowing the wagons to compact it and keeping any ruts made filled up a little higher than the rest of the road to force driving over other parts of the roadway. The result "roadwise" has been a piece of smooth, nice roadway, but when the stones were first put on some of "the most influential" people advocated a forced removal, or in case that failed a removal by "frolic," the chief argument against the improvement being that in the spring when the frost went out of the road the sharp crushed stone would cut the legs of the horses and ruin them. The writer has had the satisfaction of seeing many of the objectors plough through the mud with an empty wagon, reach the piece of decent road, and the team when the wheels struck it pitch forward, from the removal of the pressure on the collar and start into a trot to suffer again in the slough after leaving the short piece of better roadway. Several repetitions of the "patching" have been done but no farmer has yet intimated that he is desirous of drawing a single load of stone to improve the roads and the cost of drawing is from double to three times the cost of crushing the stone, with the small crusher we have.

A friend offered to pay half the cost of a crusher for a neighboring village but the Aldermen did not even deign to answer his letter. In one neighboring village some admirable Macadam road has been made with "hand cracked" stone, which cost double "machine cracked" but helped the political "machine."

We have made roads in a great number of ways, to have samples to show to the neighbors in case the time should come when they became sufficiently interested to desire to investigate, but the people do not seem to take any interest sufficient to do anything.

We have a hill about two-thirds of a mile long which rises in that distance 148 feet and we removed the "thankee-marms" and kept it a dirt

road mended with hardpan in decent order for several years, but neither the "pathmaster" nor the "commissioner" would allow the removal of these spring-breakers from a neighboring hill although we offered to keep the hill in order for a year in return for this "privilege." I have talked for twenty-five years of the adventages of good roads, but do not seem to have made the slightest impression. Perhaps you or some of your many friends can give me some good advice other than "Quit," which I understand would be luxurious, economical and wise, as I do not own a square foot of land in this neighborhood, so peculiarly adapted for good roads, as the only never-failing crop is stones.

ROADISMS.

Lewiston, Me., Wide Tires.

Rockport proposes to have better roads, being one of the towns that voted this spring, to exempt from taxation for ten years, wagons and other vehicles, having not less than five-inch tires. This is a good way to make those heavy, time-laden wagons build the roads, instead of cutting them up and spoiling them.—*Lewiston Journal.*

Justifiable Indebtedness.

Senator Pound, of Niagara County, recently introduced a bill authorizing any town to incur indebtedness for grading, gravelling, macadamizing or paving its highways. The town board is authorized to estimate the cost of any proposed improvement. When they decide upon an improvement, a notice shall be given, and all interested persons have an opportunity to appear for or against the proposed improvement. The cost of the improvement is to be paid by the owners of property benefited, in proportion to their holdings. The bill also empowers the board to issue town bonds to meet the immediate expense of the improvement.—*Batavian* (Batavia, N. Y.).

The Time to Talk Roads to the Farmer.

Perhaps the best time to talk to the farmers about good roads is in the spring, when they have a foot or so of mud to drive through when going to town. If they can ever be converted to the idea that good roads are worth all they cost, even though they cost a good deal, it is when they are stuck in the mud. There is to be taken into account, not only the wear and tear of vehicle and team, the profanity of the driver and the frequent breaking-down in the middle of the road, but the large waste of valuable time in going from one place to another. It would seem that the farmers everywhere would be the first and foremost advocates of road improvements, and the last to quit fighting for them. The increased cost is far more than compensated in the increased benefits.

Wherever, under the new systems adopted in other States, the public highways have been made what they should be, the farmers are among the first to appreciate them, and they would not go back to the old way of working roads for twice what the new way costs them. This is the almost universal expression in the east, where the good roads question has been more earnestly discussed than here, and where the experiments tried have been many and invariably satisfactory.

We hope to see the farmers and all other people of Michigan take a deeper and more active interest in this subject than they have yet done. Now is a good time to revive the good roads question, and keep it revived, until public sentiment gets out of the old rut. Why should Michigan be behind any other State in this respect? Why, even the wicked and cranky State of New Jersey is 'way ahead of this State in the matter of improvements. —*Detroit Journal.*

COMPARISON OF THE DIFFERENT KINDS OF PAVING.

A FRENCH engineer has classified the different kinds of pavement used in the large cities of France.

Many favor the use of sandstone, others wood, nothwithstanding the objections of the health authorities, still others favor granite and asphalt.

The following table shows the relative advantages of the three leading kinds of pavement, arranged in the order of merit as viewed from eight different standpoints.

	1st	2nd	3d
For health	Asphalt	Granite	Wood
Least noise	Wood	Asphalt	Granite
Safety for horses	Wood	Asphalt	Granite
Cleanliness	Asphalt	Granite	Wood
Lasting qualities	Granite	Asphalt	Wood
Economy	Granite	Asphalt	Wood
Ease of repairs	Asphalt	Wood	Granite
For laying street car rail	Granite	Wood	Asphalt

Who is the happiest man on earth?

Answer. The man whom no one will trust, for he cannot get in debt.

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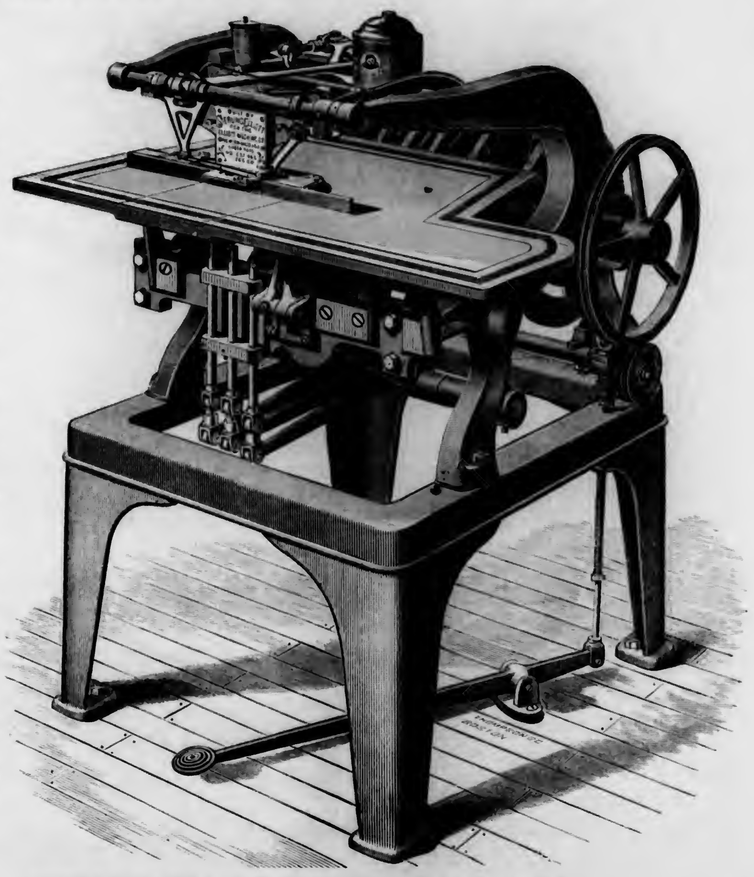
It ties a perfectly square knot, ties it close against the paper, leaves no slack, and wastes no thread.

Its speed is only limited by the ability of the operator to feed it.

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Publishers of the Youth's Companion, Boston, use thirteen of these machines. It is also used extensively by the Harper Bros., New York; the Boston Mailing Company, and many other large concerns.

Address, ELLIOTT MACHINE COMPANY,

GEORGETOWN, MASS.

The State Department Issues a Bulletin on Wagon Wheels.

WASHINGTON, D. C., March 19.—The Agricultural Department has issued a bulletin compiled by Roy Stone, special agent in charge of road inquiry, containing information concerning the use of wide tires on wagon wheels. Mr. Stone regards it of special importance in the maintenance of public highways that the vehicle used on them shall have tires of greater width than are now in general use. Extracts from the State laws respecting the width of tire to be used on vehicles are given, some of which offer a rebate of a portion of the highway tax on wagons with rims or tires not less than three and three and one half inches wide. Ohio makes it unlawful to transport over macadamized, gravel or stone roads in any vehicle having a tire of less than three inches in width, a burden of more than 2,000 pounds. Indiana has a law against hauling on wet gravel road a load of over 2,000 pounds on a narrow tired wagon, or 2,500 pounds on a broad tired wagon. Kentucky makes a distinction in favor of broad tired wagons in fixing toll rates. The results of experiments with wide tires in various States are also given.

The bulletin in concluding, prints extracts from the consular reports, concerning the width of tires prescribed in various foreign countries. In France every freighting cart is said to be a road maker. Their tires are from three to ten inches in width, usually from four to six. The German law prescribes that wagons for heavy loads, such as coal, brick, earth and stone, must have a width of tire at least four inches. Switzerland requires wagons to be provided with wheels having tires of a width proportional to the largest loads admissible.

FITCHBURG, MASS.

The Rollstone Cycle Club concluded its indoor entertainments with a "hard time smoke," last Friday night, which proved to be a great success, as almost everything this club undertakes turns out to be. About thirty appeared in costume, and according to the local papers their "make ups" were the most original and most unique ever seen in this city. The Rollstones are preparing for a most aggressive and prosperous season.

There are more riders here now than ever before and the riding season can hardly be said to have opened. It is estimated that there will be at least 500 riders here by June 1. There are two flourishing bicycle clubs. The Y. M. C. A. has just organized a third and another is spoken of. Should a New England circuit be organized Fitchburg certainly ought to be included in that circuit.

Good health is indispensable to good morals.

ILLINOIS.

The following named wheelmen are hereby appointed Local Consuls in their respective localities: —

Alton, Dr. L. F. Schussler.	Irving Park, Rufus E. Ropp.
Augusta, V. B. Skinner.	Jerseyville, Alex C. Robb.
Annawan, Thos. R. Edgerton.	Kewanee, J. G. Hoffman.
Adrian, John Jacks.	Keitsburg, Ed Seiver.
Bishop Hill, P. J. Lindbeck.	La Harpe, C. O. Lovitt.
Bushnell, W. R. Markham.	Litchfield, D. P. Taylor.
Brooklyn, T. D. Lewis.	Mt. Vernon, Neil P. Pavey.
Blandinsville, J. A. Beeley.	Medora, Jas. P. Roodhouse.
Bentley, Robt. E. Mauk.	Macomb, J. L. Scott.
Bunker Hill, C. C. Benner.	Middle Grove, A. J. Green.
Carrolltown, E. E. Wheeler.	Otterville, Geo. H. Dougherty.
Canton, J. L. Blackadore.	Palmyra, Geo. E. Goodhead.
Carthage, W. W. Dunn.	Plymouth, P. B. Wade.
Cable, W. J. Lee.	Quincy, Thos. C. White.
Carlinville, A. G. Burgdorff.	Roodhouse, Wm. E. Sullivan.
Galesburg, A. R. Godd.	Rock Island, C. A. Blakesley.
Green River, H. Gressor.	Rushville, Fred Jackson.
Geneseo, F. E. Berner.	Roseville, W. T. Gossett, Jr.
Griffin, Fred W. Griffin.	Sciota, C. E. Fahnnestock.
Galva, George Lacey.	Souders, C. B. Arnold.
Grafton, Harry E. Stafford.	Taylorville, W. A. Powell.
Hampton, H. G. Baker.	Waverly, W. B. Rogers.
Industry, Bert S. Standard.	Kane, C. E. Greene.
Ipava, J. R. Wood.	

Recommendations for Local Consuls are respectfully requested from other portions of the Division. It is my desire to appoint Local Consuls who are willing to give a little time to the work of looking after the interests of the Division in their particular locality. No applications are desired from those who are not willing to work.

L. C. JAQUISH, *Chief Consul.*

DIXON'S 679 CYCLE LUBRICANT

Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced. Mention THE L. A. W. BULLETIN.

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NEWTON, MASS.

League of American Wheelmen
Official Department

Boston, April 19, 1895.

LEAGUE HEADQUARTERS, 12 PEARL ST., BOSTON, MASS.

Officers for 1895 and 1896.

PRESIDENT,
A. C. WILLISON,
Cumberland, Md.

FIRST VICE-PRESIDENT,
GEO. A. PERKINS,
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SECOND VICE-PRESIDENT,
A. C. MORRISON,
Pabst Brewing Co., Milwaukee, Wis.

TREASURER,
A. E. MERGENTHALER,
Fostoria, Ohio.

SECRETARY,
ABBOT BASSETT,
12 Pearl St., Boston, Mass.

Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA.—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phœnix.

ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

COLORADO.—Chief Consul, John A. McGuire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 1409 Broadway, Denver.

CONNECTICUT.—Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DISTRICT OF COLUMBIA.—Chief Consul, Geo. W. Cook, 3295 M. Street, N. W., Washington.

GEORGIA.—Chief Consul, Charles M. Rushing, Savannah.

ILLINOIS.—Chief Consul, L. C. Jaquish, 1612 Ashland Block, Chicago. Secretary-Treasurer, A. J. Marrett, 509 Cleveland Avenue, Chicago.

INDIANA.—Chief Consul, Thomas Hay, 70 North Pennsylvania Street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA.—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, E. Kostomlatsky, Oskaloosa.

KANSAS.—Chief Consul, W. W. Hooper, Leavenworth. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, Edward A. Newhaus, German National Bank, Louisville. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson Street, Louisville.

MAINE.—Chief Consul, James E. Marrett, 448 Commercial St., Portland. Secretary-Treasurer, Percy H. Richardson, 39½ Exchange St., Portland.

MARYLAND.—Chief Consul, J. A. Arnold, 404 S. Eutaw St., Baltimore. Secretary-Treasurer R. H. Carr, Jr., 9 E. Lexington St., Baltimore,

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MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

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NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Ravlin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

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PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Executive Chamber, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

THE RENEWAL SEASON.

The renewal season is now open, and we are ready to receive the annual dues of members.

All memberships expire March 31, and must be renewed before June 1.

Members have but sixty days to renew this year. In previous years they were given to July 1st. Don't forget this.

After June 1st a member will be fined 15 cts. for each month he is in arrears.

NEBRASKA.

Special meeting of the Board of Officers, Saturday, April 6.

Edward Lytle was appointed to act on Rules and Regulation Committee in place of Mr. A. H. Perrigo, as Mr. Perrigo has removed permanently from this State.

Hand Book Committee appointed as follows:—

J. E. Ebersole, Omaha, Neb.
Dr. W. W. Vance, Kearney, Neb.
A. H. Flint, Omaha, Neb.

As an inducement for recruiting, it was moved and seconded that the Division offer a commission of twenty-five cents for each new application that is sent in and is accepted.

The awarding of the State Championships was given to the Kearney Bicycle and Park Association, Kearney, Neb., for 1895, to be held on July 4, and 5.

Adjourned.

Fraternally,
F. H. SIEFKEN, *Secretary-Treasurer.*

OMAHA, NEB., April 6, 1895.

WISCONSIN DIVISION LOCAL CONSULS.

The following Local Consuls, re-appointed, have again accepted:—

Brandon, G. B. Weinstock.	Commonwealth, E. W. Hopkins
Columbus, Ge. C. Stevens.	Green Bay, W. H. Field.
Grand Rapids, Geo. N. Wood.	Hillsboro, R. F. Myers.
Kiel, Paul Schubert.	La Crosse, Jas. H. Thompson.
Manitowoc, Con. Knudson.	Monroe, L. A. Hodges.
Marshfield, A. H. Kelley.	Ripon, J. Storris Hall.
Whitewater, Chas. S. Weeks.	

The newly appointed Local Consuls who have accepted are:—

Beloit, Wm. D. Hall.	Madison, L. P. Holmes.
Medford, Louis A. Maier.	Plymouth, W. D. Porter.
Stevens Point, W. F. Dewey.	

Re-appointments made for the following towns have received no acknowledgement up to the present date:—

Appleton.	Ashland.	Baronette.
Berlin.	Black River Falls.	Burlington.
Cedar Grove.	Chippewa Falls.	Clintonville.
Eau Claire.	Fond du Lac.	Florence.
Grafton.	Hika, P. O.	Hayward.
Horicon.	Kewaunee.	Kenosha.
Lake Mills.	Menasha.	Merrill.
Neillsville.	Neenah.	Otsego.
Onalaska.	Port Washington.	Platteville.
Richland Centre.	Rice Lake.	Rhinelander.
Sparta.	Shullsburg.	Tomah.
Utley.	Waterloo.	Waterford.
Waupaca.	Wausau.	Winneconne. Waukesha.

Local Consuls for the following towns have not yet been determined upon:—

Beaver Dam.	Cedarburg.	Greenwood.
Janesville.	Kaukauna.	Little Suamico.
Oregon.	Omro.	Oshkosh.
Racine.	Reedsburg.	South Milwaukee.
Sheboygan.	Watertown.	West Superior. Waupun.

The Chief Consul will be pleased to have interested members recommend for appointment such members whom they believe to be qualified to represent their town.

All Local Consuls this season will be sent a handsome photogravure certificate as a souvenir of their office.

M. C. ROTIER, *Secretary-Treasurer.*

Dated, April 13, 1895.

New Appointment.

Mr. F. H. Blodgett of Beloit, is hereby appointed on the Wisconsin State Racing Board.

A. CRESSY MORRISON, *Chief Consul.*

Dated, April 13, 1895.

NEW JERSEY.

To New Jersey Members.

The Executive Committee of the New Jersey Division L. A. W. in meeting in Newark, Thursday, April 11, passed the three-quarter rule for League club membership. Clubs throughout the entire State should now take advantage of this rule and assist in furthering the good cause of the League and place the Division membership where it properly belongs. Seventy-five per cent. of the club membership is all that is required to become a League club and entitle the club to one representative on the Division Board of officers for the first twenty members and an additional one for the next eighty.

Encouraging reports are being received daily from every section of the State and it is fair to assume that the statement made by Chief Consul Gentle, on the floor of the National Assembly, that New Jersey would double her membership, will be most brilliantly accomplished.

New Jersey members can then point to their Division with pride. But your present aggressive efforts must be continued to the end of the chapter. A little spontaneous enthusiasm will not effect our reaching the desired goal, but continued hustling will. Your Division officers can't accomplish this result alone; it requires the united effort of all.

SUBSCRIBE FOR THE BULLETIN.

Our application and renewal blanks differ from most other Divisions from the fact that it is left optional whether you subscribe for the BULLETIN, and while strictly in conformity with the new rule it is essential that every member receive the BULLETIN, as it is the only direct means of communication the Division officers have with the membership at large. The BULLETIN is worthy of your support. *It's the cheapest thing under the sun.*

Fraternally yours,
JAMES C. TATTERSALL, *Secretary-Treasurer.*

TENNESSEE DIVISION.

A meeting of the Division Board of Officers of this Division will be held at Memphis on the evening of May 17, at 8 P.M., 211 Main street, for business. All members invited to attend.

Respectfully,
CHARLES J. SCHERER, *Chief Consul.*

April 11, 1895.

RHODE ISLAND DIVISION.

Chief Consul Cooke has appointed Percy A. Harden of the Rhode Island Wheelmen as Club Representative, in place of Geo. F. Phillips, resigned.

NELSON H. GIBBS, *Corresponding Secretary.*

PROVIDENCE, April 11, 1895.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS which I send in full payment of my initiation fee, one year's dues and subscription fee to the official publication of the L. A. W., under provisions of Articles III and VII of the Constitution. From the sum enclosed I authorize and direct you to pay to the publisher of said publication the regular subscription fee to League members and to enter my name as a subscriber. I certify that I am eligible to membership in the L. A. W. under the provisions of the Constitution and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State, ...

References, ...

.....

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose ONE DOLLAR for which please renew my membership and subscription to the L. A. W. publication for another year.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary. Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

L. A. W. Veteran Bar.

The veteran bar which has been adopted by the L. A. W. to be worn by the veterans of the organization, can be



worn above the League badge, or as an individual pin.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar.

Members holding numbers between 100 and 1656 are entitled to wear the bar at this date.

The bar is of gold with the word "Veteran" in enamel. Each bar must have the owner's name engraved on the back. All orders must be sent to the Secretary accompanied by the price of bar, $2.50.

We can supply any style or form of badge with bar. The standard badge retails for $3.00, and will be sent attached to bar if this sum is added to remittance.

SIXTY DAYS ONLY.

Members are notified that the renewal season is cut down to sixty days. In previous years, renewals were received to July 1st. This year the season ends JUNE 1st. Please remember.

APPLICATION AND RENEWAL BLANKS.

Application or Renewal Blanks may be had of the Secretary on application.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, April 19, 1895.

Total, 593

Colorado — 1.

Unattached.

72,321 Wooley, Geo. A., 21 Grant ave., Denver

Connecticut — 1.

Unattached.

72,322 Tuller, Geo. O., West Simsbury

Illinois — 9.

Unattached.

72,323 Schaff, Wm. G., Austin
324 Durham, Roy L., 206 So. Wood st., Chicago
325 Hewitt, James, 1414 Ashland Block, "
326 Scates, Charles, 235 Michigan ave., "
327 Lester, R. W., St. Nicholas Hotel, Decatur
328 Boston, C. Otis, Jacksonville
329 Nixon, J. M., Columbia
330 La Rette, Henry W., box 713, Morris
331 Burr, Benj. S., Piasa

Iowa — 30.

Boone Ramblers.

72,332 Rinehart, Jasper N., box 405, Boone
333 Jaynes, S. S., "

Centreville C. C.

334 Bradley, J. A., Wayne st., Centreville
335 Barrows, Earle, East Washington st., "
336 Carl, J. S., W. Jackson st., "
337 Crego, C. C., Oak Park st., "
338 Evans, Will M., E. Van Buren st., "
339 Hughes, E. J., "
340 Lane, Harry C., West State st., "
341 Lowther, M. E., So. Main st., "
342 Lowther, A. M., West State st., "
343 Larson, O. O., No. Franklin st., "
344 Merrill, C. C., W. South st., "
345 Peatman, Clarence A., "
346 Slattery, Richard, W. State st., "
347 Ullrich, H. M., E. State st., "
348 Weaver, Milo J., No. Main st., "
349 Walden, Potter, W. State st., "
350 Woods, H. R., So. Main st., "
351 Whitsell, C. W., W. State st., "

C. R. C. C.

352 Bossert, John H., Drawer 587, Cedar Rapids
353 Gamble, Wm. H., " " "
354 Hitchcock, Ed., " " "
355 Vondareck, Anton, 1st st. and 3rd ave., "
356 Van Buren, Arthur, 329 First ave., "

Unattached.

357 Steckel, W. J., box 200, Bloomfield
358 McDonnell, Chas. J., Ida Grove
359 Anderson, W. T., Guthrie Centre
360 Lyle, W. C., "
361 Prior, Chas., box J., "

Kansas — 7.

Unattached.

72,362 Atwood, J. H., Leavenworth
363 Doncyson, 516 Tyler st., Topeka
364 Thurston, J. W., 1301 Lane st., "
365 Bradbury, Fred, 621 Jackson st., "
366 Hagar, Guy A., A. T. & S. F. R. R., "
367 Sharpe, Chas. E., 200 No. Main st., Wichita
368 Montgomery, Clarence, box 76, Oswego

Kentucky — 8.

Unattached.

72,369 Hanauer, John, Madison ave., Covington
370 Korte, Thos. H., 1625 Greenup st., "
371 Overstreet, J. W., Little Hickman
372 Casseday, Samuel, Bank of Pomeree, Louisville
373 Baird, W. J., 707 W. Broadway, "
374 Kirwan, J. H., 2412 W. Chestnut st., "
375 Laudenwich, Geo. A., Fountain Ferry Park, "
376 Bowmer, F. G., Madisonville

Maine — 8.

South Portland C. C.

72,377 Harford, Chas. M., 31½ Exchange st., Portland

Unattached.

378 Sangster, L. J., 245 Commercial st., Portland
379 Avore, G. E., Skowhegan
380 Wharff, Frank H., box 418, Vinalhaven
381 Morrill, Ralph H., Buckfield
382 Bonney, Harry L., "
383 Atwood, Fred H., "
384 Cole, Arthur E., "

Maryland — 4.

Harlem W.

72,385 Philpitt, Fred C., 761 W. Fayette st., Baltimore
386 Leser, George H., 211 So. Green st., "

Unattached.

387 Marshall, Albert, 314 E. Lafayette ave., Baltimore
388 Miller, Wm. J., 28 E. Baltimore st., "

Massachusetts — 70.

Mass. Bi. Club.

72,389 Smith, Charles J., Cragies Bridge, Boston

Press C. C.

390 Sears, Vinton A., 178 Devonshire st., Boston

B. A. A.

391 Thacher, A. G., 135 Commonwealth ave., Boston
392 Kimball, Horatio G., 266 Massachusetts ave., "
393 Thacher, George, 135 Commonwealth ave., "

C. L. A. A.

394 Wright, Fred H., 29 High st., Clinton
395 Gibbs, Guy H., Hotel Oxford, "

Lawrence W.

396 Vincent, Rycroft, 155 Abbott st., Lawrence

Groveland B. C.

397 Blanchard, W. H., 11 Bloomfield, st., Lynn

Unattached.

398 Hulbert, Havelock L., 131 Elm st., Amesbury
399 Ellis, Fred, Green st., "
400 Allen, Vivian, *Herald* Composing Room, Boston
401 Besarick, Harry J., 51 Virginia st., "
402 Buffum, Frank M., 61 Court st., "
403 Chandler, Robert A., 24 Mt. Vernon st., "
404 Cobb, F. S., Box 2615, "
405 Chase, Walter G., 10 Central st., "
406 Clapp, Gilmer, 94 Ames Building, "
407 Cloutman, Eugene, 6 Bowdoin st., "
408 Draper, Arthur D., Box 113, "
409 *Foote, Miss Nellie E.*, 20 Warrenton st., "
410 Higgins, W. E., 15 Cortes st., "
411 Meehan, R. J., Grand Hotel, "
412 Rivinius, Frank A., Box 5287, "
413 Thompson, L. V., 87 Milk st., "
414 Murray, Alec, 50 Lawrence st., "
415 Cole, Chas. V., 2974 Washington st., "
416 Loring, David, 63 Federal st., "
417 Carey, Robert T., 20 Island st., Boston Highlands
418 Ogden, J. E., 34 Newton st., Brighton
419 Farrar, A. T., Jr., 55 Church st., Brockton
420 Howell, Frank J., 85 Richmond st., Dorchester
421 Brown, Earle, 14 Holworthy Hall, Cambridge
422 Brown, Edwin H., 14 Holworthy Hall, "
423 Pratt, A. F., 1590 Cambridge st., "
424 Clark, H. B., 13 Leonard ave., "
425 Driscoll, Dennis J., Union st., East Bridgewater
426 LaBarge, Louis, 2 Second st., East Cambridge
427 Crowther, Frank, 60 Myrtle st., East Somerville
428 Conary, M. G., 59 Ferry st., Everett
429 Gray, Chas. J., Gloucester
430 Horrocks, John, Highlandville
431 Newhall, George H., 80 Johnson st., Lynn
432 Gordon, E. B., 174 Lewis st., "
433 Hawke, S. A., 73 Pleasant st., Malden

72,434 Eastman, Edwin A., 208 Congress st., Milford
435 Lane, Frank E., Milton
436 Barnes, George W., 2047 Mass. ave., No. Cambridge
437 *Mellen, Mrs. E. D.*, 9A Forest st., "
438 Kistler, A. M., Box 405, Newton Centre
439 Waters, H. B., Box 256 "
440 Payne, Edward J., Box 173, "
441 Chadbourne, Samuel F., Willow st., "
442 Melcher, Metcalf W., Box 402, "
443 Macy, Robert J., 289 County st., New Bedford
444 Macy, Wm. C., 289 County st., "
445 Robinson, F. B., 66 Norfolk ave., Roxbury
446 Ellicott, F. C., Stockbridge
447 Dunbar, M. E., "
448 Hall, Luther C., Box 284, So. Abington
449 Hale, H. H., 120 Dorchester ave., So. Boston
450 McAvoy, Wm. J., 615 E. Sixth st., "
451 Huff, H. Winfield, 819 E. Fourth st., "
452 Clarridge, Geo. F., School st., Somerville
453 *Nutting, Hannah M.*, 58 Bonair st., "
454 Root, Edward S., 13 Jefferson st., Westfield
455 Colvin, Arthur B., 892 Main st., Worcester
456 *Rice, Mrs. Esther A.*, Terrace ave., Winthrop
457 Fernald, J. F., 24 West st., Boston
458 Johnson, C. H., 24 West st., "

Michigan — 13.

Unattached.

72,459 Hart, Geo. W., 12 W. Bridge st., Grand Rapids
460 Hall, James M., 231 James st., "
461 Henny, Arthur O., 79 Fourth st., "
462 Judson, Karl S., 39 W. Bridge st., "
463 Plasman, W. F., 375 Grandville ave., "
464 Langley, E. W., 12 Portsmouth Terrace "
465 Raven, A. A., 55 Canal st., "
466 Torrey, F. S., 364 Scribner st., "
467 Towne, William S., 263 Lyon st., "
468 Chalmers, W. W., 414 Egan st., "
469 Darcy, Will T., Newbury
470 Howell, Claude E., Box 236 Stanton
471 Percival, C. H., "

Minnesota — 2.

Unattached.

72,472 Fish, A. M., 411 Guar. Loan Bldg., Minneapolis
473 Haney, Chas. F., Box 2, "

Mississippi — 1.

Unattached.

72,474 Ware, James E., 77 Commerce st., Aberdeen

Missouri — 32.

Brookfield C. C.

72,475 Jenkins, W. H., Brookfield

Nevada W.

476 Linkelmann, W. F., box 1, Nevada
477 Ingels, E. V., "
478 Brady, A. B.,

Shelbina C. C.

479 Thompson, J. W., Shelbina

Unattached.

480 Henderson, Benj., Columbia
481 Boulton, W. W., box 541, "
482 Snyder, Sam'l B., c. F. Harvey, sta. A, Kansas City
483 Clabaugh, Wilber W., box 64, Kirkwood
484 Wells, Dr. H. T., Lamar
485 Anderson, E. E., Simmons H'd'w Co., St. Louis
486 Bridge, Edward T., 4318 Blair ave., "
487 Bollhoff, Otto, 1125 Wash. ave., "
488 Crow, Harry C., 2320 Walnut st., "
489 Becherer, John J., 2141 College st., "
490 Cornelison, J. H., 304 No. 3rd st., "
491 Levy, Paul O. H., 3842 Page ave., "
492 Littman, Paul, 2854 Cass ave., "
493 Magee, Chas. A., 1125 Wash. ave., "
494 Nachschoen, Herman, 2729 Dickson st., "
72,495 Robinson, B. A., 2669 Wash. ave., St. Louis
496 Sims, Thos. H., 1827 Morgan st., "
497 Valle, Dr. J. F., 3303 Wash. ave., "
498 Boisselier, Chas. W., 3540 Easton ave., "
499 Bauer, Chas. J., 909 Geyer ave., "
500 Gotsch, A. G. R., 1014 Barton st., "
501 Goersch, Frank, 3301, Illinois ave., "
502 Pearson, Sam'l A., 2021 Olive st., "
503 Scudder, J. W., 425 So. 7th st., "
504 Truesdale, James H., 2010 Cushing st., "
505 Scholz, Walter V., box 255, Webster Groves
506 Bristol, B. J., "

Nebraska — 2.

Y. M. C. A. C. C.

72,507 Pearson, C. D., box 345, Grand Island

Unattached.

508 Miller, A. R., box 492, Columbus

New Hampshire — 4.

Echo C. C.

72,509 Greenleaf, A. E., box 95, Laconia
510 Wilkins, Frank, 37 Pearl st., "
511 Shastany, Chas. F., box 296, "

Unattached.

512 Sargent, Edward, 54 Concord st., Manchester

New Jersey — 36.

Essex B. C.

72,513 Hoag, C. R., 161 Wash st., Newark
514 Miller, F. H., 72 Murray st., "
515 Mulvey, Martin, 785 Broad st., "
516 Peters, Clarence, box N, "
517 Smith, Dr. C. E. C., 971 Broad, "
518 Simonson, Wm. A., 295 Plane st., "
519 Vinson, Dr. J. S., 20 Pennington, "
520 Williams, Samuel, 830 Broad, "
521 Williams, Geo. T., Prudential Ins. Co., "

B. C. A. A.

522 Brady, Frank S., 220 Spruce st., Bloomfield

Lakewood B. C.

523 Moore, Edward C., Lakewood
524 Schindel, R. S., box 80, "
525 Taylor, Samuel S., "

Montclair W.

526 Kanouse, Harry Z., 621 Bloomfield ave., Montclair
527 Hines, J. A., 74 Forest st., "
528 King, R. W., 104 Elm st., "
529 McClellan, John H., 80 Walnut st., "
530 Marshall, Edson C., p. o. box 419 N. Y. city, "

Sahodalica W.

531 Linn, Frank, Morristown

Unattached.

532 *Huff, Mrs. W. H.*, Beverly
533 Miller, Howard, Gen'l Del'v, Bound Brook
534 Ayers, John B., 98 South st., Morristown
535 Lyon, J. D., "
536 Hopler, Fred, 3 Market st., "
537 Meaker, Harry C., 604 Newark ave., Elizabeth
538 Macalister, Wm., box 89, Englewood
539 Adams, Chas. G., Central ave., "
540 *Darwin, Miss Josephine*, 125 Clark st., Glen Ridge
541 Adams, Henry C., Jr., Jersey City
542 McNaughton, Jno. M., 539 W. Front st., Plainfield
543 Doughty, James C., 400 High st., Millville
544 Saxe, Henry W., New Providence
545 De Mund, F. W., Ridgewood
546 Conklin, Frank R., box 207, Red Bank
547 White, John T., box 131, Salem
548 Wood, Lucius O., Vineland

New Mexico — 2.

72,549 Pryor, Fred R., Roswell
550 Evans, W. W., "

New York — 239.

Asbury Park Wheelmen.

72,551 Morrison, John M. D., 358 W. 30th st., New York

New York Ath. Club.

552 Brown, B. W. B., 18 Wall st., New York

Michaux Cycle Club.

553 Butt, M. Havemyer, 8 West 52nd st., New York
554 Haines, William A., 67 Madison ave., "
555 *Lounsberry, Mrs. Edith H.*, 12 East 35th st., "

Brooklyn Bi. Club.

556 Talcott, Chas. C., 40 Fulton st., New York

New M. A. C.

557 McKim, Albert Vanderburgh, 32 West 58th st., New York.

St. James B. C.

558 Olney, Charles, 134 West 130th st., New York

Van Oost B. C.

559 Van Oost, J. W., 314 West 15th st., New York

Wolff American W.

560 Newman, Chas., Foot of East 118th st., New York

Albany C. W.

561 Alheim, Geo., 207 So. Pearl st., Albany
562 Banker, A. B., 364 Broadway, "
563 Clark, Wm. E., 459 Broadway, "
564 Drew, J. W., 836 Madison ave., "
565 French, Theodore W., 460 Broadway "

Ft. Orange W.

566 Snyder, Lemuel H., 11 Second ave., Albany

Amsterdam Wheelmen.

567 Harder, William, 14 Spring st., Amsterdam
568 McElwain, J. P., 97 Spring st., "
569 Phillips, William, Jr., "
570 Schmidt, E. L., "

Brooklyn Bi. Club.

571 Coningsby, Robert, 228 Flatbush ave., Brooklyn
572 Heikel, Emil, 436 Eighth ave., "
573 Hendricks, Frank A., 244 Flatbush ave., "

C. C. of B.

574 *Pierce, Mrs. A. M.*, 783 Quincy st., Brooklyn
575 Parsons, Frank H., 36 Tompkins pl., "

Brooklyn Ramblers.

576 Bate, J. W., 324 Flatbush ave., Brooklyn

Cohoes Wheelmen.

577 Walker, Hayes, Cohoes
578 Le May, Bert E., Waterford

Hempstead Wheelmen.

579 Onderdonk, Alonzo M., Hempstead

Hudson B. C.

580 Bevins, Fred, Hudson
581 Gifford, Arthur, "

Hyde Park Club.

582 Bettsworth, Henry, Hyde Park

Mercury W. C.

583 Brown, A. D. R., 204 Madison ave., Flushing

Mexico C. C.

584 Hoose, Frank L., Mexico
585 Humbert, Fred L., "
586 Patten, Hayden A., "
587 Severance, Orla A., "
588 Robertson, R. C., Parish

Penn Yan B. C.

589 Briggs, C. B., Penn Yan

Mt. Pleasant Field Club.

590 Genet, Albert Rivers, Sing Sing

Paramount Wheelmen.

591 Hesser, Henry D. Jr., 147 53rd st., So. Brooklyn

Stillwater B. C.

72,592 Stumpf, Frank, Stillwater

Tarrytown Cycling Ass'n.

593 Barnum, W. S., Tarrytown

Troy B. C.

594 Dunham, Millard L., Troy

Bushwick Wheelmen.

595 Kahrs, Henry J., 127 Henry st., New York

Harlem Wheelmen.

596 Cobb, Geo. B., Jr., 96 Centre st., New York
597 Cobb, Geo. B., 96 Centre st., "
598 Valentine, J. H., 11 West 124th st., "

Triangle Club.

599 Millar, W. B., 52 East 23rd st., New York
600 Tomlinson, Wm. H., 60 Charlton st., "

Columbus Club.

601 Holland, E. D., box 761, Malone
602 Murphy, Frank T., box 878, "

Unattached.

603 Bucknam, Edward, 206 East 117th st., New York
604 Chard, J. A., 96 Pine st., "
605 Clark, Ellwood, 303 East 127th st., "
606 Falkenstein, George, 335 East 58th st., "
607 Fastenan, Fred'k, 467 West 57th st., "
608 Fuller, Robert S. C., 625 Broadway "
609 Gardner, S. A., 19 Whitehall st., "
610 Greene, J. A., 243 West 99th st., "
611 Hallock, Silas F., M. D., 136 E. 39th st., "
612 Happy, Wm. G., 43 Leonard st., "
613 Hibbe, Henry C., 462 4th ave., "
614 Hyman, David, 115 Broadway, "
615 Loth, Henry A., 119 West 74th st., "
616 MacPhail, M. R., 36 Wall st., "
617 Meinell, G. G., cor. Nassau and Fulton sts., "
618 O'Neill, Peter T., 70 East 128th st., "
619 *Perry, Mrs. Chas. M.*, 111 East 18th st., "
620 Perry, Frederick W., 2 Wall st., "
621 Pupke, Eberhard L., 329 Amsterdam ave., "
622 Rawson, Perry B., 195 Broadway, "
623 Robertson, Thos. M., 117 East 38th st., "
624 Shearin, David, 415 West 48th st., "
625 Voorhis, Albert B., 349 West 31st st., "
626 Welsh, Rev. Mich'l J. A., 510 East 89th st., "
627 *Wilde, Mrs. G. C.*, 32 West 58th st., "
628 *Wintringham, Ruth L.*, 201 W. 122d st., "
629 Zwinge, Francis X., 339 6th st., "
630 Ames, F. F., 42 New st., "
631 Armstrong, Robert R., 295 West 4th st., "
632 Balcom, Dr. Irving S., 587 Highbridge Rd., "
633 Buck, Louis F., 205 West 88th st., "
634 *Childs, Mrs. C. A.*, 130 East 37th st., "
635 Cowperthwait, Walter B., 195 Park Row, "
636 Davis, Edward, 224 East 109th st., "
637 Davis, George P., 21 Hudson st., "
638 Gale, Chas. B., 125 West 123rd st., "
639 Gerhard, C., 739 Broadway, "
640 Hinck, A. J., 50 Exchange pl., "
641 Hovet, Henry A., 4 Maiden Lane, "
642 Kyle, J. O., 59 West 35th st., "
643 Luce, H. J., Sherman Square Hotel, "
644 Post, C. J., Jr., 140 Nassau st., "
645 Pyatt, Runyon, Sherman Square Hotel, "
646 Robinson, Henry J., 54 East 66th st., "
647 Sachs, L. M., 14 Maiden Lane, "
648 Stewart, P. M., Colonial Club, "
649 Welling, W. Brenton, 2 Wall st., "
650 Wells, Van Vorst, 115 Broadway, "
651 Zipper, Morris, 260 Rivington st., "
652 Brown, John Cornell, 128 Lincoln pl., Brooklyn
653 Cochran, James, 350 Eleventh st., "
654 Coningsby, Alfred, 228 Flatbush ave., "
655 Dye, Harry D. W., 18 Sterling pl., "
656 Fithian, H. N., 380 Fourth st., "
657 Green, Herbert, 123 Livingston st., "

72,658	Henry, Wm. W., 73 Vermont st.,	Brooklyn
659	Kelton, Frank, 94 Wilson st.,	"
660	Keppy, Dr. F. B., 62 Hancock st.,	"
661	Lown, Wm. S., 20 Pulaski st.,	"
662	Muller, Henry, 29 Vanderbilt ave.,	"
663	Neil, C. E., 420 Cumberland st.,	"
664	Peak, George A., 408 Hicks st.,	"
665	Perine, Albert F., 33 Fourth ave.,	"
666	Randolph, T. F., Jr., 124 Hancock st.,	"
667	Redfield, James M., 33 Fort Greene pl.,	"
668	*Stebbins, Mrs. Geo. T.*, 35 Seventh ave.,	"
669	Stevens, T. Jeff., 191 Hart st.,	"
670	Swezey, Samuel W., 309 Lafayette ave.,	"
671	Van Vleck, D. B., 1405 Pacific st.,	"
672	West, Clarence R., 315 Schermerhorn st.,	"
673	Willard, Chas. D., 3d ave. and 25th st.,	"
674	Wyman, Walter B., 108 Sixth ave.,	"
675	Alpers, Edw. U., 77 Macon st.,	"
676	Cameron, Chas. W., 180 Macon st.,	"
677	Dwelle, Vernon, 256 Willoughby ave.,	"
678	Fich, Bertram, 1224 Herkimer st.,	"
679	*Gallaer, Miss L. C.*, 228 Lexington ave.,	"
680	Kimball, W. G., 253 Monroe st.,	"
681	Methudy, Leopold Q., 508 Greene ave.,	"
682	Pells, Frederick, 421 Clermont ave.,	"
683	Richmond, Frank W., 342 Jay st.,	"
684	Scheven, C. von, 210 Harrison st.,	"
685	Ahrens, George, 200 Snediker ave.,	"
686	Speidel, B. V. R., 201A 6th ave.,	"
687	Hart, Dr. C. F., box 79,	Addison
688	Cardell, Arthur, 292 Quail st.,	Albany
689	Gutchess, Stephen D., 24½ Second st.,	"
690	Knowles, Eleazer J., 194 Lancaster st.,	"
691	Van Allen, Dean S., 66½ Hudson ave.,	"
692	Laventall, Edward S., 75 Lancaster st.,	"
693	Seavey, J. Clayton, 99 Allen st.,	"
694	Hamilton, E. E.,	Alfred
695	Eaton, James W.,	Babylon
696	Clark, Wm. L.,	Bainbridge
697	Hovey, Will W.,	"
698	Redfield, Frank B.,	Batavia
699	Blose, Rev. D. A.,	Belmont
700	Fitzgerald, E. C. M.,	Bath Beach
701	LeValley, Salem G., 189 Main st.,	Buffalo
702	Lewis, Harry C., 63 Vermont st.,	"
703	Schneider, Louis, 84 Best st.,	"
704	McAllester, Chas. M., 98 Putnam st.,	"
705	Smith, Sheldon D.,	Ballston Lake
706	Grentzinger, John H., 15 Columbia ave.,	Batavia
707	Stein, C. F., box 197,	"
708	Hill, Alfred G.,	Cambridge
709	Farnsworth, Almon M., 30 Fourth st.,	Camden
710	Gardner, E. P.,	Canandaigua
711	Adams, Lewis H.,	"
712	Stillman, G. Galen, box 702,	Corning
713	Hupp, Albert B.,	Dansville
714	Furman, Wm. C.,	Delmar
715	Rawlings, Fred H., 26 Second st.,	E. Albany
716	Chase, L. E.,	Greene
717	Hogan, James H., box 221,	"
718	Juliand, Geo.,	"
719	Martin, L. G.,	"
720	Thompson, H. S.,	"
721	Brower, Frank G., 71 S. Main st.,	Gloversville
722	Miles, James I., 32 Wash st.,	Greenbush
723	*Miles, Mrs. J. I.*, 32 Wash st.,	"
724	Russell, Clarence H., 14 Third st.,	"
725	Wagner, Conrad M., 89 Broadway,	"
726	Devendorf, Irving R.,	Herkimer
727	Monroe, W. H., 103 Main st.,	"
728	Van Alstine, G. W., Main st.,	"
729	Elting, P. S.,	Gardiner
730	McIntosh, L.,	"
731	Mullen, Matthew,	"
732	Feeter, James W.,	Highland
733	Hendrickson, Clifford W., New st.,	Huntingdon
734	Fowler, Fred C.,	Ithaca
735	Prentice, F. M., 35 Church st.,	Hornellsville
72,736	Roberts, C. C., 12 Stuben st.,	Hornellsville
737	White, Mott, 62 N. Main st.,	"
738	Webster, E. E., 2 Hakes ave.,	"
739	Elwell, Geo. B., 55 Wash st.,	"
740	Hough, Leon L., 47 Maple ave.,	"
741	Bartz, Frank, 35 Thacherst.,	"
742	Evans, C. E., Jr., 14 Clay st.,	"
743	Davis. E. J., 3 Seneca st.,	"
744	Waldorf, G. A., 124 Main st.,	"
745	Brown, A. W., 140 Main st.,	"
746	Hutchinson, F. J., 153 Main st.,	"
747	Baldwin, C. H., 32 Canisteo st.,	"
748	Sherwood, Walter, 16 John st.,	"
749	Ames, James M.,	Kingsbridge
750	Ball, G. W.,	Massena
751	Bell, Frank H.,	Mamaroneck
752	Wilson, W. Edw., 447 Main st.,	New York Mills
753	Child, Fred P., 16 E. Main st.,	Malone
754	Clark, George S., Box 748,	"
755	Eldredge, Fred C., Box 911,	"
756	Quinn, Arthur M., Box 765,	"
757	Spencer, Frank T., Box 709,	"
758	Carpenter, J. M.,	Newburgh
759	Lewis, Arthur C., Box 652,	Oxford
760	Newkirk, Peter V., Box 657,	"
761	Sherman, Jay B., Box 165,	"
762	Donahue, Edward, Box 1425,	Penn Yan
763	Du Bois, W. E.,	Poughkeepsie
764	Morrow, Jos. H.,	"
765	Spalding, Rev. Wayland,	"
766	Johnson, Marc D.,	Randolph
767	Bruton, Wm. B., 34 Court st.,	Rochester
768	St. Helens, J. A., 17 St. Clair st.,	"
769	Phelan, A. G., 90 Troup st.,	"
770	Frost, Chas. A., 14 Champlain st.,	"
771	Siebold, Chas. A., 14 Hill st.,	"
772	Hart, Wm. C., 117 No. Water st.,	"
773	Mahony, John, 20 Howell st.,	"
774	Hughes, Francis L., 106 Adam st.,	"
775	Talling, Frank M., 232 Merrill ave.,	"
776	Conolly, C. J., 47 Exchange st.,	"
777	Benjamin, G. Edward,	Riverhead
778	Haynes, Irwin F., 410 W. Liberty st.,	Rome
779	Hill, Frank A., Box 413,	Salem
780	Knapp, James, Box 1,	Stony Brook
781	Roy, Lawrence, 39 First st.,	Troy
782	Tuckerman, Paul,	Tuxedo
783	Place, Leon W., Box 374,	Union
784	Cropsey, Andrew B., Main st.,	Van Pelt Manor
785	*Folger, Mrs. H. O.*,	Waterford
786	Devitt, E. B.,	Weedsport
787	*Crozier, Eleanor A.*,	West Chester
788	Winters, Elmer,	West Troy
789	Pierson, Lewis E., 680 10th st.,	West Brooklyn

No. California — 5.

P. V. W.

72,790	Tuttle, I. H., Lake ave.,	Watsonville
791	Mauk, E. H.,	"

Unattached.

792	Tyler, E. B.,	Tulare
793	Alverson, J. P.,	"
794	Higgins, W. A.,	"

Ohio — 11.

Unattached.

72,795	Eby, Ed., Court st.,	Circleville
796	Titus, C. M., Main st.,	"
797	Carle, Roscoe L., *Daily Times*,	Fostoria
798	Hawkins, Melville S., Box H,	"
799	Miller, Eliot M., 80 Broadway,	Greenville
800	Bowen, R. H., 629 E. Centre,	Marion
801	Kirby, Bert,	Marysville
802	Buckholz, Chas., Box 515,	St. Mary's
803	Morvilius, Wilbur, Box 183,	"
804	Valentine, Geo. M.,	Stoutsville
805	Poorman, J. D., Box 275,	St. Paris

Pennsylvania — 67.

Unattached.

72,806	Gest, John Marshall, 400 Chestnut st.,	Philadelphia
807	Trainer, Joseph C., 1610 So. Broad st.,	"
808	Smith, J. Somers, Jr., 212 So. 4th st.,	"
809	Reeler, C. H., Jr., 5308 Lancaster ave.,	"
810	Caterson, Andrew K., 2120 Reed st.,	"
811	Corwin G. E., 1330 Buttonwood,	"
812	Davis, J. Q., 1305 South 6th st.,	"
813	Giltinan, W. H., 2219 Green st.,	"
814	Harry, Walter J., 5201 Lancaster ave.	"
815	Huff, Sam'l H., 1741 North 29½ st.,	"
816	Huff, Edwin S., 710 Washington ave.,	"
817	Howell, F. L., Jr., 4039 Chestnut st.,	"
818	Knox, Jno. B., Jr., 2241 Wood st.,	"
819	Lull, Wm. G. E., 2618 Oxford st.,	"
820	Michel, A. J., 620 Spruce st.,	"
821	Miner, Jos. W., 3149 Mantua ave.,	"
822	Mustin, Henry S., 815 South 48th st.,	"
823	Pearce, H. T., 3104 Mantua st.,	"
824	Stedman, W. R., 1914 Moyamensing ave.,	"
825	Stein, William H., 1941 South second st.,	"
826	Wenzel, Wm. A., 2019 South 6th st.,	"
827	Yerkes, William S., 4148 Penngrove Terrace,	"
828	Weaver, C. A., Sheriff's Office,	Bellefonte
829	McKee, Jos. J., 223 High st.,	Bethlehem
830	Hensel, Allen D.,	Doylestown
831	Rea, Jno., Jr.,	"
832	Williams, E. Forest, box 332,	Duquesne
833	Laubach, Geo. A., 328 Northampton S.,	Easton
834	Young, Chas. H.,	Enon Valley
835	Boyer, Robt.,	Evans City
836	Johnston, A. V., box 13,	"
837	Wilson, Dr. Jo.,	"
838	Wilson, H. M.,	"
839	Beers, Jno., Pitts st.,	"
840	Schoeffiel, Andrew,	"
841	Hobbein, Jos. E., 119 Wahl ave.,	"
842	Schoeffiel, A. J., box 125,	"
843	Saderer, W. C.,	"
844	Pflough, W. J., box 154,	"
845	Johnson, W. G.,	"
846	McKee, J. W.,	"
847	Bishop, S. M., box 65,	"
848	Bishop, Geo., box 42,	"
849	Waldron, Dr. F. V.,	"
850	Dindinger, L. A.,	Harmony
851	Engle, E. W., Broad st.,	Hazelton
852	Lindeman, C. H.,	"
853	Gebhardt, A. F.,	Jermyn
854	Hartman, J. W.,	Latrobe
855	Saylor, D. K.,	Lincoln
856	Gunst, Wm. J.,	McDonald
857	Kesler, F. C., Lincoln ave.,	"
858	Giffin, M. D., box 168,	"
859	Rankin, Boyce,	"
860	Wampole, Wm. H.,	North Wales
861	Townsend, J. B., Jr.,	Overbrook
862	Mellon, Ed. A., P. M.,	Patton
863	Mullen, M. W., 1013 Penn ave.,	Pittsburg
864	Weckerle, Jos. C., 101 Fifth ave.,	"
865	Hoffman, Robert, 34 McCance Block,	"
866	Neill, Jas. B., *Press*,	"
867	Jackson, Paul E., 126 Clarissa st.,	"
868	Wagner, Thos. A. H.,	Richland Centre
869	Besecker, Stewart, 223 N. Bromley st.,	Scranton
870	McCloskey, Jno. A., 43 South 45th st.,	W. Phila.
871	Zeigler, Geo. W.,	Zelienople
872	Humphreys, Fred A.,	Lanes Mills

Rhode Island — 5.

R. I. W.

72,873	Keach, Walter E., 72 Burnside st.,	Providence

Unattached.

874	Oldham, Edgar C., 18 Illinois st.,	Central City
875	Daly, John R., U. S. Training Sta.,	Newport
72,876	Lyman, Thos H., 5 Franklin st.,	Providence
877	Hoxie, Herbert L., 115 West Broad st.,	Westerly

South Dakota — 2.

Unattached.

72,878	De Shon, T. C., box 81,	Edgemont
879	Wood, W. R., box 67,	Parker

Texas — 7.

C. C. C.

72,880	Day, L. E., 210 Main st.,	Fort Worth
881	Morris, Maxwell, Hurley Building,	" "

Unattached.

882	Williams, I. V.,	Cleburne
883	Barron, Walter,	Van Alstyne
884	Cave, Jess S.,	" "
885	Lynch, C. N.,	" "
886	Mincey, J. N.,	" "

Washington — 1.

Unattached.

72,887	Hix, Hirch,	Spokane

West Virginia — 1.

Unattached.

72,888	Quisenberry, T. A.,	Elk Garden

Wisconsin — 23.

L. C. C. W.

72,889	Rask, Samuel O., 1446 Kane,	La Crosse
890	Borresen, J. T., 125 So. 9th st.,	"
891	Roth, Frank G., 1220 Market st.,	"

Hub City W.

892	Sweet, W. J., box 58,	Plymouth
893	Scheibe, O. A., box 159	"
894	Wolf, W. E., Mail st.,	"

Badger W.

895	Spinney, Wilbur, 225 19th st.,	Milwaukee

Crescent C. C.

896	Byers, J. R.	Monroe

North Side C. C.

897	Heller, Henry, 843 Booth st.,	Milwaukee
898	Otto, Henry J., 811 Third st.,	"
899	Pierron, Wm. Jr., 736 Holton st.,	"
900	Schok, Julius J., 215 Sherman st.,	"

Unattached.

901	Lyon, Will B., box 4,	Elkhorn
902	Henry, G. E.,	Manitowoc
903	Miller, F. A., 501 No. Sixth st.,	"
904	Chambers, Chas. I.,	Monroe
905	Eley, Edwin, box 588,	"
906	Goodwin, Henry D., 181 Pleasant st.,	Milwaukee
907	Meyer, H. W. J., 505 East Water st.,	"
908	Dohmen, Henry, 1215 Cedar st.,	"
909	Weed, Alfred McK., box 252,	Racine
910	Fish, Ed. W.,	"
911	Hudtloff, W. E.,	Shawano

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Massachusetts — 1.

Unattached.

72,912	*Campbell, Mrs. Mary J.*, box 264,	Warren

New Jersey — 1.

Unattached.

72,913	*Meeker, Lucy K.*, 704 Newark ave.,	Elizabeth

LEAGUE CLUB RENEWALS.

11	Rockingham Bicycle Club,	Portsmouth, N. H.
524	Haverhill Cycle Club,	Haverhill, Mass.
532	Cambridgeport Cycle Club,	Cambridgeport, Mass.

(Continued from page 9.)

ILLINOIS will give a tandem and Massachusetts will give $50 to the one who brings in the greatest number of recruits this year. Wonder if the cash prize will be more effective than the other.

* * *

ONE of the latest nuts for the Racing Board to crack will be the following — that is, it will be if it gets to them: A racing man in — no matter where — won an accident insurance policy that was offered as a prize in a race. Three days later he met with an accident and the insurance company kept its promise. We hope the case will never get to them.

* * *

ONE of our contemporaries displays this flag at its masthead: "Largest cycling circulation in the world." We shall fire hot shot at that flag in a very few weeks. This is a blank cartridge to sound a note of warning.

* * *

WHAT the dickens is there so fascinating about the handicappers' positions that makes them so much sought after? — *Ariel.*

We are surprised that *Ariel* should ask such a question. Strange that he doesn't know that they get a fee. Gold lightens labor and renders great tasks unburdensome.

* * *

WHAT we who have lawns want is a bicycle with a lawn-mower attachment. When we can work while we ride we shall be happier men. Make it run easily, Mr. Inventor.

* * *

THIS is the season of the year when we are confronted with the problem when to take off our flannels. If we take them off too soon and catch cold we blame our wives. If we do not catch cold we felicitate ourselves on our superior judgment.

* * *

THE senior editor and his associate will be guests of the Woodbridge Club on Wednesday evening of this week, and we believe that no other gentlemen will be present. The two knights of the pen are not very strong at whist, and for their especial entertainment a program has been arranged, which will allow them to revel in the delights of jackstraws and tiddledywinks. We never could absorb ourselves in whist when a pretty girl was smiling at us from across the way, but tiddledywinks is full of delightful opportunity, especially when the young lady wears an expression on her face that is most becoming.

* * *

BOSTON has been said to be located in the centre of the "Paradise of Wheelmen." It is very true that the natural beauty combined with good roads in the vicinity of Boston is unsurpassed. He who can ride by day is truly fortunate if he lives in Boston, and we envy him his lot. But poor hard-working fellows like many of us cannot ride by day. The night is all that is left to us. But the night is dark and artificial light is unknown to country roads. Our word for it, Chicago with its smooth, hard and brilliantly lighted boulevards is the paradise of those wheelmen who work by day and ride by night. If every wheelman in Chicago was a member of the League we should easily reach six figures. And if every one is not, why is he not? For the life of us we cannot tell why men are ungrateful.

* * *

A DRY bearing considereth not the empty oil-can, but a wise wheelman considereth Matthew xxv., 8 and 9.

* * *

SHALL the League recognize the professional? This is the conundrum that many are asking. When? How? Why? Where? May we not have professional races at amateur tournaments? If not, why not? What rule prevents it? The Racing Board never yet passed a rule to prevent professional racing at amateur tournaments. In the old days when Ducker at Springfield and the Connecticut Bicycle Club at Hartford led the way we had as many professional events as we had amateur races. What put a stop to it? Not the Racing Board. After the Rowe-Temple scandal at Hartford, the men of that city and of Springfield got together and declared that never again would they put a professional event on their programs. That's what killed professional racing. It has been dead ever since. Is it Easter now for the professional? With Zimmerman, Wheeler, Banker, and the rest as representatives of the professional, may we not safely give him another trial? We think so. The L. A. W. has made rules, and if they be employed by the professional what harm can be done? Let's waste no time talking about things that may not be done till the Assembly meets in 1896. Let's do what we can do now.

* * *

SECRETARY BASSETT is going to be welcomed home at a grand banquet on April 26. It will be engineered by the Roxbury Bicycle Club and will be held at Hotel Thorndike. What with the many banquets he had before going away and the banquets he has had since his return, we think he can claim the record of the banquetee of America. It would seem that he does not live by bread alone, but by the reed birds and champagne that come his way.

* * *

IF a man should receive all that was freely given to him, what an amount of trash would he accumulate. Suppose, for instance, that Mr. Gideon should take and act upon all the advice that is now being offered to him. Gideon has forgotten more than some of his advisers know about racing. Just think how hard it must be for him to hold in when he reads some of this advice, and then you may know that his lot is not a happy one.



AN L. A. W. MEMBER
Who is Dissatisfied,
Or thinks he g ts nothing **for his money,** should send for our catalogue, and **save 10 per cent.** We give that discount to members who send their number with order. Twelve styles of shoes, four styles caps, stockings, hose supporters, luggage carrier to fit frame, bells, cyclometers, toe clips, sweaters, trouser guards, etc.
DETACHABLE CLEAT CO.,
302 Washington St., Boston, Mass.

Subscriptions and Renewals.

A SPLENDID OFFER.

Send 75 cents and you will receive

Bicycling World, 1 year;
80 Selected Halftones of America;
Binder for the World;
All for 75 cents.

The 80 FAC-SIMILE PHOTOS OF AMERICA are 11x13, and are selected for their beauty and interest. They cover the Continent from Alaska to the Gulf. Also include splendid set of Halftones of THE WHITE SQUADRON—Eighteen modern ships of war.

☞ The above Offer is for New Subscribers and also Renewals. ☜

HOW TO REMIT.—Don't send Postage Stamps: send Check, Post Office or Express Order. If you send coin, cut holes the size of coins in thick card and paste paper over both sides; in that way it is likely to come through safe.

In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

We have other PREMIUMS to offer. Send for SAMPLE COPY. Address,

WHEELMAN COMPANY,
167 Oliver Street, BOSTON, MASS.
Mention THE BULLETIN.

KEEP YOUR NICKEL BRIGHT.

OF course you would like to.

But how?

The aim of the nickel plater is to polish the work before plating, so as to leave the surface smooth and bright, for the nickel, which is deposited electrically, will follow the surface previously made and will not be smooth unless it is put onto a smooth foundation.

A perfect finish is not possible, for the surface of the most beautiful watch case is but a series of scratches.

When these scratches are sufficiently fine to be invisible to the unaided eye, the surface is said to be polished.

In the case of the plated parts of a bicycle, there are numerous "inside corners" where the metal may not always be sufficiently well-finished to take a smooth plate, or "outside corners" where there is a chance of the nickel being nearly or quite polished through.

It is at these points where moisture is liable to get to the steel and when it does, in however small a spot, the steel will rust, not only at the exposed point but around it and under the nickel, and if left long enough exposed to moisture, would eventually spread over the whole of the plated part.

You may have noticed some time when your handle bar had been rained on and not wiped, that in a few hours, small spots of rust appeared, although the surface of the nickel seemed intact and the rust was easily wiped off.

An examination with the microscope will show that there is a fine scratch which goes through to the steel.

It may have been there when the job was finished or it may have been made since. In either case, there is a way to fix it.

Vaseline thoroughly rubbed over all parts of plated work and immediately rubbed off, will fill up all those little imperceptible scratches and prevent water from doing harm.

Compounds for cleaning nickel are only necessary when the nickel has been long exposed to the air without the thin film of protecting vaseline.

If you do not intend to use your machine for some time, even in summer, put on the "cosmic," "vaseline," "carboline" or "petroleum jelly" (by any of these names, it doesn't smell much), and you will need only a cloth to clean it at any time, and no fear of rust.

HE IS PROBABLY AN ITALIAN COUNT IN DISGUISE.

MR. DODD'S EXPERIMENT.

Good Results from the District System of Street Cleaning in Kansas City.

Hundreds of people have observed the tall, dignified Italian with Dundreary whiskers, a push cart and broom, who every day for two weeks has appeared on the square bounded by Main, Walnut, Eleventh and Twelfth streets. He has gone solemnly about his duty of removing the street litter from the pavement and depositing it in his two-wheeled cart. In the course of his duty, his tall and note-worthy form has flitted among the wagons, trucks, equipages, while he has ever been busy plying his broom.

Signor Antonio Basco is an experiment. He came over from Naples about two years ago, and when Street Commissioner Dodds came to select a man from the street force for the purpose of demonstrating just how many blocks of public thoroughfare one man could keep clean, he picked Signor Basco. He has demonstrated to the satisfaction of Superintendent Dodds that one industrious man with a push cart and broom can keep four blocks of busy city streets fairly clean. The experiment has been a success. Under Signor Basco's well-directed efforts it has cost less to keep clean the four blocks mentioned than any other four blocks in the city, besides, these streets have been the cleanest in town. Perhaps the system will be extended and, instead of desultory and in-



MR. DODD'S "EXPERIMENT" AT WORK.

frequent sweepings, all the paved streets may be divided into districts or squares, with a man for every four or five blocks, whose sole business is to keep that territory clean, and whose place in the street department is conditioned upon his keeping his "district" clean.

The district system is in force in all the well-paved, clean cities of the old world. In Paris, where the system is nearly perfect, and where it extends to the thoroughfares beyond the city limits, one person has supervision of larger districts than that controlled by Signor Basco, but then he has "understudies."

Experts on municipal matters and better city government have long contended that the present system of attempting to clean Kansas City's streets is costly, but, because of the "pull" which the street gang gives, superintendents of streets have heretofore declined to make innovations. —*Kansas City Star.*

CIRCUMSTANCES ALTER PRICES.

Stranger.— What is the price of that safety bicycle of yours?

Cyclist.— See here, mister, are you an assessor, or has it been run over by a wagon.

The above was in an agricultural paper and read "cow" instead of bicycle. We just changed "railroad" to wagon, and there we have a new joke.

Oh, these things are easy.

POSTERS FOR ADVERTISING
I HAVE ILLUSTRATED POSTERS
FOR ADVERTISING BICYCLES ALL MAKES
IT WILL PAY YOU TO POST YOUR TOWN
WRITE FOR SAMPLES
FRANK SING 15 COURT SQ. BOSTON

A Special Offer on a

SAMPLE GENDRON

We want to sell a sample 21 lb. Gendron at a special cash price in every town where we have no agent. Write quick.

HOPEDALE CYCLE CO.,

N. E. Agents. MILFORD, MASS.

THE NEW RACING BOARD.

The Racing Board for the present year will have seven members.

Five already appointed are Geo. D. Gideon, Philadelphia, Pa.; Henry Robinson, Boston, Mass; E. H. Croninger, Covington, Ky.; Fred Gerlock, Chicago; Douglas W. Robert, St. Louis.

A. C. WILLISON,
President, L. A. W.

RACING BOARD NEWS.

John S. Johnson, of Minneapolis, Minn., is hereby suspended from Class B, pending investigation.

Orlando Stevens, Ottumwa, Ia., is suspended from Class A, pending investigation.

George Fitzsimons, Charlotte, N. C., is hereby declared in Class B, for violation of Clause F of Class A rules.

The following handicappers have been appointed by the board:—

T. T. Gilmer, Charlotte, N. C.
W. A. Storey, Portland, Ore.
M. J. Fleck, Louisville, Ky.
W. E. Grady, Savannah, Ga.
A. McLeod, Birmingham, Ala.
O. P. Rollins, Jacksonville, Fla.

Sanctions have been granted as follows:—

July 4, Tourists' Cycle Club, Paterson, N. J.
August 24, A. C. C., St. Louis, Mo.
July 4, Penn Wheelmen, Reading, Pa.
May 30, Colfax Cycle Club, Colfax, Wash.
July 4, Colfax Cycle Club, Colfax, Wash.
April 15, Sachs' School A. A., New York.
May 30, Boonton Athletic Club, Boonton, N. J. (Class A).
July 4, Boonton Athletic Club, Boonton, N. J. (Class A).
May 30, Wabash Cycling Club, Terre Haute, Ind.
July 27, Latrobe Cycling Club, Latrobe, Pa.
April 12, Harvard Athletic Association, Cambridge, Mass.
August 31, Quaker City Wheelmen, Philadelphia.
May 30, Phœnix Athletic Wheelmen, Phœnixville, Pa.
July 25, School of Physical Training, Silver Lake, N. Y.
August 6, School of Physical Training, Silver Lake, N. Y.
August 10, School of Physical Training, Silver Lake, N. Y.
July 27, Prendergast Wheel Club, Jamestown, N. Y.

GEORGE D. GIDEON, *Chairman.*

LYNN.

G. O. Timson has been elected secretary of the Lynn Cycle Club, to fill the unexpired term of J. C. Palmer, who resigned.

BICYCLES REPAIRED.

PLEASE SEND IN BEFORE THE RUSH.
REPAIR PARTS AND SUNDRIES OUR SPECIALTY.

KNIGHT CYCLE CO.,
309 North 14th Street, ST. LOUIS, MO.

A NEW CLUB FOR PENNSYLVANIA.

On last Thursday evening, a meeting was held to organize a cycle club to be known as The Carnegie Athletic Club Cyclers, a branch of The Carnegie Athletic Club, of Braddock, Pa. As a branch of The Carnegie Athletic Club, the members of the Cycle Club enjoy all the advantages of the Athletic Club, which consists of a finely equipped gymnasium, a swimming pool, that is 65 feet by 35 feet, twenty-four bath-tubs, including needle and shower baths, two bowling alleys, two billiard rooms, etc. The Carnegie Athletic Club is considered to be one of the finest in the State.

In addition to this, there is now in course of construction an Athletic Park, which will consist of a baseball diamond, a football field, a 100 yard dash for foot-races, which will be enclosed by a ¼ mile bicycle track, which will be one of the finest constructed in the State.

Thirty-three names were enrolled as members of the Cycle Club, with good prospects of having fifty members before long.

The following officers were elected for the present year: President, E. L. Livingston; Vice-President, G. W. Keutcher; Secretary, E. S. Wright; Treasurer, W. N. Wilson; Captain, O. R. Porter; Lieutenant, T. E. Kinney.

Sufficient number of L. A. W. members will be secured so as to take out a charter as a League Club.

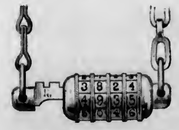
E. S. WRIGHT, *Secretary.*

Where are those anti-good roads associations?

A Graceful Pose (Adipose).

The heaviest cyclist in the world is said to be Dr. Meldon of Dublin, who weighs 378 pounds. He also plays lawn tennis.

SHEPARDSON'S



Combination Bicycle Lock.

Price, 50 cents, Postpaid. *Liberal discount to Dealers.*

H. S. SHEPARDSON & CO.,
Shelburn Falls, - - - - Mass.

QUERIES AND ANSWERS

The BULLETIN editor being duly intoxicated, deposes as follows in answer to interrogatories propounded by Albert Mott of Maryland:

1. Is the League dead?

Well if it is it's having a very lively wake. See application list.

2. Which is the best bicycle?

The one made by the concern which advertises in this paper.

3. What is your temperature?

Perfectly cool.

4. Are you getting bald?

Haven't had time lately to investigate.

5. How is your circulation?

Going up.

6. Can you change a five dollar bill?

What is a five dollar bill?

7. Do you use muriatic acid?

No, I don't have to.

8. Where did you get that (theatre) hat?

Haven't got it where it ought to be yet.

9. Can you recommend any special poor house?

I am living at home.

10. How do you like running a BULLETIN?

Answer deferred for further investigation.

11. What do you think of professionalism?

Will answer later.

F. A. E., Philadelphia:

Your "coals of fire" are very kindly "heaped."

If you don't like strawberry, we also have vanilla and chocolate.

C. H. L., New York:

Many thanks for your cheering words, those little attentions tend to lighten the yoke.

Unusual but Appropriate.

A Yorkshire clergyman had been taking an eager part in a cricket match on Saturday, and the next morning thoughts of the stirring contest would creep in; for much to the amusement of some hearers, he said, very solemnly, after the first lesson, "Here endeth the first innings."

The above doesn't interest L. A. W. members, it is put in because it was about the right size.



"I wish you would go out into the yard and beat the carpet," said Mrs. Birmingham to her husband.

"It's utterly impossible, my dear," expostulated the latter.

"I'd like to know why?"

"If you remember, when we were buying that carpet, and the dealer was explaining it's good qualities, I was very much struck by his declaration that it couldn't be beat." — *Exchange.*

The salesman who sold this carpet was probably a graduate from the bicycle business.

"What interesting stories of travel Wabbles tells! He must have toured very extensively." No-o—he's never ridden twenty miles away from here. But his mind wanders. — *Cycling.*

Of course "Wabbles" is a fictitious name; his real name is Legion.

Nothing so needs reforming as other people's habits. — *Credit Lost.*

How doth the busy farmer
Market his garden truck,
When both his mules and wagon
Within the mud are stuck?



A MODERN MAZEPPA.

A little thing which is bound to a cur.



THE WHEELWOMAN

ANNOUNCEMENT.

The time is ripe for a woman's paper devoted to wheeling for women.

A medium is needed for the dissemination of instructive and interesting articles on the subject upon which the existing cycling press is almost unanimously silent.

THE WHEELWOMAN gathers items of interest from all possible sources pertaining to the sport. Fashions in wheel dress and accessories will be given special attention.

THE WHEELWOMAN is in the field, not as a competitor with other cycling papers, but to extend and broaden a work begun years ago: that of bringing women to a realizing sense of the importance of out-door exercise.

THE WHEELWOMAN advocates the highest standard of cycling from a healthful and artistic standpoint.

THE WHEELWOMAN is in no sense a trade journal.

THE WHEELWOMAN advertises and recommends nothing which cannot receive personal endorsement.

Interesting articles by and about prominent women who advocate the wheel, appear each month in the WHEELWOMAN. Able writers contribute to its columns. THE WHEELWOMAN is conducted by

MARY SARGENT HOPKINS.

We offer all Women Members of the L. A W., one year's subscription to THE WHEELWOMAN for 50 cents. The same offer holds good to any woman joining the League within three months of this date. After she has joined, to make the inducement still greater we offer Frances E. Willard's new book, "A Wheel Within A Wheel" (which will be put on the market about April 1st, at 50 cents), with one year's subscription to THE WHEELWOMAN, for 75 cents. This to woman League members. All others can have the book and a year's subscription to WHEELWOMAN for $1.25.

THE WHEELWOMAN PUBLISHING CO., ***131 Tremont St., BOSTON.***



The L. A. W. Helping Hand

Designed and Furnished only by the

League of American Wheelmen.

$1.00 Each. Lettered Both Sides, $1.80.

Please be particular to give the correct number of miles to the place toward which the hand is to point, and **write very plainly** all names, including your own. Also, state whether it is to point to the right or left as you stand facing it.

Full payment must come with all orders, as prices are made too low to include any book-keeping or unnecessary correspondence.

Time required after we receive your order is from five to seven days.

DESCRIPTION.

The length of this sign is 20½ inches. It is made of tough steel, No. 18 gauge, and is thoroughly painted and varnished.

The wheel in the L. A. W. emblem is gold on a black background. The wings are of aluminum, and the initials red.

The weight of a single sign, ready to ship, is forty ounces.

All orders for the Helping Hand should be sent to

STERLING ELLIOTT,

12 Pearl Street, BOSTON, MASS.

An open-for-all Prize.

We want to spur every missionary effort that is making for the betterment of the public roads—which means increased pleasure for every wheelman in the delights of cycling. We want to encourage the long distance ride. We shall put into the hands of the L. A. W.

a Solid Gold "Standard" Cyclometer

to be given as a prize to the wheelman covering the greatest number of miles in the season of 1895, on American roads. We invite suggestions from wheelmen from all sections of the country as to how, and by whom, the prize should be awarded; and we will announce later this concensus of opinion which will determine the manner of the award. It is required that the distance must be recorded on a "Standard" Cyclometer, to insure absolute accuracy of the mileage record.



Two-Thirds Size.

The prize will be Solid Gold, artistically decorated and ornamented, with the winner's name beautifully wrought into the enamelled dial. No expense will be spared in the production of a prize that will be the finest exemplification of the Art Beautiful.

The New York Standard Watch Co.,

11 John St., NEW YORK.

103 State St., CHICAGO.

PACIFIC COAST AGENTS:

POPE MANUFACTURING CO., 344 Post St., San Francisco.

OVERMAN WHEEL CO., Larkin and McAllister Sts., San Francisco.

THE

L. A. W. Bulletin

··· and ···

Good Roads.

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.

ABBOT BASSETT, Associate Editor.

APRIL 26, 1895.

AN APOLOGY.

THE editor of this paper had intended to print each week something which might be termed an "editorial"—a prelude containing "burning words of wisdom" and all that sort of thing, you know.

A kind of "here we are again," said in the spirit of the circus clown, who tumbles in the ring daily, at so much a tumble.

The idea has not been given up and may be accomplished later. The fact is that I (no, I mean "we") have been used to the old monthly, and now *I* find that *we* haven't got accustomed to the frequency with which the weeks come along. A monthly is what might be termed a "snap"; a weekly is all right, I guess, when you get used to it, while a daily—well, a daily would be instant death to anyone of my (our) sedentary proclivities.

TWENTY-FIVE CENTS.

OWING probably to the extreme excellence of this paper and the ridiculously insignificant sum of twenty-five cents, at which it is furnished *to League members only* (the price to others being one dollar per year), it is a very common thing for members to send an additional twenty-five cents to this office after they have sent a dollar to the secretary of the League.

It is not necessary to do this if, when you send your renewal fee of 75 cents to the secretary, you should, and we notice you usually do, enclose an additional quarter to be paid into this office as a subscription to this paper for one year.

These surplus, and to us, entirely unnecessary quarters, are promptly returned to the senders; at least, that is the intention, but we have found one which shows not who owns it.

It may be had by applying at this office and proving property.

To prevent the entire League membership from claiming it, we shall ask for about thirty cents' worth of particulars so as not to turn it over to the wrong man.

Total number printed this week, ...	**10,500**
Sent to paid subscribers, ...	**9,901**
Samples to Advertisers, Exchanges, etc., ...	**599**

WE WILL PAY CASH

For acceptable contributions to this paper.

We want striking photographs of roads or anything else that would be likely to interest L. A. W. members.

We want sketches made with black ink on white paper.

We want articles on bicycle construction.

We want stories about tours.

We want jokes.

We want serious matter.

We want road articles.

We want poetry.

We want good stuff.

We want you to let us decide.

All matter whether words, photographs or sketches will, if accepted, be paid for when published, and if not acceptable, will be promptly returned to sender, providing, of course, that the necessary stamps are enclosed.

As soon as we can get into line, we want to make this paper the best of its class.

We believe that nothing is too good for the official organ of the League of American Wheelmen.

PLEASE OBSERVE THOSE FIGURES.

The Tubing Famine

Has crammed the repair shops with wheels, and riders have to wait till the repairers can get more tubing.
Best get a wheel that **never needs repairs.**

THE STERLING,

(Built like a watch.)

STERLING CYCLE WORKS,

236-240 Carroll Ave., CHICAGO.

SCHOVERLING, DALY & GALES, 302 Broadway, New York City.
SIEG & WALPOLE, 285 Wabash Avenue, Chicago.

To our Customers:

We wish to state that we are now refusing to accept any new business. While we are making and delivering more wheels than we had intended, and more than three times as many as ever before, still we cannot deliver as fast as orders come in. The demand for **New Clippers** is greater than we expected; our wheels (even the cheapest we make) are giving satisfaction, and every time a dealer sells one it creates a demand for more. We have already received orders and delivered more than half our output. Our buyer has just returned from a trip to the stock factories, and **has the promise** of stock for one or two thousand wheels, which if we get we'll make up for late summer and fall trade.

WE WILL DO OUR BEST

To get this stock, and to make wheels enough for our customers who contracted early, and had the "sand" to place orders with us last winter. To those who came later, we will do everything in our power

TO TAKE CARE OF YOU.

Also, we can only do this by refusing to take orders from new trade. If we get the stock promised, we will be able to accept a limited amount of new business. To every prospective customer in America, we wish to say: Keep your eye on our '95 productions. Another year, we may be able to make all the bicycles our friends want, and **you** may want to handle a better wheel than you now have, or one that will close the '96 season for you with a balance on the right side.

Bicycles built for business



Made by the Grand Rapids Cycle Co.

"TALKING SHOP."

SEVERAL eminent gentlemen have lately been discussing the question of whether a pedal pin will tighten or come loose when screwed into a crank with either a right or left hand thread.

A writer, in an exchange of last week, after reviewing the evidence says: "A parallel case has come to my notice." He then cites the case of a crank shaft which is made in two parts, and held in place by an internally threaded sleeve. It seems some one had told him that the crank shaft in question would unscrew if one were to "back pedal" and he proceeds to inform a benighted public that "no one back pedals save when the machine is propelled backward" and that the cranks cannot unscrew so long as the parts are all moving forward.

The writer closed with the following accurate summing up of a truth which he had already substantiated.

"Some people glibly talk shop and use stock phrases without realizing that to the mechanically informed they appear ridiculous. The above are instances in point."

The facts as understood by the "mechanically informed" are that when you press upon a crank in either direction you put a strain upon every part of the driving gear, tending to drive the machine in that direction. Whether it actually moves in the direction of the push, whether it stands still, or moves in the opposite direction, doesn't make the slightest difference with the tendency to unscrew anything which happened to be unscrewable.

"A little learning" may not always be a dangerous thing but it is sometimes a very amusing thing.

It might be only fair to state that there is no principle involved in the crank shaft in question which would make it likely to unscrew if turned in one direction more than in the other, so long as the sleeve is free to turn with it.

The original question was on a pedal pin which acts differently for very obvious reasons.

Adhesiveness is also necessary in publishing an official organ.

My son, observe the postage stamp. Its usefulness depends upon its ability to stick to one thing until it gets there. — *Ex.*

KIND WORDS CAN NEVER DIE.

"He enjoys much, who is thankful for little."

It would be doing less than my duty, if I failed to thank the many kind friends who have written words of encouragement, since I have undertaken to publish this paper.

In starting the new BULLETIN, I have labored (and labored is the right word, too) under many disadvantages, I have at times had to write with one hand and read proof with the other. The office boy has been very good and helped me about sweeping out the office, keeping the books, etc., but still there is much to do which is in the nature of work.

The bills for paper, printing and binding, incurred by that first special issue of 30,000, are just beginning to come in, and as they lie before me they are an inspiring sight. They also furnish a tangible subject for dreams; in fact it is my opinion, based on an extensive experience, that mince pie eaten just before retiring is positively healthful compared with a lot of unpaid bills.

And this reminds me of a beautiful little verse which I wrote the other day and it will fit in here as well as anywhere.

Life is earnest, life is real,
Thus the editor will find,
When pangs of hunger o'er him steal,
And paper bills are way behind.

FIGURES OF SPEECH.

A FRIEND of the BULLETIN writes to say that he likes the paper, in fact "is stuck on it," whatever that may mean, but he says we use too many "figures of speech." "For instance," he continues, "that 'old ship' has been shoved back and forth until it must feel like a ferry boat."

We realize that we *are* getting rather figurative, but it is to be expected when we have to deal so much with figures; figures, too, which are getting larger every day.

The League membership is just sailing, and sailing suggests ships. Please don't object; we *must* call it the good old ship so long as it exhibits its present tendencies.

STOLEN WHEELS.

Any L. A. W. member who has lost a wheel by theft may advertise for it in this paper *without charge*. To persons other than L. A. W. members the regular rate will be charged.

3 REGISTERED. TRADE MARK. "THREE IN ONE" COMPOUND FOR BICYCLES AND GUNS.

PREVENTS RUST, CLEANS, LUBRICATES.

ITS RUST PREVENTIVE QUALITIES ARE MARVELOUS
AS A LUBRICANT IT HAS NO EQUAL
ITS CLEANING PROPERTIES ARE UNSURPASSED
DOES NOT EVAPORATE, GUM OR HARDEN.

ALL DEALERS SELL IT.
MANUFACTURED BY
GEO. W. COLE & CO. 111 BROADWAY, NEW YORK.
SEND FIVE TWO CENT STAMPS FOR SAMPLE.

A marvel of artistic design and substantial construction. . . . . PRICE $1.50



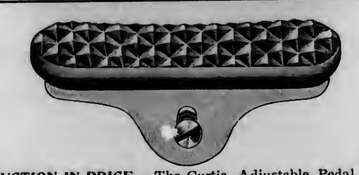
The New
TOURIST CYCLOMETER.
Send for Circular.
W. S. BIGBY,
31 and 33 Fulton St., Brooklyn, N. Y.

BICYCLE COMBINATION LOCK.



Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.
PACKARD & CARTER MFG. CO.,
Agents wanted. Malden, Mass.

BICYCLE RACING POSTERS
SECRETARIES OF BICYCLE CLUBS ARE INVITED TO SEND FOR SAMPLES
FRANK SING 15 COURT SQUARE BOSTON



REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.
THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.



With Silk Covered Braid, 50c. All Silk Braid, 75c.



Electrotypes Furnished Dealers. Discounts on Application.

TIE CO., BOX G. UNADILLA, N. Y.

Heath Ball Valve Pump
AND
Universal Coupling.

The Standard Bicycle Pump the World Over.



Do not accept some other pump "just as good as the Heath," but insist that you get what you pay for and not some inferior infringing pump that costs you as much or more money.

Order from your jobber, and if he will not supply Heath Pumps, write direct to the sole manufacturers.

S. F. HEATH CYCLE CO.,
Minneapolis, Minn.

N. E. Agents—ELASTIC TIP CO., - BOSTON.

Mention The L. A. W. Bulletin.

WHAT DIVISIONS WILL DO.

WHAT is there in it for me? is the question that rises to the lips of many men when they are asked to enlist in an enterprise or put forth money to promote a cause. Under the scheme of work adopted by the L. A. W. the divisions get the greater share of money and engage to do a greater share of the work. The National organization issues the BULLETIN and shares the expense with the divisions. Recruiting cannot well be done by the National officers because they can employ only generalities in setting forth the advantages of membership. Each division offers inducements according to the special needs of its section or dependent upon its resources. Here are a few of the many things that are offered this year:—

ARKANSAS.—A small division, but a lively one. With few members they have but a small income and can do little in the way of inducements. They have given a free renewal to every member who was on the list last year and paid for the BULLETIN for each. Many of the smaller divisions employ this plan. They recognize that they cannot give out road-books, maps, etc., as the large divisions do, and so they give two years' membership for one fee. They can well afford to do this and it is the best way for them to show tangible results.

COLORADO promises to issue a road-book sometime during the season, which will be given free to L. A. W. members in the division and sold for 50 cents to League members outside of the division. The division gives legal protection to members. Any of the following prizes will be given to each member securing the designated number of members: Ten members, L. A. W. badge, $5; twenty-five members, bicycle suit, $15; fifty members, gold watch, $25; seventy-five members, diamond, $50; 100 members, Victor bicycle, $100. Applications sent in competition for these prizes must go to the secretary-treasurer, H. M. Booth, in order to be credited.

INDIANA will offer a prize of a gold L. A. W. pin or badge to all members who will secure ten new members.

KENTUCKY.—The secretary-treasurer writes us as follows: "We issue a road-book. It is furnished gratis to all new members, and occasionally a duplicate copy is given to an old member who has lost his copy, or who can put up a sufficiently artistic lie about it to satisfy the critical taste of the secretary-treasurer. The price originally fixed for non-members was $1.00, but we have been letting them go at 50 cents during the past year."

MASSACHUSETTS gives to every new member a road-book. It gives to every member reduced rates to the races at Waltham on Decoration Day and at Springfield in the fall. It gives an expensive souvenir at every meet, and the ball, at Boston in the spring, Cottage City in summer, and Springfield in the fall, is free to every member.

MICHIGAN will issue a road-book. This road-book will be distributed free to all present members of the division who renew their membership, as well as to all applicants joining the division this year.

MINNESOTA will give to every member who renews, and to each new member, a set of road maps of the State. The maps are on a scale of six miles to an inch, and show all the roads, with special description of them. They will not be sold to outsiders; but to League members outside of this division the price will be $1.

MISSOURI is going to give a new road-book to every member. This is now in the printer's hands and it promises to be a good one. The division will allow a cash commission of 25 cents for every new application, provided that all applications are sent to W. M. Butler, secretary-treasurer, 2636 Osage street, St. Louis.

NEBRASKA offers special privileges at the State Meets, makes a standing offer of a reward of $25 for the arrest and conviction of the thief who steals a bicycle from a member of the division, and will issue a hand-book later in the season.

NEW HAMPSHIRE offers a new road-book, which is now in the printer's hands. This will go to every renewal and to every new member.

NEW JERSEY is host this year. She will give to every member of the division a hat-full of benefits at Asbury Park. An arrangement has been made with a party who sells cyclometers to give a discount of 10 per cent. to League members.

NEW YORK gives a road-book of 170 pages to every applicant until the present supply is exhausted. In addition every member will receive the new tour book which will be issued May 1. This contains very many popular and delightful tours, with maps and descriptions, and containing the latest list of division officers, consuls and hotels. It describes *140 separate tours* carefully

selected and described, naming *all towns* on each route, giving *distances between towns* and naming *best hotels*. Thirty-one tours for New York City and Brooklyn wheelmen; thirty-five tours for Albany wheelmen; twenty-one tours for Buffalo wheelmen; nine tours for Rochester wheelmen; tours from Binghampton, Troy, Utica, Poughkeepsie, Newburg, Syracuse, Olean, Cortland, Lockport, Batavia, Oneonta, Jamestown, Plattsburg; tours to Washington, Boston, Providence, Asbury Park, Chicago, Gettysburg, Natural Bridge (Va.); tours to Saratoga Lake, to Lake George, to the Adirondacks, to the Catskills, to the Thousand Islands; tours on Long Island, on Staten Island, and through the interior of the State; tours in New England, in Pennsylvania and New Jersey. "A club run" is laid out; a century run for New York City riders; a "half-holiday run"; "Around Long Island," etc., etc. A Division Meet will be held at Coney Island in June. League members will have free entrance to the races, and everything else will be free to them.

NORTH CALIFORNIA.—The division offers legal protection to the member; a road-book will be given to every new member. These books are very elaborately gotten up, containing maps of all parts of the territory covered by this division, giving descriptions of the roads, their condition—whether mountainous, level or rolling—and the exact distance between all points that can be reached by a wheel. The books are only procurable by members of the L. A. W. The annual race meet of this division will be given at San Jose, on July 4th, by the Garden City Cyclers, upon their now world-famous third-of-a-mile cement track. Admission to the races, the hospitality of the Garden City Cyclers, the many fine runs, and the immensely good time, are all included in the annual dues.

OHIO.—The division offers a reward of $25 to anyone furnishing evidence that leads to the arrest and conviction of any person stealing a bicycle from any member of the Ohio division. (Two rewards were paid in '94). The division pays for legal assistance necessary to defend the rights of wheelmen in the State. The division offers to every League club a rebate of 25 cents for each member who renews his membership in the L. A. W.

PENNSYLVANIA.—The chief consul writes: "We will give new 1895 Road Book to every member; price to non-League members $1.50. We take care legally of all members whose rights on the road are infringed, without cost to them. Membership, in addition, secures reduced rates and better service at League hotels and at League meets, etc. Applicants and members who desire to renew may have the road-book earlier if they send their fees direct to Mr. John J. Van Nort, Scranton, Penn."

RHODE ISLAND.—The chief consul writes: "We issue a road map, to one copy of which each member of the division is entitled. The price for extra copies to L. A. W. members is 25 cents; to non-members, 50 cents. We also issue a road-book, to one copy of which each member of the division is entitled. The price for extra copies is: to L. A. W. members, 50 cents; to non-members $1.00. We propose, in conjunction with the Massachusetts division, to have special favors for our L. A. W. members desiring to attend the Massachusetts May Meet and the Asbury Park Meet, such as the carriage of wheels free, if possible, etc."

WISCONSIN.—The Wisconsin division will present to each member free, a renewal of his membership for one year, provided he will forward to the State secretary, M. C. Rotier, 505 E. Water street, Milwaukee, within the next thirty days, the applications of two new members, accompanied by the required sum of money.

DIET FOR RIDERS.

WHEELMEN who intend taking a long excursion should eat a hearty dinner the night before, go to bed early and start on the road at seven o'clock the next morning; do not start before breakfast, eat sparingly, but do not be satisfied with a cup of coffee. Drink as little as possible on the road, especially no wine or beer, but drink cold tea if it can be had. If not, the best drink is a glass of Vichy. It may not be agreeable to some but it quenches the thirst without weighting the stomach. Anisette or peppermint with water or warm milk are very much recommended by cycling physicians. Eat only light food at noon, eggs, fish and meat, few vegetables, no salad, no spices, no lobster, no shrimps, no onions, no mackerel and no pastry of any kind. During the meal drink cold tea or if one must, red wine diluted with water, or mineral water, but no seltzer.



WIDE TIRES.

They should appeal to the farmer's selfishness as well as his patriotism.

WHILE the movement for improved highways has not yet accomplished what was expected of it in some sections of the country, the agitation of the question has served to educate the people not only in relation to the value of good roads but also as to the means of preserving serviceable highways when once secured. It is now generally recognized that the use of wagons with wide tires is one of the indispensable aids to the maintenance of permanently good roads, and the near future will undoubtedly witness the practical desertion of the narrow tire for all heavy wagons.

The extent to which the value of wide tires has come to be recognized is shown by the fact that during the past twelve months the Legislature of nearly every State, including Vermont, has been asked to pass a bill providing for the compulsory adoption. The State of New Jersey has already adopted a law of this kind, and it is reaping the benefit in the possession of the best roads in the country. With wide tires in general use even the present country roads will improve, for wide tires serve as rollers to make the roadbed more compact instead of cutting deep ruts as do heavily loaded wagons on narrow tires.

One of the strongest objections raised against the proposed change in different States, is the loss which it would impose on farmers in compelling them to sacrifice their present narrow tires. Different suggestions have been advanced for the purpose of lightening this burden. In some States it is proposed to have the wide tire law take effect a few years hence, while others, including Pennsylvania, are considering the project of allowing to those who use draft wagons with tires not less than three inches in width, a rebate of one-fourth of their highway tax.

While the laws proposed are in some instances commendable as to some of their features, the chances are that this problem in many States will be left to work out its own solution. It is a significant fact that farmers, in Vermont, as well as elsewhere, are generally buying wide-tire wagons, because they are convinced of the many advantages of the increased width of tire for themselves as well as for the public highways. Wagon dealers say a surprisingly small number of heavy draft wagons with narrow tires are now disposed of in the market, and it is not impossible that by the end of the present century, a little over five years hence, the narrow tire may have practically disappeared as a subject of legislation.—*Burlington Free Press.*

Road Racing Under Difficulties.

A rumor was current on the street to-day that there was to be a bicycle race on Bellevue avenue this afternoon, between two members of the Newport Reading Room, the course being from the Clubhouse to the Ocean House and return. In consequence, there was a fair-sized gathering of spectators strung along the course at 12:30 o'clock, the time set for the start. It was some minutes after that hour, when the first of the riders, arrayed in a big, white sweater, and nonchalantly, though laboriously, pedaling along on a ladies' wheel, was seen coming up by Touro Park. He was going about as fast as a slow walk, and seemed to have no easy thing of it, keeping the wheels upright on the shiny roadbed. Every one thought he was out for a preliminary canter, to warm up for the real work of the race, until contestant No. 2 appeared. He wore his regular street costume, save for a pair of knee breeches, and was making, if possible, slower time. By the time No. 2 reached Bath road, No. 1 had fallen from his wheel several times, had reached the Ocean House, and after several futile attempts to re-mount the wheel for the return trip had taken it upon the Ocean House piazza, where he secured a seat for the return. This was the eventful part of the proceedings, as No. 1 failed to keep his machine in riding position, even as far as the King block. By this time, No. 2 had successfully reached the first goal, gracefully fallen in the mud while trying to turn, re-mounted his wheel for the return, and was coming along in good condition till almost in front of the Casino,



STOP PULLING OFF YOUR TIRES.

$25.00 Reward

For first puncture.

USE

Werneth's Puncture-Proof Tire Armors

Then you may ride with impunity over **Nails, Tacks, Glass, Growlers, Barbed Wire, Etc.**
Sent free by mail on receipt of price, **$1.50 per Pair.**
Liberal trade discounts. Stamps taken.

BEWARE OF FAKES AND IIMITATIONS.

F. J. WERNETH CO.,
806 Druid Hill Ave., - - BALTIMORE, MD.

NOTICE.

Reduction in Retail Selling Price.

THE LOEW CYCLOMETER 10,000 MILE

With independent Trip and Single Mile Dials . . . .

$2.60 Each.

Dealers please write for revised quotations.

CAPITOL MFG. CO.,
Sole Mfrs. and Licensees,
125-137 Rees St., . . . CHICAGO, ILL.



CLUB PINS, PRIZE MEDALS, ETC.

State the Events when sending for Designs.

JOHN HARRIOTT,
3 WINTER STREET, - BOSTON, MASS.
Established 1860.

WRIGHT & DITSON,
344 Washington St., BOSTON.

Are Special Agents for the

TRADE HYGRADE MARK

Hygrade Bicycle Stockings.



The **Hygrade** is by far the finest stocking ever made for Bicycle use, it is pretty, comfortable and serviceable.
Every rider should have a pair.
COLORS: Black, Navy Blue, Gray, Brown and Crimson will be sent upon receipt of price.

Hygrade Stockings, Per Pair, $1.50.

Our **Bicycle Uniforms** are the finest on the market.
Special Price to Clubs. Send for Catalogue.

WRIGHT & DITSON, 344 Washington Street, BOSTON.
Wholesale, 95 Pearl Street.

when the wheel balked. This part of the road has a newly-laid line of gas piping about in the centre, and a coating of shiny mud on either side. Neither rider had been thoughtful enough to provide running spikes for his shoes, and it was impossible to get a start to re-mount the wheels. No. 1 had the advantage in having a ladies' wheel, but No. 2 was the most persistent in trying to re-mount. The results were the same; both riders trundled their wheels back to the starting line.

Every one among the spectators agreed that it was no race, and they appeared to be right. There was nothing in the event that showed that there was no intention to have a race: it was simply an object lesson to illustrate the fact that the entire avenue is badly in need of improvement, if bicyclists are to successfully ride over it this season, and each rider made a completely successful exposition of this proposition. The section south of Bath road, which is to be shortly improved, is no worse than the section north of Bath road, and so far as to-day's riders are concerned, wide-tired wheels with spikes are absolutely essential to a successful bicycle ride on that part of the avenue. —*Newport* (R. I.) *News.*

Good for Col. Greene.

The subject of good roads is receiving more and more attention, and in an address recently delivered at Union college, Colonel Francis Vinton Greene gave some figures which should prove of special interest to farmers and manufacturers who pay for hauling heavy loads. Colonel Greene said: "It has been proved, not only by mechanical experiment, but by actual test, that the same force which draws one ton on a muddy earth road will draw four tons on a hard macadam road. On the improved roads of New Jersey, loads of four to five tons are habitually drawn by a two-horse team. This effects a saving of fully three-fourths of the cost of hauling to the station, and reduces the cost of road transportation from thirty cents to seven and one-half cents per ton per mile. What this saving amounts to may be imagined, when it is known that the New York Central railroad carries nearly 20,000,000 tons of way freight in a year. If this is hauled only two miles by road, to or from the station, and a saving of twenty-two and one-half cents per ton per mile could be effected, it would mean a total saving of $9,000,000."

Harper's Weekly, commenting on this statement says that "in other words, the question of roads in many of our agricultural communities is a question of farming at a loss or at a profit." The wheelmen have done much to secure the betterment of our highways and the policy of doing permanent work, which is in force wherever the views of intelligent road builders prevail is approved by the tax payers, who know that in the end such construction is the cheapest.—*Springfield* (Mass.) *Union.*

An Object Lesson for Ottawa.

Ottawa is crying for better roads, claiming to have suffered the loss of much trade because the cities of Utica and La Salle could be reached in better shape.—*Streator* (Ill.) *Free Press.*

They are After Him.

If we have poor roads any longer it is the fault of the people. Just read this section of the highway laws of this State:

Chapter 3, Section 27, of the Highway Manual of New York.—An overseer of Highways may be indicted for a wilful neglect to keep the roads in his district in repair, under section one hundred and fifty-four of the penal code, which reads as follows: "Where any duty is or shall be enjoined by law upon any public officer, or upon any person holding a public trust or employment, every wilful omission to perform such duty where no special provision shall have been made for the punishment of such delinquency, is punishable as a misdemeanor."

Section 29 makes it obligatory upon commissioners of highway to prosecute any overseer for neglect of duty.—*Carmel* (N. Y.) *Courier.*

AN AGRICULTURAL PROBLEM.

If wood is eight dollars a cord, how much can a farmer make, during the season, when it takes four horses to haul an empty wagon?

Tramps should be furnished with blanks, so that they may make notes of the condition of the roads.

"Weary Walker, the road inspector," would be an improvement.

We already have a good guide-post law in Massachusetts and shall do what we can to enforce it.

"Who, by taking thought, can add one cubit to his stature?"

Answer. The rider who will "sit up."



Sea Wax

The Essence of the Sea.

The Marvellous Rheumatic Remedy and Pain Deliverer.

Athletes, Cyclists, Baseball Players,

Horseback Riders, Boxers and Oarsmen

Will find Sea Wax particularly effective in all cases of

Stiffness of Joints, Soreness of the Muscles, Sprains, Sore Throat, Lameness, Bruises, Rheumatism, Sciatica, Etc.

It renders the joints and tendons supple and flexible. It relaxes and strengthens the muscles.
It relieves the pain in the knees experienced by bicycle riders.

75 cents per Bottle, Postpaid on receipt of price. Ask your druggist for it.

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"UNIONISMS"

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THE track and road races of 1895.



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All specifications strictly "up-to-date" and on a par with previous UNION workmanship.

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239-243 Columbus Ave., Boston, Mass.

Our "Book on Bikes" Free.



A RUN THROUGH THE BICYCLERS' PARADISE.

BY W. A. WADDELL RODGER.

ENGLAND is well named the "Bicyclers' Paradise." Eighty miles a day is a "comfortable run," says a friend, who has bicycled England from north to south, from east to west. But eighty miles a day is just a trifle too much for best results and highest enjoyment.

The professional man, worn by study and care, can renew his youth and lengthen his life lease by donning his bicycle suit and taking passage on an ocean greyhound. On arriving in Liverpool let him join a bicycling club and, with Murray in hand, map out his route. He will often meet congenial companions on the way.

We went first to London, England's great nerve centre, and took rooms in Chelsea, where Carlyle lived and worked and grumbled. Here we rented a prettily furnished parlor and bedroom, with service, for $2.50 per week. Service includes light, heat, cooking and serving of food: the cost of the latter depends upon the taste of the individual.

We spent a couple of weeks in the vicinity of London, visiting St. Paul's, Westminster, the British Museum, the National Gallery, Windsor Castle and Runnymede, the birthplace of English liberty. Then we ran down through an immense landscape garden to Bristol, the birthplace of Southey and Hannah More. A fine old cathedral with some exquisite bits of Norman architecture, and a run through Clifton Gorge were reward enough for the journey. Clifton Downs alone, in June, are worth crossing the Atlantic to see. Imagine a great park with driveways smooth as asphalt, stately old elms and hawthorne trees innumerable, covered with white blossoms, so fragrant that the gardens of Araby are odorless in comparison and you will have a faint conception of Clifton Downs in June. The Gorge, two hundred feet deep, through which meanders the gentle Avon, is rich in treasures geological and botanical, and is the despair of the artist. He longs to portray the chasm with its precipitous sides, revealing the Lower Red Sandstone, then covered with rich verdure of shrub and flower and fern.

From Bristol we cycled to quaint old Exeter, which existed when Cæsar invaded Britain and which boasts of one of the finest cathedrals in England. The ancient guild hall, still in use, is eight hundred years old.

Through green lanes, the sod dykes of which are simply a frieze of buttercups, daisies, ferns and foxglove, we wheeled to Torquay and Teignmouth, picturesque seaside resorts. Here again we took furnished apartments and enjoyed the quiet and freedom of home life. Devonshire is well named "the garden of England." We would fain spend the summer amid its lovely scenery, but must see Bath, "beautiful for situation." Bath, or Aqua Sulis (the Roman name) has several hot mineral springs, the efficacy of which the Romans soon discovered and built a fine suite of baths, part of which were discovered in 1755. In 1880 the great bath was excavated: it had been filled in and over it buildings erected. Those are now removed, laying open an enclosure one hundred feet long by sixty-eight wide. The roof is gone but the circular recesses used for dressing rooms still remain. The bath, surrounded by a broad platform, is of brick concrete lined with lead. A flat leaden pipe still conducts the hot mineral into the bath as it did over fourteen hundred years ago. The lead of that day not being deprived of its silver element was much more durable than is the lead we use. Columns and fragments decorated with sculpture, have led to the belief that these baths at Aqua

RICE'S WATERPROOF BELT CAPE

FOR BICYCLERS AND TOURISTS,

Patented by Col. E. Rice, U. S. Army.



Folded as a belt 2 inches wide for waist or small package weighing only 11 1-2 ounces, fastened to handle bar or frame of machine. An effective light protection to the rider in case of sudden shower or storm, and protecting machine from wet and consequent rust which is equally important. Will be appreciated by wheelmen and tourists. Sure of a large demand all over the country.

Price, $3.50. ***Will send belt by mail on receipt of price.***

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Sulis were in beautiful gardens, such as Pliny describes in Rome. Bath has a fine old abbey and still preserves much of its ancient prestige, but is not quite so fashionable a resort as when Beau Brummel and Lord Chesterfield there held court and led the fashion in dress and manners.

Seldom ever is it too hot to take a twenty or thirty mile run over the smooth English highways, those perfect roads which the Romans taught our ancestors how to build. The advantage of belonging to a cycling club is that each member has a list of hotels, in both town and country, in which he will obtain excellent accommodation at lower rates than the ordinary guest. English country hotels are clean and homelike, the food good, well cooked and served and the rates very reasonable.

Cambridge and Oxford should both be included in the trip from Bath to the charming lake district, made ever notable for its associations with the poets Coleridge, Keats and Wordsworth. Here the traveler must leave his wheel and climb the heights of Skiddan and Helvellyn if he would see the beauty of this exquisite region. Ullswater, Derwentwater, Todore — what memories of poetic beauty the very names awaken! Rydal Mount, the home of Wordsworth, covered with clinging vines and embowered in shrubbery suggests poetic leisure and quiet.

A run of a couple of days carried us back fourteen hundred years from the peace and poetry of Rydal Mount into the camp of the warlike Romans. Here is that same old Cilurnum which *we* so painfully excavated word by word in college halls, in the days of our youth. Little we dreamed that our eyes would ever behold it; that we should walk through its portals and through the armory and treasury, hidden by old Mother Earth for so many ages, now laid bare to 19th century eyes. It took thirty years of steady digging! At Chesters, five miles from Hexam, may be seen this skeleton of a Roman camp. It was built into the famous Roman wall, which crosses the northern part of England from the Tyne to the Solway. Antiquarians are not agreed as to the dimensions of the wall: Bede, the earliest writer, says it was twelve feet high and eight wide. Last summer we found a portion of this Roman wall still standing, which was about six feet high and eight in width. On its northern side is a deep ditch, filled up in many places, but in others it still measures "thirty-four feet across and is nearly nine feet in depth." On the south side of the stone wall and running parallel with it is an earth wall. The stone wall winds like a huge serpent across the valleys and over the hill tops, always taking the highest points. Camps enclosing four or five acres, were situated at four mile intervals from one end of the wall to the other. Each camp had its name and quota of soldiers; between the camps were mile castles and between the mile castles turrets or watch towers in which sentries kept watch. The cost of the wall is estimated at "five million dollars, and at least fifteen thousand men must have been required to garrison it." One can imagine how those poor natives, with their bodies painted blue, must have groaned under the foreign yoke, as bands of Roman soldiers went foraging through the country. The wall is built of the best freestone, which often had to be carried many miles. The outer stones are somewhat wedge shaped and about equal in size; the interior of the wall consists of rubble and mortar.

The camps, with one or two exceptions, are grass grown mounds over which the sheep browse. In Cilurnum so many altars, statues, vases, columns and other relics were found, that the owner is now erecting a museum for their safe keeping.

Quite as interesting as Cilurnum, is the governor's villa, a few rods distant, on a sunny slope on the bank of the Tyne. Remains of a massive bridge leading from the other wooded bank, are still seen on the shore and below the brown, rippling water. Only the roofless lower story of the villa remains, the broken walls are still eight or nine feet high, with here and there a tuft of moss and a bunch of fragrant, brown wall flowers, hiding decay with beauty. There are nine rooms, curiously arranged: the floor is raised on pillars, about two feet from the ground. It consists of flagstones, with a layer of mortar between the upper and lower stones. The Romans warmed their houses by means of hypocausts, a method somewhat similar to our American furnace system. The hypocaust connected with the governor's villa at Cilurnum, was situated outside of the house, on a level with the lower floor. Here, in a small stone chamber, the fire was lighted, and smoke and hot air forced under the building. Already the terraced stone floor, though excavated, begins to hide itself beneath mosses and lichens. What tales these silent grey stones, fourteen hundred years old, might unfold! One can almost see the proud sentries in tunic and helmet, pacing back and forth before the gates. The governor,

THE ELLIOTT
PAMPHLET STITCHING MACHINE.

Stitches any thin book or pamphlet with thread, making a double stitch, tying a square knot and cutting off the thread, all at one operation.

AS a matter of history (and egotism), this is the first and only machine that ever stitched *and tied* work of this kind.

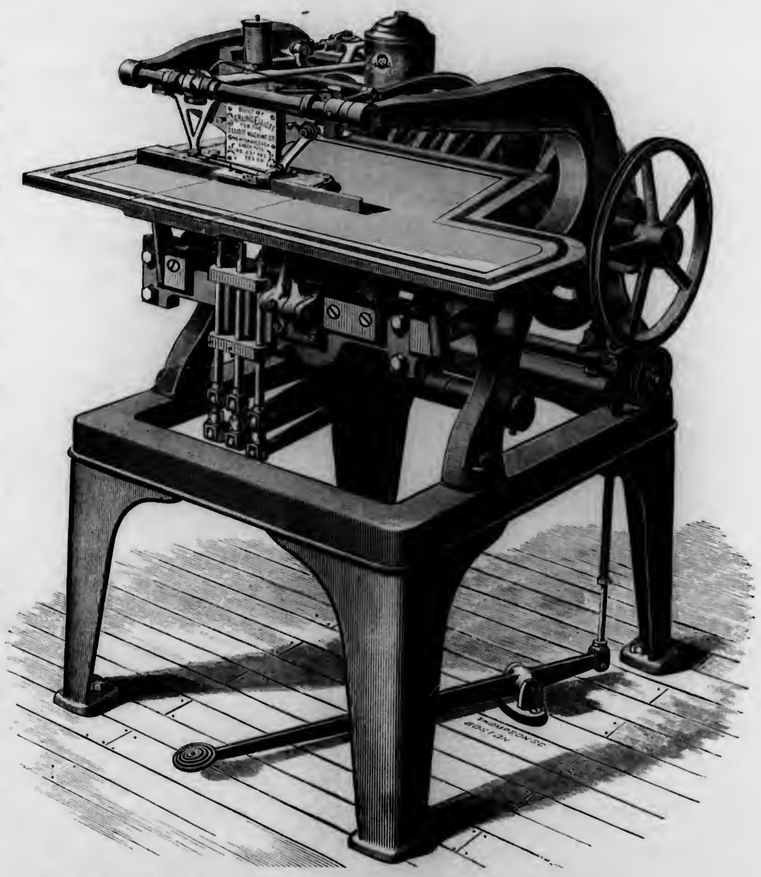
It ties a perfectly square knot, ties it close against the paper, leaves no slack, and wastes no thread.

Its speed is only limited by the ability of the operator to feed it.

A fair average is about 30 per minute, or 18,000 per day.

The same machine also ties a loop in the corner of a book by which it may be hung up.

The work of this machine is equal to the very best hand-stitching, and is done at a much less cost.



Publishers of the Youth's Companion, Boston, use thirteen of these machines. It is also used extensively by the Harper Bros., New York; the Boston Mailing Company, and many other large concerns. . . . . .

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Send Stamp for Sample of .·. .·. .·.

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in Roman toga, is seated in the central hall: a wretched native has been caught in some petty misdemeanor; the stern-faced lictors stand ready to flog the poor wretch. Ah! poor Britons, fight against it as you may, not for two centuries more will the hated Roman yoke be lifted from your shoulders.

Yet grievous as was the rule of Rome, it brought to the savage Briton law and a comparatively high degree of civilization.

Following the Roman road to the Solway has again brought us to Liverpool. Our ship lies in the bay, the cyclers' heart dances to the tune of Yankee Doodle. Eight weeks of vigorous exercise in the open air have cleared the cobwebs from the cyclers' brain, strengthened his muscles, sent the blood coursing through his veins, as it did when he raced through the woods after chipmunks. His trip has not cost him $200, yet he declares he is a "new man."

STOLEN at Dedham, Friday evening, April 19, 1895, Lovell Diamond No. 22,189, Model 17, 1894, 25 in. frame, front tire Palmer racing, rear Road tire, wooden rims, Hunt saddle, racing handles. Address WILLIAM CARROLL, Stoughton, Mass.

MARION WOOD RIMS.

"Cherry Rims" H. T. SCORCHERS.

MARION WOOD RIMS.



Light Weights

Large Tubing

Any Tire Desired

Finished in Black or Cherry

Any Height of Frame

Built to reach

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WHAT ELSE DO YOU WANT?

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RALPH TEMPLE CYCLE CO., 2208 Michigan Ave., Chicago, Ill.—Agents for Illinois, Iowa, N. and S. Dakota, Minn., Wis., Wyoming.
GEO. WORTHINGTON CO., Cleveland, Ohio—Michigan, Eastern Ohio, Western New York, Pennsylvania (excepting Philadelphia).
BURTIS & ZIMMERMAN, Asbury Park and Freehold, N. J.—N. J.
PORTER & GILMOUR, 1773 Broadway and 16 Warren St., New York—New York City.
MORGAN & BEACH, Ft. Wayne, Ind.—N. E. Cor. of Indiana and adjoining counties in Ohio and Michigan.
O. S. POTTER, care of H. P. Gregory & Co., San Francisco—California
A. L. DEANE & CO., 1116 Farnam St., Omaha, Neb.—Nebraska.
DENHARD MFG. CO., Louisville, Ky.—Kentucky.
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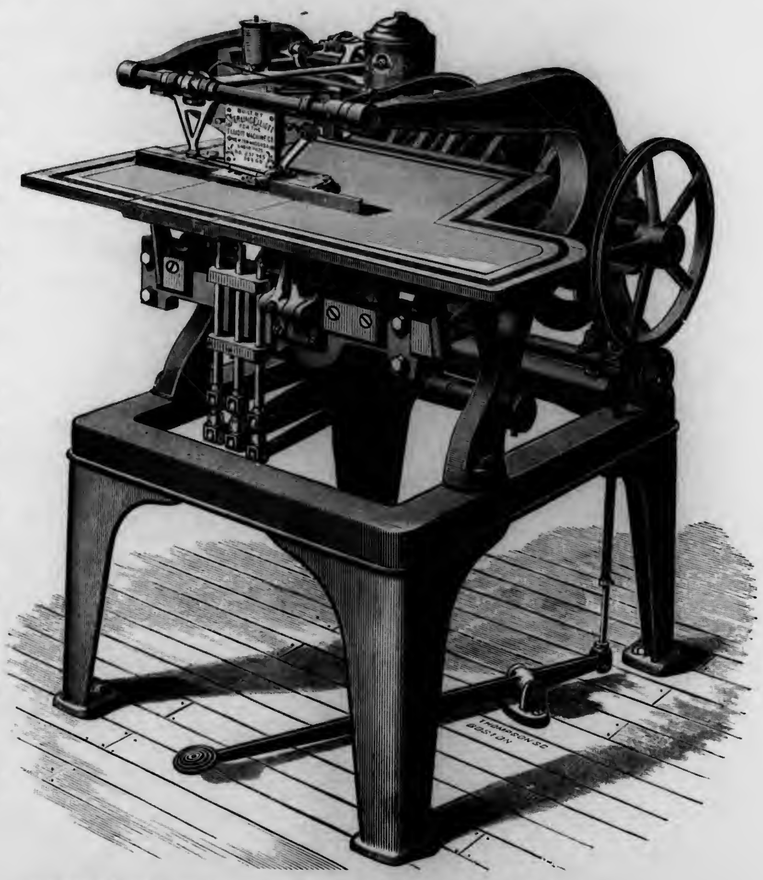
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THE NARROW TIRE.

"It acts as a knife."

A BILL has just passed the State Senate that has in it a solution of the good roads question that is both practical and comparatively inexpensive to the community at large. It is the bill requiring all wagons and carts to use a tire not less than four inches in width, and while at first blush it might seem like a scheme to enrich the wheelwrights at the expense of the general public, it in reality saves dollars by the hundred for the community. The question of good roads for Long Island divides at the point as to whether the people shall bond their taxable values for the great expense of macadam roads, or whether there is some means of accomplishing the same end practically, at less expense, and in a way to make the roads maintain themselves at no greater outlay than at present.

There is of course no question as to the immense superiority of macadam roads. They are practically indestructible — and huge loads — four or five tons, can be easily drawn by two horses.

From every point of view they are the cheapest in the end; the road that ought to run by the door of every farmer on the Island. But the first cost (which competent engineers estimate for this locality at $3,000 per mile, sixteen foot roads, twelve or fourteen inches thick) is to most farmers the great obstacle. It is true that experience proves that $10 per mile per year will keep them in repair; and as heavy loads can be hauled in winter as in summer. But farming land thinks it can't stand such a tax even if spread over twenty years. Now, what else is there? Well, we have good loam for our roads in abundance. The shrub oak soil on the plains is most excellent for that purpose; but we hone up our roads in the spring, summer or autumn; whenever we are not doing anything else; roll them a bit and fill in a puddle here or there; and then immediately begin to cut them to pieces the very next day, and keep cutting them until next year at the same time. We don't realize that we are deliberately making ourselves needless expense; that there is a better and cheaper way. We cut them to pieces by putting one to two tons on a two inch tire. For packed loam that is a knife. If we put that same load on to a four inch tire, the road commissioners could sell the rollers they now have, because every time every one of us travelled over the road we should roll it into a hard, firm bed, quite as effectually as the roller now does. We should be "working out our road tax" three hundred working days in the year. If we were *all* required by law to use wide tires, no man could shirk his share of keeping the roads in good shape. We could carry heavier loads to market with the same expenditure of horse flesh. No *one* section of the Island would secure the benefits of good roads. The whole road system would be good, from Brooklyn to Montauk Light. That means more business — more city people to build, aud to leave their dollars with us for summer produce — to build because they can drive without being mired in mud or stifled with dust. It means better, easier, cheaper communication, and that means LIFE.—*Bay Shore* (N. Y.) *Journal.*



A GOOD IDEA.

S. Ewart & Co. of Pittsburgh, have been experimenting with wagons and car tracks. The above picture shows the result. They find that by having axles just the length to allow one wheel to run on the top of track while the other goes inside, the pulling out of the tracks with a load is very easy, whereas with a wagon which "fits" the track it is difficult and hard work for the horses.

This obvious improvement leads us to quote:

"Man advances in proportion as he mingles his thought with his labor."

The heaviest tax paid by mankind is the mud tax.

"ON, STANLEY, ON."

FOR SNAP SHOTS

Stanley

USE THE

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FOR LANDSCAPE WORK

WHERE TIME EXPOSURES ARE REQUIRED

USE THE Stanley "35"

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects.

The Stanley Plate is sold by the principal dealers in photographic goods.

If your dealer does not handle them send direct to the factory.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

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Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

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FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

THE RENEWAL SEASON

The renewal season is now open, and we are ready to receive the annual dues of members.

All memberships expire March 31, and must be renewed before June 1.

Members have but sixty days to renew this year. In previous years they were given to July 1st. Don't forget this.

After June 1st a member will be fined 15 cts. for each month he is in arrears.

RHODE ISLAND DIVISION.

Attention! all ye whose membership expired March 31, 1895, (and that means every member of this division):

Renew! Renew!

Don't wait. Send in your dollar *now* —then you won't forget it. "He gives twice, who gives quickly," you remember.

Besides, you all want the L. A. W. BULLETIN; but you won't get it after the first number, until you do renew; and how are you going to know what is going on in this Division, or elsewhere, if you don't get it?

So as I said before:

Renew! Renew!

P. S. You can send your dollar to Nelson H. Gibbs, Secretary-Treasurer of this Division (288 Westminster St., Providence), or to Abbot Bassett, Secretary L. A. W. (12 Pearl St., Boston), whichever you please; either will answer.

GEO. L. COOKE, *Chief Consul.*

PROVIDENCE, R. I., April 2, 1895.

Committees.

I have appointed the following Committees:

Touring and Transportation.— Frank W. Crandall, Chairman, 113 Point St., Providence; Wm. J. Mandell, Providence; Consider B. Burnham, Auburn.

Rights and Privileges.—Geo. L. Cooke, Chairman, Box 1101, Providence; Nathan W. Littlefield, Pawtucket; Chas. C. Mumford, Providence.

Improvement of Highways.— G. Richmond Parsons, Crompton Co., Providence, Chairman; Leo Kaufman, Newport; John Jenckes, Nayatt Pt.

Racing.—James Smith, Chairman, Box 1299, Providence; Edgar E. Brown, Providence; Frank E. Elliott, Providence.

Recruiting.—Percy A. Harden, Chairman, care of C. H. George & Co., Providence; Chas. A. McCallum, Central Falls; Herman F. Morlock, Providence; Chas. S. Welles, Woonsocket; Charles E. Champlin, Westerly; Thomas Twigg, Newport.

GEO. L. COOKE, *Chief Consul.*
Providence, R. I.

PROVIDENCE, R. I., March 12, 1895.

At a special meeting of the Board of Officers held this evening it was voted—That the Secretary of the League of American Wheelman be and is hereby authorized to retain for the use of the League forty (40) per cent. of all initiation fees of members joining from this Division between Feb. 1st and Aug. 1st, 1895, inclusive, on condition that in case of any assessment upon the Divisions by the Executive Committee of the L. A. W. between the date hereof and the 1st day of March, 1896, the amount so retained by the Secretary shall be deemed as payment of this Division's proportionate share of said assessment if sufficient thereof, and if not sufficient, then for so much thereof as the same will satisfy.

Also voted—That no Road Books or particular benefits of this Division be allowed any member unless he subscribe for the L. A. W. BULLETIN.

Also voted — That Sec. 5, Art. III of By-Laws be amended to read "Four" instead of "Five" members of the Board shall constitute a quorum.

NELSON H. GIBBS,
Secretary-Treasurer.

NATIONAL ASSEMBLY.

(Continued from April 12th.)

A letter was read from Mr. A. G. Spaulding, President of the National Board of Trade of Cycle Manufacturers, asking that the L. A. W. appoint a committee to confer with that organization with a view to co-operating in work to advance the interests of cycling, to promote the cause of highway improvement and to purify the sport by the adoption of methods to control racing men who have contracted to ride for manufacturers.

Moved by Mr. Mott, that the Chairman of the Racing Board and the Executive Committee be constituted a committee of Conference with power to act. That this Committee have power to take action that shall be of advantage to the L. A. W., and that to this end they be instructed to confer with the National Board of Trade of Cycle Manufacturers, as suggested in the communication.

Mr. Knight of N. J. spoke of the case of one Goodrich, a resident of New Jersey, who was injured in Massachusetts, and he asked which Division should prosecute the case for the injured party?

He moved that it be the sense of the Assembly that whenever the rights of a member are invaded, the Division under whose jurisdiction the case occurs shall prosecute the case. Carried.

The following resolutions were presented by the Committee on Resolutions:—

Whereas, the delegates to this general Assembly have been partakers of the hospitality and good will of the new Manhattan Athletic Club and the New York Athletic Club, therefore be it

Resolved, that the General Assembly L. A. W., in this manner desire to acknowledge the courtesies extended and to return its thanks in appreciation of the spirit which prompted the same, and be it further

Resolved, that these Resolutions be spread upon our records, and that the Secretary is hereby instructed to forward copies of the same to the clubs herein named.

Passed unanimously.

The same Committee presented the following:—

Resolved, that the thanks of this Assembly are due and are hereby tendered to the retiring officers of the League for their manifest zeal in the cause and we desire to here enter on record a slight token of our appreciation of the manner in which they have conscientiously discharged the duties attendant upon their respective positions.

Carried manimously, after being amended to include Mr. H. E. Raymond of the Racing Board.

Mr. Potter moved that it is the sense of the Assembly that no legislation affecting the rights of wheelmen, shall be attempted or urged in any Division except by the consent of the officers of the Division in which the legislation is attempted. Carried.

The question of an official organ was taken up and discussed at length.

Mr. H. L. Perkins moved that the whole matter be referred to the Executive Committee with full power to act. Not a vote.

Mr. Geo. A. Perkins moved that the Executive Committee be instructed to authorize the Secretary to subscribe to a paper to be sent to each and every member of the League for one year and to provide that all official notices shall be published in that paper. Not a vote.

Mr. Potter moved, that when we adjourn, it be to Wednesday, March 6, at 10 o'clock A. M. Carried.

Moved that the Executive Committee elect be instructed to investigate and report on all matters connected with the establishment of an official organ.

Mr. Post introduced the following resolution:—

Resolved, that a special vote of thanks be extended Mr. C. H. Luscomb as Chairman of the Executive Committee, as well as to his colleagues, Messrs. Willison and Perkins, for the admirable financial ability displayed in raising the organization from a load of debt to a good financial basis, and be it further

Resolved, that a special vote of thanks be extended to W. M. Brewster for efficient services rendered as treasurer during the past eight years.

Mr. Raymond, Chairman of the Racing Board, announced that he had several applications for re-instatement to present to the meeting.

It was moved that the rules be suspended.

(To be continued.)

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS which I send in full payment of my initiation fee, one year's dues and subscription fee to the official publication of the L. A. W., under provisions of Articles III and VII of the Constitution. From the sum enclosed I authorize and direct you to pay to the publisher of said publication the regular subscription fee to League members and to enter my name as a subscriber. I certify that I am eligible to membership in the L. A. W. under the provisions of the Constitution and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State, ...

References, ...

.....

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose ONE DOLLAR for which please renew my membership and subscription to the L. A. W. publication for another year.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

L. A. W. Veteran Bar.

The veteran bar which has been adopted by the L. A. W. to be worn by the veterans of the organization, can be



worn above the League badge, or as an individual pin.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar.

Members holding numbers between 100 and 1656 are entitled to wear the bar at this date.

The bar is of gold with the word "Veteran" in enamel. Each bar must have the owner's name engraved on the back. All orders must be sent to the Secretary accompanied by the price of bar, $2.50.

We can supply any style or form of badge with bar. The standard badge retails for $3.00, and will be sent attached to bar if this sum is added to remittance.

SIXTY DAYS ONLY.

Members are notified that the renewal season is cut down to sixty days. In previous years, renewals were received to July 1st. This year the season ends JUNE 1st. Please remember.

ADDITIONAL BLANKS.

Application or Renewal Blanks may be had of the Secretary on application.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, April 26th, 1895.

Total 841.

Colorado — 6.

	Unattached.	
72,914	Swanson, J. V., 2512 Lincoln ave.	Denver
915	*Statton, Mrs. A. J.*	Monte Vista
916	McCreery, Rev. W. H.	Loveland
917	McCreery, Elbert	"
918	Beeson, R. L.	"
919	Riker, George H.	"

Connecticut — 5.

	H. W. C.	
72,920	Hutter, A., 32 Morgan st.	Hartford
	Unattached.	
921	Howard, A. E.	Burnside
922	Trimble, Roswell D.	Greenwich
923	Holmes, E. F., Drawer B.	Hartford
924	Adams, O. H., 35 Grove st.	Stamford

Illinois — 45.

	Aurora C. C.	
72,925	Curry, J. W., Fifth ave. and Ohio	Aurora
926	Kinney, Sherman T., 254 Garfield ave.	"
	Illinois C. C.	
927	Appel, Albert, 1032 Willard ave.	Chicago
928	Bentley, M. H., 203 E. Washington st.	"
929	Bliss, S. D., 1086 Monroe st.	"
930	Buckley, J. J., 895 Warren ave.	"
931	Burdick, C. P., Hotel Carnot, Clark and Jackson	"
932	Curtis, Roy, 614 Orchard st., Lake View	"
933	Clow, L. W., 1301 W. Madison st.	"
934	Dromond, F. C., 235 State st.	"
935	Dodge, W. W., 700 Warren ave.	"
936	Dunham, H. A., 3 Wabash ave.	"
937	Flinn, W. L., 741 Walnut st.	"
938	Glennie, A. E., Union League Club	"
939	Hazleton, H. T., 49 Dexter Bld'g	"
940	Henderson, G. W., 832 Warren ave.	"
941	Hull, Geo. W., 614 Park ave.	"
942	Hinckley, R. L., 584 Park ave.	"
943	Hansom, R. M., Northern Trust Co. Bank	"
944	Hyson, A. F., 813 W. Madison st.	"
945	Jones, Chas. E., 2706 Indiana ave.	"
946	Mechener, F. W., 75 Wabash ave.	"
947	Miller, Jus. G., 772 W. Van Buren st.	"
948	Murphy, S. J., 881 Park ave.	"
949	Merz, Richard, 894 W. Lake st.	"
950	Nazel, H. D., 715 Home Insurance Bldg.	"
951	Nicol, George, 879 Warren ave.	"
952	Olsen, Oscar, 793 W. Madison st.	"
953	Orr, Edward K., 152 E. Lake st.	"
954	Riggs, W. G., 218 California ave.	"
955	Russell, F. S., 1268 Jackson Boul'd	"
956	Scully, Jno., 911 Walnut st.	"
957	Scully, H. J., 911 Walnut st.	"
958	Thomas, W. K., Jr., 161 Wells st.	"
959	Tracy, W. B., 226 Hoffman ave.	Maplewood
	Jerseyville C. C.	
960	Colby, O. L.	Jerseyville
961	Cummings, John	"
962	McCleery, James	"
963	Noble, H. P.	"
964	White, Chas. S.	"
965	Chappell, Richard	"
966	Weiss, W. F., box 293	"
	Unattached.	
967	Kalbee, Chas.	Freeport
968	Oliver, Will T., 100 W. Quincy ave.	Griggsville

Indiana — 5.

	Kendallville C. C.	
72,969	Klinkenberg, Paul G.	Kendallville
	Unattached.	
970	Ball, Martin B., box 15	Indianapolis
971	Howe, P. G., box 15	"
72,972	Wolfe, T. J., Jr.	Waikerton
973	Thomas, Eugene	Manilla

Iowa — 9.

	Unattached.	
72,974	Crary, M. S., 530 6th st.	Boone
975	Stirling, Alex.	Corydon
976	Barber, Harry, box 76	Estherville
977	Barber, Frank, box 79	"
978	*Nelson, Miss Annot*	Indianola
979	Ellis, A. H.	Vinton
980	Ellis, R. C.	"
981	Neeley, L. L., box 522	Rock Rapids
982	Medberry, J. K., box 646	" "

Kansas — 8.

	T. A. A.	
72,983	Carr, W. W., 813 Monroe st.	Topeka
984	Hickerson, A. E., 418 Harrison st.	"
985	Nicholas, J. T., 533 Kas. ave.	"
986	Schlegel, M. N., 512 Lincoln st.	"
	Unattached.	
987	Neale, J. W., 303 Filmore st.	Topeka
988	Banks, Frank E., 1345 Finn st.	Lawrence
989	Rutter, C. L., 820 Mass. st.	"
990	Watson, J.	Leroy

Kentucky — 7.

	Liberty C. C.	
72,991	Huck, H. C., 506 Pike st.	Covington
	Unattached.	
992	Smith, C. H., 940 Ky. st.	Bowling Green
993	Lehman, John L., 108 East 8th st.	Covington
994	Hanley, John P. care of Allen, Bradley Co.,	Frankfort
995	Arnold, Frank B.	Earlington
996	Carden, John B., box 66	Glascow
997	LaRue, H. A., 1514 18th st.	Louisville

Maine — 7.

	Sanford B. C.	
72,998	Albee, Chas.	Sanford
999	Bodwell, W. J.	"
73,000	Crimmins, T.	"
001	Stover, Guy B.	"
002	Valair, Louis E.	"
003	Wilson, Frank	"
	Unattached.	
004	Wentworth, Edmund R., box 293	Lewiston

Maryland — 17.

	Md. B. C.	
73,005	McElroy, J. J., 13 So. Charles st.	Baltimore
	Cambridge C. C.	
006	Bryan, W. Henry P.	Cambridge
007	Twilley, W. J.	"
008	Moore, John T.	"
009	Martin, R. Herbert	Easton
	Iroquois C. C.	
010	Wiesenfeld, Little Joe, Paca and Balto. sts.,	Baltimore
011	Cresson, W. W., 2109 Druid Hill ave.	"
012	Eversman, Wm. F., 212 No. Gilmor st.	"
013	Hush, H. J., 13 So. Charles st.	"
014	Mottee, Theodore, Jr., 1022 Penna. ave.	"
015	Ness, George T., 1071 W. Fayette st.	"
016	Wood, William, 712 No. Monroe st.	"
017	Ferguson, Wm. E., 323 No. Carrollton ave.	"
018	Clark, J. G., M.D., John Hopkins Hospital	"
019	Miller, G. Brown, M.D. " " "	"
020	Ramsay, O. G., M.D., 511 Cathedral st.,	"
021	Bottomley, O. Lynn	Cumberland

Massachusetts — 106.

	Metropolitan W.	
73,022	Emery, Allen S., 134 Federal st.	Boston
	Mass. B. C.	
023	Long, Frank, Parker Hill ave.	Roxbury
024	Strauss, Samuel, 22 Upton st.	Boston
025	Ward, Charles W., 409 Washington st.	"

M. & W. C. C.

73,026 Alexander, J. J., 248 Shawmut ave. Boston

Chelsea C. C.

027 Fay, George E., 400 Washington st. Boston

Dudley A. C. C.

028 Starts, A. L., 543 Shawmut ave. Boston

Rovers C. C.

029 Lewis, Alfred H., 73 Bartlett st. Charlestown

Glendon B. C.

030 Ferguson, W. M. Everett
031 Judd, Geo. M. "

Mattapan R. C.

032 Buck, Chas. E. Mattapan

Roslindale C. C.

033 Fisher, Henry A., 214 Poplar st. Roslindale

Warren B. C.

034 Slater, Wm. Warren

New Bedford C. C.

035 Callowhill, Ralph T., box 453 New Bedford

Crescent C. C.

036 Benson, Daniel, 83 Durfee st. New Bedford

Orange W. C.

037 Underwood, Geo. M. Orange
038 Hubbard, A. W. "

Malden. B. C.

039 Ames, L. H., 13 Clayton st. Malden
040 Cochel, Dr. C. A., 43 Ferry st. "
041 Crooker, A. Eugene, 224 Ferry st. "
042 Pierce, Burns W. "
043 Wiley, Geo. H., 3 Ellis ave. "
044 Place, Walter H., 192 Summer st. Boston

Pinnacle B. C.

045 Metcalf, E. E. Stoughton
046 Wales, Arthur, box 778 "
047 Connell, Edward, Water st. "

Unattached.

048 Gokey, Albert R., 43 Raymond st. Allston
049 Spooner, W. R. Barre
050 Andrew, Geo. C., box 3316 Boston
051 Bradbury, F. M., 91 Franklin st. "
052 Clough, George H., room 10, Union Station "
053 Horton, Charles H. Jr., box 2095 "
054 Madden, John J., 43 Oneida st., "
055 Peirce, C. A., 104 Appleton st. "
056 Sprague, G. S., 154 Pearl st. "
057 Schwab, William, box 3233 "
058 Spear, Thomas E., 32 Hawley st. "
059 Stevens, Edward N., 99 Broad st. "
060 Thompson, Wm. J., 1 Myrtle st. "
061 Judd, Dr. Albert M., Emergency Hospital "
062 Kellenberger, Wm. A., 84 Charles st. "
063 Smith, Chas. H., 21 Mt. Vernon ave. Brighton
064 Lansing, J. A., 1034 Mass. ave. Cambridge
065 Fitzgerald, J. J., box 288 Chicopee Falls
066 Belcher, Alfred C., 93 Houghton st. Dorchester
067 Zoehler, Frederick W., Draper st. "
068 *Nichols, Helen M.*, 305 Adams st. "
069 Warren, D. A., 13 Centre ave. "
070 Parker, Frank, 10 Sagamore st. "
071 Elms, Joseph A., W. U. Tel. Co. Fall River
072 Kilgore, Chas. M., 20 Exchange st. Gloucester
073 Wallace, George F., Mondamin Club Haverhill
074 Lafayette, Lawrence "
075 Ordway, Lewis, 87 Washington st. "
076 Ridgway, George, 10 Bartlett st. "
077 Newhall, Wesley I., 104 Hanover st. Lynn
078 Grover, Byron E., 47 Arch st. "
079 Halsey, Stephen V., 30 Main st. Lee
080 Bartram, Arthur L., box 212 "
081 Mahoney, Charles E., 22 Brook st. Lowell
082 Enwright, Wm. J., 24 Paris st. Medford

73,083 Hornbrooke, F. Bickford, Lombard st. Newton
084 Russell, Walter T., box 295 Newton Centre
085 Armstrong, Edw. M., box 303 "
086 McAllister, James H., Newton Lower Falls
087 Hathaway, Nathaniel, 43 Elm st. New Bedford
088 *Hathaway, Mrs. Lillie G.*, 43 Elm St. "
089 Wiswell, Geo. C., 21 Orchard st. No. Cambridge
090 Ripley, Gardner K., box 36 No. Chelmsford
091 Lufkin, Charles H., box 128 No. Easton
092 Field, John R., box 5, "
093 Downer, R. C., Wild Harbor No. Falmouth
094 Weymouth, Fred S. Orange
095 *Stevens, Mrs. E. N.*, 41 Bradstreet ave. Revere
096 Kells, G. Yates, 22 Fountain st. Roxbury
097 West, Edward G., 630 Warren st. "
098 Towle, A. G., 90 Ocean ave. Salem
099 Tilden, Wm. P. Saugus
100 Higgins, John W., 172 Dorchester st. So. Boston
101 Fisher, Willis T., 374 Dorchester st. "
102 Tabor, G. C., 63 K st. "
103 Mead, Frank W., 40 Elm st. Somerville
104 Champagne, Theopile J., box 342 Springfield
105 Manning, H. E., box 826 "
106 Draper, W. P., 56 Temple st. "
107 Stebbins, Edward A., 471 Central st. "
108 Wheeler, F. N., 179 Westminster st. "
109 Breed, W. Geo., box 16 South Lee
110 Webster, Wayland W., box 387 Stoughton
111 Hussey, Fred B. "
112 Neal, Oliver L., 121 East Brown st. Waltham
113 Bennison, Geo. O., 396 Lexington st. "
114 Decker, Geo. S., box 98 West Medford
115 Benson, Clarence A. Warren
116 Babbitt, Hiram A., 18 Congress st. Worcester
117 Brown, H. L., 3 Dayton st. "
118 Gibson, B. A., 10 Dean st. "
119 Fay, Frank S., box 582 "
120 *Blake, Mrs. M. Virginia*, 12 Walnut st. No. Adams
121 Goodell, Ed. B., 12 Walnut st. "
122 Jarvis, J. J., 3 Braytonville st. "
123 Matson, O. A., box 602 "
124 Palmer, Saul, 9 Jackson st. "
125 *Robinson, Annie D.*, 21 Houghton st. "
126 Wells, D. M., Jr., 131 W. Main st. "
127 Wiley, F. E., 12 Grant st. "

Michigan — 9.

Detroit W.

73,128 Tyler, Frank F., 18 Columbia st. E. Detroit

Hillside Coll. C. C.

129 Martin, Duncan M., 312 Hillside st. Hillside

Ill. C. C.

130 Holmes, Dr. F. W., 104 E. Main st. Kalamazoo

Unattached.

131 Johnson, O. C., 52 Thayer st. Ann Arbor
132 Hurlbut, Harry W., 27 Barbour st. Battle Creek
133 Zander, A. W., 70 Hazel st. Detroit
134 Newman, D., 642 Howard st. "
135 Hartness, A. L., 676 Grandy ave. "
136 Pray, A. B. New Lothrop

Minnesota — 8.

Unattached.

73,137 Aslakson, Oscar Marshall
138 Neill, Robert M. "
139 Krook, Oscar A. "
140 Shepard, Ernest S. "
141 Watson, John L. "
142 Haynes, A. E., State University Minneapolis
143 Nott, A. E., 121 Central ave. "
144 Robertson, S. B. Jr., Columbus Buggy Co. "

Mississippi — 2.

Unattached.

73,145 Pickens, W. H. Durant
146 Wilson, E. W. Natchez

Missouri — 13.

Pastime B. C.

73,147 Greene, O. H., Nat'l Lead Co., 10th and Clark ave. St. Louis.

Unattached.

148 Goodlander, Geo., box 602 Cameron
149 Kitchen, W. W., box 615 Clinton
150 Burr, Geo. C. Kirkwood
151 Aloe, Sidney, 3741 Pine st. St. Louis
152 Allen, Clifford B., 920 Wainwright Bl'dg. "
153 Burr, Lemuel G., 3412 Morgan st., "
154 Coste, R. C., Nat'l Lead Co., 10th and Clark ave. St. Louis.
155 Felix, John W., 1123 Pine st. St. Louis
156 Hoff, John A., 2916 Eads ave. "
157 Gordon, Robt. C., 408 No. 4th st., "
158 Stouffer, Wm. H., 3049 Easton ave. "
159 Trumbo, E. D. Winston

Nebraska — 2.

Unattached.

73,160 Kendrick, Benj. H. Freemont
161 Burton, Fred. Scotia

New Jersey — 37.

Apollo C.

73,162 Brown, Clarence H., box 26 Clayton

H. C. W.

163 Clark, I. M. Jr., 349a Central ave. Jersey City

Madison W.

164 Ball, W. M., box 66 Madison
165 Van De Water, I. N., box 139 "

Garfield C.

166 Wagner, Jacob Paterson

Tourist C. C.

167 See, Raphael G., 422 Ellison st. Paterson
168 Mills, Joseph B., 269 Hamilton ave. "
169 Mallahen, Geo. H., 330 Ellison st. "

Bergen County W.

170 Duesing, L. W. Ridgefield
171 Garner, A. E., 164 William st. "

M. C. U.

172 West, Horace E., 136 No. Warren st. Trenton

Unattached.

173 Madara, John I., box 13 Clayton
174 Douglas, Wm. S., 45 Carleton st. E. Orange
175 Bubier, Wm. M., 209 8th st. Jersey City
176 Davis, Wm. A., box 27 Hancocke Ridge
177 Wade, Chas. N. Hackettstown
178 Aller, L. N. High Bridge
179 Latimer, William "
180 Tait, John B. "
181 Bogert, A. F., box 16 Oradell
182 Ashbridge, John S., Gloucester Co. Clayton
183 Weaver, Francis D. Mount Ephraim
184 Stokes, Walter P., Chester ave. Moorestown
185 Hopkins, J. Clement Jr., 2d st. "
186 Dager, Howard E., Main st. "
187 Chatfield, Chas. E., 603 Hunterdon st. Newark
188 Seidler, Alex., 21 Ferry st. "
189 Best, P. H. Port Oram
190 Tonking, William H. "
191 Hawke, Geo. T., box 36 "
192 Webber, John T. "
193 Schofield, James "
194 Kice, H. W., M. D., lock box 8 "
195 Drake, Wm. R. Stelton
196 Letson, B. W. "
197 Moore, J. H., 136 N. Warren st. Trenton
198 Schoonmaker, G. B., 929 Madison ave. Plainfield

New York — 360.

Colonial W. C.

73,199 Aguirre, Dr. C. E., 100 W. 83rd st. New York
200 Ballou, Geo. M., 615 Columbus ave. "
201 Fingarr, Elmer E., 39 Pearl st. "

73,202 Heath, M. A., 51 E. 29th st. New York
203 Robinson, Guy E., 18 Broadway "
204 *Westbay, Mrs. Henry E.*, 219 W. 71st st. "

Calumet Club.

205 Brookes, Horace J., 5th ave. and 29th st., New York

Century Wheelmen.

206 Barker, Wm. A., 531 E. 83rd st. New York
207 Guibert, C. A., 22 Cliff st. "
208 Kraemer, Geo. J., 23 Barclay st. "
209 Kraemer, Chas., 443 8th ave. "
210 Leiser, A., 56 W. 26th st. "

Michaux Club.

211 Fowler, E. P., 38 W. 40th st. New York
212 Fowler, Edward M., 38 W. 40th st. "
213 *Fowler, Miss Louise M.*, 38 W. 40th st. "
214 *Martin, Mary E.*, 38 W. 40th st. "

Monarch Wheelmen.

215 Demarest, Jordan L., 678 E. 144th st. New York
216 Rowland, Furman C., 2659 Third ave. "

N. Y. T. V. Wheelmen.

217 Hupp, Wm., 110 1st st. New York
218 Wewerka, Henry, 41 Rivington st. "

Riverside Wheelmen.

219 *Eakins, Mrs. Joseph E.*, 151 W. 105th st., New York
220 Eakins, Wm. J., 158 W. 105th st. "
221 Eakins, Jos. E., 151 W. 105th st. "
222 Tilford, James W., 152 E. 50th st. "

Albany Bi. C.

223 Burch, Cornelius, 607 Clinton ave. Albany
224 Kniskern, Jay, 472 Broadway "
225 Laning, Fred L., 772 2d st. "
226 Weaver, Edwin H., 357 Madison ave. "

Greenbush B. C.

227 Humphrey, E. H., M. D., 101 Broadway, Albany

Albany County Wheelmen.

228 Beattie, James, 158 N. Pearl st. Albany
229 Hawkins, H. M., 51 Commercial Bank bldg., "
230 Noble, Edward. 74 Division st. "
231 Robinson, E. M., 6 Leonard pl. "
232 Weisheit, Wm., 93 State st. "

Cycle Club of Brooklyn.

233 Andrews, J. F., 30 W. 71st st. New York
234 Bean, H. D., 48 E. 26th st. "
235 Davis, Fellowes, 70 Broadway "
236 Doremus, R. P., 35 William st. "
237 Reimer, Otto, 46 Exchange pl. "
238 Williams, H. M. Batavia
239 Blandy, Graham F., 449 Washington ave., Brooklyn
240 Brown, C. C., 430 Clinton st., "
241 Erhart, Wm. H., 282 Washington ave. "
242 Fuller, J. M., 415 Grand ave. "
243 Fuller Wm. F., 419 Grand ave. "
244 Smithers, C. D., 1143 Dean st. "
245 Tuttle, Frank D., 494 Bedford ave. "
246 Wilson, John, 136 Clinton ave. "
247 McWilliams, Howard, 39 So. Portland ave. "

Brooklyn Bi. Club.

248 Oelrichs, Augustus, 80 Hanson pl. Brooklyn

L. I. Wheelmen.

249 Latson, Almet R., 370 Putnam ave. Brooklyn
250 Applegate, A. G., 127 Jackson ave. Long Island City

Wheeling Sec't. 23d Reg't.

251 Keese, Geo. M., 194 Clinton st. Brooklyn

Central Wheelmen.

252 Belitz, Herman, 239 Dean st. Brooklyn
253 Cochran, Wm. R., 88 Lafayette ave. "
254 Gray, Bert. R., 100 Hicks st. "
255 Lynch, Jos. A., 175 Duffield st. "
256 Martin, Wm. E., Jr., 415 Myrtle ave. "
257 Smith, B. Eug., 120 St. Marks ave. "
258 Smith, Fred. A., 120 St. Marks ave. "

Buffalo Ramblers.

73,259 Krafft, F. W., 556 West ave. — Buffalo

Ramblers Bi. Club.

260 Guernsey, C. T., 725 Plymouth ave. — Buffalo

Cohoes Wheelmen.

261 Vaine, W. I., Congress st. — Cohoes

Coxsackie Cycling Club.

262 Newbury, Fred. — Coxsackie
263 Richtmyer, Mark C. — "
264 Riedlinger, A. E. — "
265 Sprague, A. B. — "
266 Townsend, W. B. — "

Star Cycle Club

267 Dutcher, Edwin W., box 117 — Dobbs Ferry

Mercury Wheel Club.

268 Annis, Wm. E., Amity st. — Flushing
269 Duncan, H. M., 263 Sandford ave. — "
270 Griffin, O. J., 201 Amity st. — "
271 Rath, H. C., 71 Smart ave. — "

Alleghany County Wheelmen.

272 Wellman, Guy — Friendship

Fredonia Athletic Club.

273 Allen, Henry G., box G — Fredonia
274 Barnum, W. P. — "
275 Boardman, Frank W., Columbia Hotel — "
276 Briggs, Frank O., box 156 — "
277 Clothier, Harry S. — "
278 Crosby, W. J., box 186 — "
279 Dods, A. Wilson — "
280 Gray, Stephen H. — "
281 Hopkins, C. A., box 84 — "
282 Jolls, F. S. — "
283 Lord, W. D. — "
284 Maytum, Arthur R. — "
285 Miner, Geo. G. — "
286 Moir, Frank H., 53 Main st. — "
287 Potter, E. H., box 243 — "
288 Roesch, Lewis, box B — "
289 Richmond, Nelson G. — "
290 Spencer, A. E., box 177 — "
291 Taber, M. E. — "

Van Cortlandt Wheelmen.

292 Anderson, Chas. I. — Peekskill
293 Brady, Chas. — "
294 Butler, Edward — "
295 Ellis, Wilbur L. — "
296 Haight, J. Arthur — "
297 McCutcheon, Geo. D. — "
298 Miller, Chas. H. — "
299 Tompkins, Edward — "

Hudson Bi. Club.

300 Harris, Geo. W. — Hudson
301 Holsapple, W. Frank — "
302 Petry, Martin — "
303 Seymour, Wm. — "
304 Tator, Floyd F. — "

Hyde Park Bi. Club.

305 Bloomfield, Arthur — Hyde Park

N. Y. T. W.

306 Reynolds, Dr. H. — No. Tarrytown

R. Driving Club.

307 Cornwall, John B., 69 Oxford st. — Rochester

Rouses Point Wheelmen.

308 Mannix, J. A. — Rouses Point
309 Turner, J. W., box 63 — "
310 Burritt, L. B. — "
311 Burritt, W. G. — "

Schenectady County Wheelmen.

312 Case, Lee W. — Schenectady
313 Jackson, Frank P. — "
314 Langley, Chas., 9 Gillespie st. — "

73,315 Wendell, Clarence C. — Schenectady
316 Zeiser, Julius M. — "
317 Button, Theodore E., 8 Front st. — "
318 Fitzgerald, J. Leland, 831 Union st. — "
319 Young, Clarence, 639 State st. — "

Wellsville Bi. Club.

320 Allen, Eugene R. — Wellsville
321 Ball, Chas. A. — "
322 Macken, Frank, box 807 — "
323 Scott, Claude R., 3rd st. — "

Troy Bi. Club.

324 Hammann, Conrad, Jr., care of Emigh & Lobdell, Troy.
325 Hydorn, Geo. C., Federal and Front sts. — Troy

Unattached.

326 Abbey, Frank R., 26 Broadway, Room 90, New York
327 Barbour, Wm. D., 15 Wall st. — "
328 Barbour, Rev. Rob't, 115 West 40th st. — "
329 Baird, Addison W., 239 West 70th st. — "
330 Becker, F. W., 1219 Lexington ave. — "
331 Benkard, J. G., 32 East 42nd st. — "
332 *Berens, Alice V.*, 4 East 43rd st. — "
333 Bohlen, Chas. J. F., 426 East 16th st. — "
334 Brown, Wm. L., 1391 Wash ave. — "
335 Brown, Fred N., 43 West 20th st. — "
336 Brown, Fred G., 53 East 11th st. — "
337 Cabot, Dr. John, 168 West 48th st. — "
338 Carleton, Henry Guy, Hotel San Remo — "
339 Colling, Frank E., 332 West 29th st. — "
340 Douglas, F. L., 46 East 21st st. — "
341 Denton, Frank D., 51 Wall st. — "
342 Eggleston, R. H., 32 East 42nd st. — "
343 Goodspeed, B. F., 14 West 72nd st. — "
344 Hall, Frank W., 61 East 9th st. — "
345 Hubbell, Dr. M. D., 108 East 36th st. — "
346 Hart, Henry I., 19 Whitehall st. — "
347 Haskin, Dr. Wm. H., 10 East 43rd st. — "
348 Hayes, Wm. Van V., 10 East 43rd st. — "
349 Hervey, Walter L., 351 West 114th st. — "
350 Hodgman, S. T., 459 Broadway — "
351 Hodgman, G. B., 459 Broadway — "
352 Howland, E. A., Jr., box 786 — "
353 Ingersoll, Chas. D., 170 Broadway — "
354 Isham, Chas., 33 Wall st. — "
355 Isham, Wm. B., Jr., 33 Wall st. — "
356 Jackson, H. E. D., 104 Wall st. — "
357 James, Arthur C., 11 Cliff st. — "
358 Kirkland, Chas. P. 120 East 34th st. — "
359 Lewis, Rob't C., 32 East 42nd st. — "
360 Levy, E. Henry, box 402 — "
361 Miller, W. L., 110 Fifth ave. — "
362 Murphy, W. F., 32 East 42nd st. — "
363 Negus, Chas. J., 26 Warren st. — "
364 Patten, Henry W., 26 East 47th st. — "
365 Park, Rufus H., 128 West 11th st. — "
366 Peck, Floyd, 316 West 47th st. — "
367 Quackenbush, Schuyler, 142 West 57th st. — "
368 Rosenthal, Herman, 8th ave., cor. 42nd st. — "
369 Robbins, C. F., 1129 Broadway — "
370 Ross, Manuel A., 460 West 144th st. — "
371 Safield, Jno. M., 17 East 126th st. — "
372 Schwab, Gustav H., 423 Madison ave. — "
373 Scofield, Edson D., Hotel Endicott — "
374 Steiner, Fred., box 2571 — "
375 Titus, F., 232 West 104th st. — "
376 Tonjes, John H., 58 Water st. — "
377 Trevor, Wm., 509 Broadway — "
378 Tucker, C. H., Jr., 309 West 87th st. — "
379 Van Woert, John V., 48 East 25th st. — "
380 Vassiliades, C. D., box 1583 — "
381 Woolley, U. B., 26 East 47th st. — "
382 Wright, Thos. W., 331 West 14th st. — "
383 Zimmermann, Henry, 455 Columbus ave. — "
384 Becker, Chas. L., 1342 Amsterdam ave. — "
385 Bailey, Edw. H., 265 West 132nd st. — "
386 Curley, Wm. A., 163½ North 102nd st. — "

73,387 Engelbert, Jacob, 448 West 50th st. — New York
388 Herche, Chas. H., 139 West 87th st. — "
389 Kaiser, George, 93 Warren st. — "
390 Lutz, Jay F., 11 John st. — "
391 Latham, J. R., 126 West 11th st. — "
392 McClain, Damon H., 169 Spring st. — "
393 McGinnis, Dr. E. L., Amsterdam ave. and 75th st. New York.
394 McKay, Chas. S., 96 Water st. — New York
395 McLean, S. A., 187 West 135th st. — "
396 Mendelson, Henry, 85 West 134th st. — "
397 Milspaugh, T. M., Marion ave. — "
398 Roberts, W. C., 11 John st. — "
399 Wightman, Fred. C., 108 Green st. — "
400 Zimmermann, A., 200 Chamber st. — "
401 Angell, W. T., 214 West 21st st. — "
402 Bennett, Sam'l W., 20 Lexington ave. — Brooklyn
403 Burger B. A., 472 Second st. — "
404 Carlisle, Jay F., 404 Clinton ave. — "
405 Catlin, Geo. S., 168 Amity st. — "
406 Clapp, Arthur P., 185 Harrison st. — "
407 Clapp, Wm. H., 185 Harrison st. — "
408 Conover, Arthur, 199 Rodney st., — "
409 Dennison, Dr. R. N., 170 Sixth ave. — "
410 Fass, Chas. A., 141 Kosciusko st. — "
411 Force, Wm. A., 63 Clymer st. — "
412 Hall, Henry B., 27 Eighth ave. — "
413 Hawthorne, Ludlow, 22 Eldert st. — "
414 Hupping, Geo. W., 144 Stagg st. — "
415 Hause, Wm. F., 229 Lynch st. — "
416 Hanan, Wilmer, 86 Eighth ave. — "
417 Hearne, Wm. G. J., 215 Rutledge st. — "
418 Jackson, J. H., 101 St. Felix st. — "
419 Ketcham, M. B., 359 Dean st. — "
420 Law, Benedict W., 693 Lafayette ave. — "
421 Lee, Wm. A., 70 Hooper st. — "
422 Lichtenstein, Edw. C., 534 Fifth ave. — "
423 Mackay, Dan'l. E., 33 Irving pl. — "
424 Mackay, Jas. F., 149 Grand st. — "
425 Parker, Gordon, 149 Henry st. — "
426 Shaw, Archer P., 196 DeKalb ave. — "
427 Tomes, Robert, 274 Stuyvesant ave. — "
428 White, G. A., 267 Madison st. — "
429 Williams, Chas. A., 19th St. Mark's pl. — "
430 *Worthen, Mrs. A. V.*, 239 South 9th st. — "
431 Dyatt, Wm., 450 Pulaski st. — "
432 Fiebinger, Emil J., 916 Lafayette ave. — "
433 Ogden, Walter B., 498 Van Buren st. — "
434 Maust, Harry, 93 Pineapple st. — "
435 Braillard, F. F., Jr., 187½ Sixth ave. — "
436 Edling, Louis J., 7 McDougal st. — "
437 Green, Wm., 72 Macon st. — "
438 Harrold, Clinton, 646 Monroe st. — "
439 Hobbs, J. W., 255 Spencer st. — "
440 Peck, Chas. M., St. George Hotel, — "
441 Philip, Byron, 86 Lexington ave. — "
442 Stimpson, Wm. C., Pratt Institute — "
443 Tredwell, E. A., 521 Nostrand ave. — "
444 White, Sidney, 419 Flatbush ave. — "
445 Williams, H. A., 425 Gates ave. — "
446 Meeker, L. E., 962 Gates ave. — "
447 Crowther, Geo. A. — Auburn
448 Atherly, Ray M., 148½ Wall st. — "
449 Avery, Courtney C., 73 Cottage st. — "
450 Combs, I. W., 70 Hamilton ave. — "
451 Flagler, I. V., 82 South st., — "
452 Hall, F. M., 31 Genesee st. — "
453 Harrington, D. V., 18 Hulbert st. — "
454 Jones, James A., 164 E. Genesee st. — "
455 Olney, E. L., 180 North st. — "
456 Kelley, John E., 348 Broadway — Albany
457 Cleveland, Frederick, Jr., 34 Boulevard — "
458 Page, Chas. M., 318 Madison ave. — "
459 *Platto, Miss Julia*, 221 Livingston ave. — "
460 Barton, E. H. — Bath
461 Coffin, H. E. — "
462 Ferris, G. H., Steuben st. — "
463 Read, Stephen S.

73,464 Shannon, Thos. — Bath
465 Canfield, C. H. — "
466 Smith, Ferris D. — "
467 Veley, Peter, box 16 — "
468 Merrilees, R. F., 181 Vestal ave. — Binghampton
469 Stafford, John H., 148 Murray st. — "
470 McGruer, M. M. — Black River
471 Rhoads, Earl W., 101 S. Hampton st. — Buffalo
472 Chandler, Warren F., 591 Bouck ave. — "
473 Harper, D. H., 346 Breckenridge st. — "
474 Lennox, Frank R., box 266 — Canastota
475 Hall, James M., 82 Remsen st. — Cohoes
476 Prest, Chas S., 9 Schuyler st. — "
477 *Dennis, Mrs. Jos. H.* (P. O. Bloomsburg, Pa.,) Chatham
478 Crook, F. H. — Champlain
479 Crook, Ralph — "
480 White, J. C., — "
481 Bailey, Geo. A., Wellington Hotel, — Corning
482 Cohen, Benj. B. — Coney Island
483 Barnum, Rev. F. S., Ely st. — Coxsackie
484 Browne, J. E. Jr., box 2 — "
485 Kellogg, C. M. — Dobb's Ferry
486 Guild, Frederick A., 112 Sanford ave. — Flushing
487 Lincoln, F. W., 196 Union st. — "
488 Logan, John D., 93 N. Parsons ave. — "
489 Peck, Edgar, 323 Amity st. — "
490 Roff, E. G., 140 Washington st. — "
491 *Roe, Sallie M.*, 227 Amity st. — "
492 DeGraff, Howard A., box 13 — Fonda
493 Hardell, J. G. — Frankfort
494 Bray, Frank — Garden City
495 Wilcox, N. G., box 71 — Groton
496 Van DeWater, Lott Jr. — Hempstead
497 Werner, Frederick W. — "
498 Schermer, Benj., box 140 — Herkimer
499 Spinner, Chas. C. — "
500 *Church, Mrs. Mary W.* — Hillburn
501 Church, Chas. B. — "
502 Schulz, John, box 374 — Hornellsville
503 Peck, J. B. — Horseheads
504 Barr, John H., 39 East ave. — Ithaca
505 Ingham, Rev. John A. — Irvington on Hudson
506 Inslee, C. W. — Kenwood
507 Frew, W. E., care of Queens Co. Bank, Long Island
508 Woodhall, J. Harvey, care of Queens Co. Bank, Long Island
509 Bonnell, Wm. P., 74 Harvey ave. — Lockport
510 Dunlap, Robert W., 272 West ave. — "
511 Purdy, John R. — Meridian
512 Halstead, Geo. W., Main st. — Mt. Kisco
513 Strang, Arthur L. — Mechanicsville
514 Moore, Walter R., 11 Powell pl. — Morris Heights
515 Holmes, F. E. — New Berlin
516 Winter, Henry G., box 49 — No. Tonawanda
517 Yocom, C. E., 338 Goundry st. — "
518 Schoonmaker, F. W., 70 Main st. — New Rochelle
519 Ratnour, Fred B., 108 Broad st. — Oneida
520 Judson, Wm. Pierson — Oswego
521 Greene, L. B. — Patchogue
522 Van Keuren, Frank, 149 Mansion st., — Poughkeepsie
523 Walker, Angelo — Prattsburg
524 Hamill, Henry — Ramapo
525 Snow, Elmer J. — "
526 DuBois, Phillip — Red Falls
527 Perkins, John H. Jr., box 206 — Riverhead
528 Loomis, Geo. W., box 179 — Rochester
529 Stevens, Fred R., 26 Jones ave. — "
530 Myers, John R. — Rouses Point
531 Hodgman, Wm. H., M. D., 109 Caroline st., — Saratoga
532 Williamson, Henry P. — Sag Harbor
533 Bullard, D. A., 2d — Schuylerville
534 *Randel, Helen E.*, 8 John st., — St. Johnsville
535 Barlow, Fred W., — Sing Sing
536 Flewwellin, Chas. H., 5 Spring st., — "
537 Williams, I. R., 59 Central ave., — Skaneateles
538 Hall, Wm. H., box 29, — Smithville Flats
539 Kinnier, John,

73,540	Ryan, Clarence M.,	Syracuse
541	Cole, Abram, box 12,	Tottenville
542	Roy, Chas. P., 39 1st st.,	Troy
543	Wiggins, J. Dillaye,	Trumansburg
544	Elliott, A. B.,	Union
545	Barney, Lem. S.,	"
546	Day, Frank E.,	"
547	Whitney, Nate,	"
548	Van Wormer, Le Roy,	"
549	Wood, W. E., 86 Fayette st.,	Utica
550	Burhans, Chas. F.,	Warrenburgh
551	McCarthy, D. B., box 176,	Waterford
552	Ormsby, C. C.,	"
553	Scott, M. T., box 250,	"
554	Haswell, Geo. S., 1415 1st ave.,	West Troy
555	Cox, Frank L., box 361,	White Plains
556	Horton, Chas. E., Jr., box 180,	"
557	Napier, C. C., box 281,	Woodhaven
558	Burns, Alex. S., Jr., box 46,	Woodside

No. California — 17.

Crescent W.

73,559	Agee, J. F.,	Dixon
560	Gage, Jay,	"

Olympic C. W.

561	Donaldson, R. H., 4 Montgomery st.,	San Francisco
562	Judah, Floyd S., 4 " " "	"
563	Lincoln, Chas. B. F., 2023 Golden Gate ave.,	"

Unattached.

564	Blanchard, Frank W.,	Benicia
565	Veinmann, Fred P.,	"
566	Rulofson, Will E.,	"
567	Kullman, Jake,	"
568	McKay, Geo.,	"
569	Rueger, Godfrey,	"
570	Mitchell, Burr H., box 25,	Colusa
571	Knox, Robt. J.,	"
572	Davis, Frederick C., box 42,	Lincoln
573	Rixon, O. W., 404 Brannan st.,	San Francisco
574	Dunne, F. H., Mills bld'g,	"
575	Richardson, G. E., box 22,	Tulare

Ohio — 19.

Lobdell C. C.

73,576	Morriss, Eugene,	Beverly

Cincinnati B. C.

577	Gray, Dr. C. P., Race & Longworth,	Cincinnati
578	Power, Henry, 92 W. Front st.,	"
579	Boyd, Sam. S., 20 West 9th st.,	"

Y. M. W.

580	*Sheets, Jessie G.*, care Stark & Weckesser,	Dayton

Portsmouth C. C.

581	Bottman, Geo. W., 11 Offneve st.,	Portsmouth
582	Conroy, Dan W., First Nat'l Bank,	"
583	Glockner, Alexander M., 206 Market st.,	"
584	Wertz, Chas. V., 153 W. 2d,	"

Unattached.

585	Fisher, C. W.,	Bellville
586	Thomas, Edgar A., 260 So. Market,	Canton
587	House, C. E., 95 W. Tuscarawas st.,	"
588	Butler, H. S., Public sq.,	Carrollton
589	Hoopes, Louis L., Hotel Hoopes,	"
590	Fawcett, Robert C., W. Main st.,	"
591	Fowler, Robert Y., Star Theatre,	Cleveland
592	Lang, W. E.,	Fremont
593	Strain, Ben C.,	Hillsboro
594	Stabler, L. F., box D.,	Waverly

Oregon — 1.

P. A. A. C.

73,595	Storey, W. A., cor. 2d and Taylor sts.,	Portland

Pennsylvania — 87.

Carbondale C. C.

73,596	Frank, W. D., *Daily Anthracite*,	Carbondale

Star B. C.

73,597	Weston, G. A., 2000 7th ave.,	Altoona

B. B. C.

598	Eaton, Fred H., E. Front st.,	Berwick
599	Townsend, L. J., Front st.,	"

H'b'g Wheel C.

600	Morgenthaler, F. L., box 448	Harrisburg
601	Stover, H. C., 219 Crescent st.	"
602	Vogel, H. G., 33 N. 13th st.	"
603	Eisenberg, H. T., 104 State st.	"
604	Barnes, H. M., Mt. Kalmia	"
605	Hutchinson, W. S. 181 N. 15th St.	"
606	Bernheisel, R. N., 1001 Green st.	"
607	Cooper, A. S., 607 Walnut st.	"
608	Monath, F. M., box 488	"
609	Shammo, H. L., 505 E. State st	"
610	Funk, H. A., 1703 N. 7th st.	"
611	Given, J. R., 806 N. 3rd st.	"
612	Birmingham, R. C., 1306 N 7th st.	"
613	Fohl, Chas. S.	Steelton
614	Yost, C. H., box 120	"

Johnsonburg C. C.

615	Lee, Robert, box 505	Johnsonburg
616	Malone, P. Chat, box 50	"
617	Snarburg, Jno., box 389	"
618	Epstein, Louis, 101 Cen re st.	"
619	Heckendom, W. E.	"
620	Schramm, C. J., 29 Centre st.	"

Johnstown C. C.

621	Martin, Frank P., Main st.	Johnstown
622	Wehn, Chas. C., Clinton st.	"
623	Love, Frank S., 617 R. R. st.	"
624	Shuman, W. C., 31 Iron st.	"
625	Raab, Chas. V., 434 Washington st.	"
626	Smith, Geo. T., 504 Somerset st.	"
627	Shaffer, Elmer, Erie st.,	"
628	Lane, C. B., Hickory st.	"
629	Frank, Edw., 232 Adam st.	"
630	Eppley, G. R.	"
631	Courtney, A. W., 501 Homer st.	"

New Castle Wheelmen.

632	Woods, Will W.	New Castle
633	Hamilton, F. P., 19 Craig st.	"

Packer C. C.

634	Stem, Dr. P. E., 420 Broad st,	S. Bethlehem

Mercury W.

635	Barrell, Jos., 16 W. 4th st.	S. Bethlehem

Unattached.

636	Fetter, Albert M., 1219 Market st.	Philadelphia
637	Yeager, Howard M., Oabbane st.	"
638	*Harrop, Mrs. Anna H.*, 1731 Oxford st.	"
639	Caterson, J. C., 509 Arch st.	"
640	Hill, Louis A., 300 N. 39th st.	"
641	Bucher, A. M., 708 N. 5th st.	"
642	Gregory, Neil, 1008 Farragut ave.	"
643	Sorver, Frank F., 632 Diamond st.	"
644	Povey, Jno. J., 2422 Kensington ave.	"
645	Reichard, Joseph, 1020 Arch st.	"
646	*Harrop, Mrs. Rebecca E.*, 1731 Oxford st.	"
647	Lewis, Jos. S., Terrace and Hermit st.,	Wissahickon
648	Engle, P. Hill, 4334 Samson st.	Philadelphia
649	Hamersly, Edmund G., 1001 Chestnut st.	"
650	Rice, William, 1208 9th st.	Altoona
651	Myers, Jno., 722 7th ave.	"
652	Steele, Geo. E., box 160	"
653	Mason, C. E., box 123	"
654	Keller, Arthur Edwin, 814 Walnut st.	Allentown
655	Satterlee, C. H., Main st., Bradford Co.	Athens
656	Kinney, Ely M., Main st., Bradford Co.	"
657	Bliss, Geo. P.	Crafton
658	Garis, Elmer E.	Doylestown
659	Peters, Wilson J.,	Duquesne
660	Walker, Elbridge, care Thomas Iron Co.	Easton
661	Gelbach, W. Harvey, Adams Co.	Fairfield

73,662	Blank, E. G.	Greensburg
663	Van Cleve, W. C.	Gettysburg
664	McSherry, Wm. D., 15 Balto st.	"
665	Scattergood, Henry W., Manheim st.	Germantown
666	Thomas, T. D.	Lehighton
667	Kough, H. P., 109 10th st.	McKeesport
668	Walters, F. W., box 545	McDonald
669	Ferguson, Ed. A., box 655	"
670	Hookey, Chas. H., box 168	Natrona
671	Ross, W. G., box 264	"
672	Chrystie, C. F.	Oakdale Sta.
673	Fuller, Howard C., 1251 Penn. ave.	Pittsburg
674	Garritt, Lee	Ridgway
675	Leslie, Jno. S., State st.	Sharon
676	Mandell, A., 155 N. Perry st.	Titusville
677	Smith, C. L., box 183	Tarentum
678	Heinle, W. F., box 413	"
679	Jameson, Hugh, 16 Main st.	Titusville
680	Webb, Dr. W. E., N. Beaver st.	York
681	Scofield, A. T.	Warren
682	Thatcher, J. W., M.D., 3500 Hamilton st., phia.	Philadel-

Rhode Island — 15.

Narragansett Wheelmen.

73,683	Cassipy, Edward G., 304 Lockwood st.	Providence
684	Day, Edwin H., 295 Smith st.	"
685	Eaton, Chas. De M. P., 24 Kenyon st.	"
686	Joslin, R. W., 138 Messer st.	"
687	Griffin, C. B., 252 Eddy st.	"
688	Monahan, John P., 10 Hylestead st.	"
689	Rogers, Henry R., 46 Olney st.	"

W. C. C.

690,	Gavitt, Roland D., 11 Pierce st.	Westerly

Unattached.

691	Boardman, Wm. H.,	Lonsdale
692	Brown, Robert P., Kendall M'f'g Co.	Providence
693	Gould, Edward M., Hope Club	"
694	Kimball, A. Warren, 14 Chestnut st.	"
695	Martin, Harold G., 12 Moulton st.	"
696	Phillips, Frederick S., 71 Manning st.	"
697	Slocum, Benj. S., 256 Doyle ave.	"

Texas — 8.

O. F. F. Cycling Club.

73,698	*Munger, Mrs. N. C.*, 1212 Calhoun ave.	Houston

Star Wheel Club.

699	Albert, Jesse G., care of Ed Kiam	Houston
700	Bing, Arthur J., 1700 San Jacinto st.	"
701	Eyres, E. J., 1011 Texas ave.	"
702	Fisher, Chas., 1011 Texas ave.	"
703	Helbig, F. A.	"
704	Mettenheimer, John H., c. Nat'l Cot. Oil Mills	"
705	Wilson, W. W., 1011 Texas ave.,	"

Utah — 27.

Salt Lake Social W. C.

73,706	Kennedy, M. J., 31 Mercantile B'l'k	Salt Lake City
707	Hewett, Dr. O. B., 401 Dooly B'l'k	"
708	Clifton, F. H., 51 East 6th So. st.	"
709	Sumner, Wm., 536 Constitution Bld'g	"
710	Johnson, M. S., box 233	"
711	Beverage, A. E., box 784	"
712	Roosa, P. F., 221 So. Main st.	"
713	Farrell, D. A., Room 14, Taylor Block	"
714	Herschvœgel, G. H., box 550	"
715	Williams, A. D., 7 Kendall Terrace	"
716	Horsfall, Chas. G., c. Inland Crystal Salt Co.	"
717	McKimmins, F. G., 3 3rd East st.	"
718	Stair, Frank E., 40 J st.	"
719	Coffin, M. H., 1055 First st.	"
720	Berkhoel, J. B., 4 Lambert court	"
721	Scott, W., Crismon Co. Court House	"
722	Barlow, S. M., 329 West 4th North st.	"
723	Curry, Fred. J., 34 South 7th West	"
724	Kelley, Albert H., Jr., 62 West 2nd So. st.	"
73,725	Hewiett, O. H., box 533	Salt Lake City
726	Alder, Geo. D., 204 McCormick Block	"
727	Cornish, B. M., 22 East 2nd So. st.	"
728	Sharkey, Ralph R.	"

Unattached.

729	Igleheart, Wm.,	Salt Lake City
730	Gallacher, J., Jr., 527 East 7th South st.	"
731	Langton, Ernest, 911 West 1st North st.	"
732	Lovendale, J. H., 54 East 1st North st.	"

Vermont — 1.

Unattached.

73,733	Hurlbut, G. W., box 193	Burlington

Wisconsin — 16.

Crescent Cycling C.

73,734	Hirsig, Louis	Monroe
735	Blumer, Fred J., box 738	"

La Crosse Co. W.

736	Rask, Samuel O.	La Crosse
737	Rothe, Frank G.	"
738	Borresen, J. T.	"

Milwaukee Wheelmen.

739	Sullivan, Henry, 131 Michigan st.	Milwaukee

Unattached.

740	Anderson, M. T.	Commonwealth
741	Roberts, H. L., 53 Forest Park Boulevard,	Janesville
742	Roof, H. T., 160 Lincoln st.	"
743	Thien, Max J., 1009 Winnebago st.	Milwaukee
744	Marin, John, Lock box 33	Winneconne
745	Stanbery, Frank, Lock box 57	"
746	Palmer, Albert N., box 7	Centralia
747	Helmold, Otto W.	"
748	Tibbits, Chas. F.	Grand Rapids
749	Daly, John E.	"

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Illinois — 3.

Jerseyville B. C.

73,750	*Hutchison, Mrs. Cam. F.*	Jerseyville
751	*Robb, Mrs. Alex. C.*	"
752	*Locke, Mrs. Geo. D.*	"

New Jersey — 2.

Unattached.

73,753	Measey, F. A.	Moorestown
754	Daison, Chas. E.	Manalapan

LEAGUE CLUB RENEWALS.

153	R. I. Wheelmen,	Providence, R. I.
223	Flint Wheelmen,	Flint, Mich.
124	Rovers Cycle Club,	Charlestown, Mass.
370	Lu Lu Wheelmen,	Philadelphia, Pa.
523	Albany Bi. Club,	Albany, N. Y.
585	Brooklyn Turner C. C.,	Brooklyn, N. Y.

PENNSYLVANIA.

To the Members of the Division.

The membership of Pennsylvania continues to grow, and we have enrolled a great many applications and renewals the past week. This, the fourth number of the paper, will go to over 1200 Pennsylvania members in good standing — remember that — to get all the privileges of membership and this division road book, etc., free; the dues are

one dollar, which will include the BULLETIN. I trust every member of Pennsylvania will read the BULLETIN and act on the notice therein — by another week, every member of the division should have renewed.

Fraternally,

JOHN J. VAN NORT.

Members of this division living in Philadelphia and vicinity may send or take their renewals to the chief consul, 654 City Hall, Philadelphia. If he should not be in, they may be left with any of the persons connected with the office.

I trust sincerely, that every member will not only renew early for himself but will also see that his friends and acquaintances do so too. We shall need every application and renewal that the friends of Pennsylvania can secure to hold our present place. Let every member charge himself with at least two others.

Fraternally,

SAMUEL A. BOYLE.

PHILADELPHIA, April 22, 1895.

DIXON'S 679 CYCLE LUBRICANT

Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced.

Mention THE L. A. W. BULLETIN.

DIXON CRUCIBLE CO., Jersey City, N. J.

AN L. A. W. MEMBER

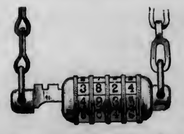
Who is Dissatisfied,

Or thinks he gets nothing **for his money,** should send for our catalogue, and **save 10 per cent.** We give that discount to members who send their number with order. Twelve styles of shoes, four styles caps, stockings, hose supporters, luggage carrier to fit frame, bells, cyclometers, toe clips, sweaters, trouser guards, etc.



DETACHABLE CLEAT CO.,
302 Washington St., Boston, Mass.

SHEPARDSON'S



Combination Bicycle Lock.

Price, 50 cents, Postpaid. *Liberal discount to Dealers.*

H. S. SHEPARDSON & CO.,
Shelburn Falls, - - - - Mass.

NEW YORK.

THE new tour book will contain lists of consuls and committees appointed up to the time when the last form of the tour book went to press. If any names are omitted, it will be due to the fact that these names were not determined until too late for insertion in the tour book. They will appear in subsequent publications of the division.

No further editions of the road maps of 1893, will appear until corrections have been made as fully as possible, and announcement will be made in due season of the appearance of future editions. If you are aware of an error in the road map or tour book or any other publication of the State Division, please send full and explicit information to the Chairman having the work in charge.

The "Potter guide board bill" has passed both branches of the legislature and has been signed by the Governor. It is now the law of the State. As soon as the work of the June meet has been completed, circulars will be issued instructing members how to obtain the erection of guide boards under the new law.

The chief consul requests every loyal member of the Division to interest himself in the work of increasing our membership. If you know a club room, cycle store or popular hotel where wheelmen congregate, which does not contain a "hanger" with application blanks, send at once a postal-card to Secretary W. S. Bull, 78 White Building, Buffalo, and have him send you the necessary number of hangers to put up. Please note the name of the Local Consul in your town as printed in the tour book or as announced in the BULLETIN and aid him in the work. If he is not as good a man as you are, prove it.

Use your copy of the BULLETIN and copy of the tour book in recruiting members. Remember that our lady cyclists are eligible to membership, and and we are glad to welcome them to our membership roll.

Fraternally,

ISAAC B. POTTER, *Chief Consul.*



NEW MEXICO.

IN this Territory, cycling has obtained a good foothold and devotees enjoy their country spins as much as their eastern brethren, despite the roughness of the roads and the many hills to climb. The only trouble with bicycle riders in this Territory is that there are not enough of them who belong to the League of American Wheelmen. Every rider of a bicycle (at least) should realize that through an *organization* of wheelmen (and only in that way) can they obtain what they most need and wish for, good roads, and each and every wheelman should join such an organization and assist that organization in the effort to obtain good roads. The cost is but a trifle — only one dollar a year — and the benefit derived from a membership is worth ten times that amount. The League BULLETIN, under its new management and in its new dress is worth a dollar a year to any one, whether he be a wheelman or not. New Mexico wheelmen should not let Arizona outstrip them in League membership.

We certainly have more wheelmen than they. There is a possibility of a western racing circuit being formed and if New Mexico has not enough League members, she will not be included in the circuit.

To every wheelman in New Mexico, I say, join the League. After you are once a member, you will never withdraw. Join the League of American Wheelmen.

A. J. FISCHER.

SANTA FE, April 12, 1895.

There is every reason to believe that the League will "live to eat the hen that scratches over its grave."

Subscriptions and Renewals.

A SPLENDID OFFER.

Send 75 cents and you will receive

Bicycling World, 1 year;
80 Selected Halftones of America;
Binder for the World;
All for 75 cents.

The 80 FAC-SIMILE PHOTOS OF AMERICA are 11x13, and are selected for their beauty and interest. They cover the Continent from Alaska to the Gulf. Also include splendid set of Halftones of THE WHITE SQUADRON—Eighteen modern ships of war.

☞ The above Offer is for New Subscribers and also Renewals. ☜

HOW TO REMIT.—Don't send Postage Stamps; send Check, Post Office or Express Order. If you send coin, cut holes the size of coins in thick card and paste paper over both sides; in that way it is likely to come through safe.

In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

We have other PREMIUMS to offer. Send for SAMPLE COPY. Address,

WHEELMAN COMPANY,
167 Oliver Street, BOSTON, MASS.

Mention THE BULLETIN.

TOO LATE! TOO LATE!

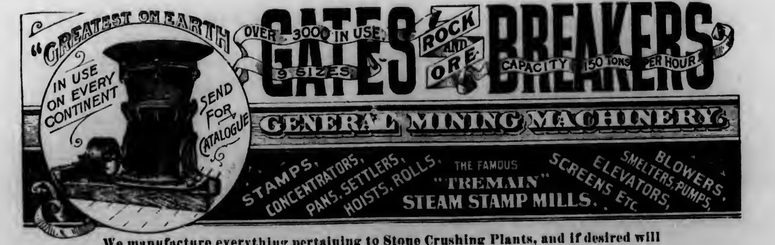
STERLING ELLIOTT, ESQ., 12 PEARL ST., BOSTON, MASS.
April 22, 1895.

Dear Elliott:—

The "Potter Guide Board Bill" has been signed by Governor Morton in a large, bold hand, with very black ink. It is now on file in the office of the Secretary of State and we are all ready to help you on the theatre hat crusade whenever you are ready to make another spurt.

Yours,

POTTER.



We manufacture everything pertaining to Stone Crushing Plants, and if desired will take entire charge of construction.

GATES IRON WORKS, Dept. "F," 650 Elston Ave., CHICAGO, ILL., U. S. A.

New York, 136 Liberty St —London, E.C., 73 A Queen Victoria St.—Butte, Montana.—City of Mexico, 8 Calle de Ganta.

A CHANGE OF INTENTIONS.

This page was intended for "chestnuts," but the secretary comes in with the following statistics and says they should be published *now*, so we omit the other chestnuts and insert these.

Applications and Renewals in April, 1895.

	Appl.	Ren.	Total.
Arizona	3		3
Arkansas	3	65	68
Colorado	8	117	125
Connecticut	12	60	72
Delaware		2	2
District of Columbia		19	19
Florida		4	4
Georgia		2	2
Illinois	63	130	193
Indiana	7	30	37
Iowa	42	84	126
Kansas	15	67	82
Kentucky	16	112	128
Louisiana		3	3
Maine	21	44	65
Maritime Provinces		2	2
Maryland	28	44	72
Massachusetts	271	973	1244
Michigan	37	37	74
Minnesota	23	70	93
Mississippi	3	1	4
Missouri	68	132	200
Montana		1	1
Nebraska	4	34	38
New Hampshire	6	16	22
New Jersey	235	203	438
New Mexico	2	4	6
New York	1203	1294	2497
North California	31	33	64
North Carolina	5	4	9
North Dakota		4	4
Ohio	48	172	220
Oklahoma	3		3
Oregon	1	4	5
Pennsylvania	352	1066	1418
Rhode Island	37	193	230
South California	6	3	9
South Carolina		2	2
South Dakota	3	5	8
Tennessee	3	2	5
Texas	25	42	67
Utah	28	2	30
Vermont	6	8	14
Virginia	1	13	14
Washington	1	2	3
West Virginia	1		1
Wisconsin	205	116	321
Idaho	1	1	2
Canada		5	5
Mexico		1	1
Germany		1	1
	2827	5229	8056

Record of previous years:—

April	Appl.	Ren.
1892	2091	4236
1893	2216	3764
1894	720	2349
1895	2827	5229

Best monthly record of division:
1893, Massachusetts, 862; 1895, New York, 1203.
Total enrolment, 8056.
BULLETIN subscribers, 8009.

WISCONSIN.

Additional list of Consuls who have acknowledged their reappointment:

Florence, E. E. Wilcox. Rice Lake, J. W. Munnell.
Kenosha, R. H. Welles. Richland Centre, B. D. Black.
Manitowoc, Norman Knudson. Waterloo, Max Janisch.
Merrill, E. P. Heilman.

New Consuls appointed for the ensuing year:

Bloomingdale, Gus. Morterud. Shawano, T. S. McNichol.
Elkhorn, W. H. Allen.

A. C. MORRISON, *Chief Consul.*

April 20, 1895.

NEBRASKA.

The following Local Consuls have been appointed:—

Columbus, F. H. Lamb.
Sutton, Frank M. Tessier.
Central City, J. W. Vieregg.
Lincoln, E. M. Allen.
Ord, C. B. Coffin.
McCook, A. C. Ebert.
Schuyler, H. M. West.
Weeping Water, J. H. Haldeman.
Stromsburg, Bert C. Nichol.
Broken Bow, F. W. Hayes.

Fraternally,
J. E. EBERSOLE, *Chief Consul.*

SALT LAKE CITY.

At the annual meeting of the Wasatch Wheelmen, April 8th, the following officers were elected: President, Geo. B. Barstow; captain, John N. Sharp; 1st lieutenant, W. C. Sharp; 2nd lieutenant, D. E. Brockbank; secretary and treasurer, Robt. B. Stevenson.

All members of this club have decided to join the League.

CORRESPONDENCE

TO THE EDITOR:—

My attention is called to the recent scurrilous and untrue articles appearing in some of the metropolitan papers. I wish to state that our citizens are with the wheelmen and stand ready to furnish funds and all other assistance necessary to make the National Meet of the League of American Wheelmen a grand success, and a credit to Asbury Park.

Any and all pledges made by the Asbury Park Wheelmen at New York and Louisville will be carried out to the letter.

Yours truly,
F. L. TEN BROECK, *Mayor.*

ASBURY PARK, N. J., April 26, 1895.

EDITOR BULLETIN:—

I am glad that you have asked "What shall we print?" For three or four years I have been a subscriber to four of the leading bicycle papers in this country. With one possible exception, these papers each week devote nearly two-thirds of their space to dreary detailed accounts of various races. I am an enthusiastic rider of the bicycle and know no form of athletic exercise so enchanting and health-giving. I enjoy also a good bicycle race. But of what use are columns of this stuff when a dozen lines would suffice? We have long had fuller details from the daily press.

A paper should publish what is of interest to its subscribers. I think a very small minority of the subscribers of bicycling papers are enthusiastic over racing or read these race accounts. A bicycle is not simply a racing machine. It is mainly a beautiful vehicle of pleasure, business and athletics. Why not publish something about the construction, make and care of this wonderful little vehicle? How many riders know anything of the scientific relation of the gear of the bicycle and what gear to use in varied riding? Tubings, tires and cranks, the care and keeping of the wheel, and the physiology of riding and its bearing upon health are also fertile subjects of interest.

Then there is the vast and all important subject of good roads. How many lines do these journals give to that in a year? In three of the last issues of these papers there is not a line on this subject upon which the existence and progress of the bicycle depend.

And last but most pleasurable of all comes touring, the joy of cycling. Much space should be alloted to this all-absorbing topic with its adventures and pictures by the wayside.

When will these plodding fellows wake up and give us something for our money? You strike the philosophy of the thing when you say that the bicycle weekly is not a newspaper. It should chronicle what we can not get in the daily papers.

I trust you will make the BULLETIN a journal interesting to bicycle riders and not to a few racers only.

ALBERT YOUNG,
President Kansas City Cycle Club.

KANSAS CITY, MO.

CONNECTICUT.

A Good Roads' Association Formed.

The town of Cromwell has formed an association for the improvement of highways.

The following officers have been elected:—President, Dr. W. B. Hallock; secretary, T. W. Beaumont; treasurer, Walter Yawthrop.

Executive Committee:—E. S. Coe, John B. Bond, Geo. S. Butler, H. W. Congdon, A. N. Pierson.

They Have the Same Trouble.

"Beg your pardon, sir, but you seem to be staring at me in a strange fashion. Do you see anything about me that is familiar to you?" "Yes, sir, my umbrella."—*L'Intransigeant Illustre.*


An L. A. W. Member
WHO IS SLY,
And wants to save money, should send for our catalogue. Shoes, $2.00, $2.25, $2.50, $2.75, $3.00, $3.50; Stockings, from 50 cents to $1.50; Caps, 75 cents. *Discount of 10 per cent* to L. A. W. members.
DETACHABLE CLEAT CO.,
302 Washington St., Boston, Mass.



The Lightest and Best Bicycle Clock Made.
Sent by mail on receipt of price. $2.25.
Speed calculator included.
Levy Cycle Clock Co.,
1817 Ridge Avenue,
Philadelphia, Pa.

A DIFFERENCE IN GUARANTIES.

There are guaranties that **guarantee** — and others that do not. A penniless tramp may guarantee the payment of the national debt — that is the guaranty of **irresponsibility.** A Fiji Islander may guarantee the correctness of the theory of electrical induction—that is the guaranty of **ignorance.** The only guaranty that **guarantees** is that based on responsibility and knowledge.



Two-Thirds Size.

The New York Standard Watch Co., with the prestige of a world-wide reputation to sustain, and very large financial interests to protect, is qualified to deliver a binding guaranty on the score of abundant **responsibility;** and after speeding one of its "Standard" Cyclometers, under power, for 100,000 miles forward and 130,000 miles **backward,** with consideration of the material and workmanship put into this watch factory product, this responsible Watch Company speaks with **knowledge** of the Cyclometer which it guarantees. Wherefore this :

"We guarantee that the 'Standard' cyclometer will stand continuous use throughout the life of its buyer. We will repair, without charge, any injured in a mishap to the bicycles."

The New York Standard Watch Co.,

11 John St., NEW YORK.

103 State St., CHICAGO.

PACIFIC COAST AGENTS:

POPE MANUFACTURING CO., 344 Post St., San Francisco.

OVERMAN WHEEL CO., Larkin and McAllister Sts., San Francisco.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.

ABBOT BASSETT, Associate Editor.

MAY 3, 1895.

WHY DO WE LIVE?

THIS use of the plural pronoun does not stop at the editorial "we" else it could be much more easily answered, but in this case "we" includes the reader.

Do you ever stop and think of it? for it is one of those questions, the consideration of which demands that we do stop.

It cannot be so well pondered while we are going.

Every individual seems to have some motive, some definite object, even though in many cases the object may not be a worthy one.

The average citizen, according to physical conditions, crawls or jumps out of bed in the morning or sometime during the forenoon and after putting on the broadcloth and silk, or, in more cases, the jeans and calico, starts on some sort of a day's work.

It doesn't matter very much what the nature of that work is, whether we

"in the quarry toil,"

or whether we

"delve upon the soil,"

it is considered work. Few seem willing to admit that any employment to which they are accustomed is as easy as some other "job" of which they know less.

Total number printed this week, ... 12,000

Sent to paid subscribers, ... 11,353

Samples to Advertisers, Exchanges, etc., ... 647

The laboring man, so called, because he performs that which looks to the uninitiated like the hardest work, starts out between six and seven A.M. and takes with him his noon meal, in a tin pail.

As he passes the drawn curtains of the wealthy, he looks with envious eyes at the cast iron dog on the lawn, and regrets his own misfortune at not being able to own a pair of bobtailed horses and a private "hack."

The kitchen girl gets up still earlier, kindles the fire with kerosene, washes the dishes which were left over from the night before, and opens the door for the milkman, who started on his rounds at three o'clock A.M.

The owner of the cast iron dog wakes up at eight o'clock and immediately begins to wonder how he can raise money to pay his taxes, while his wife is most concerned over the all-absorbing question of what she can do to keep up appearances, in competition with the wife of a man who had recently pinched her husband in a "wheat deal."

And the son of the wife of the man who owns the cast iron dog, crawls lazily out of bed at eleven A.M., having retired about the time the milkman got up, and while trying to put on his hat with a shoe horn, wonders how soon again he can "touch" the "old man" for enough of the "stuff" to go on another "bat," such as the one he is just recovering from.

The young wish they were old.

The old wish they could be young again.

The poor man envies his more wealthy neighbor. The dyspeptic banker envies the healthy coal heaver his appetite, while many a man with a splendid appetite has little else.

The childless millionaire envies the poor parent one of his dozen half-fed babies; the pauper thinks the laws are all made to prevent a betterment of his condition. The mechanic feels sure that he isn't being properly paid for his work, and often at the same time, his employer will claim that he is losing money.

Life, to many, seems a burden, and yet, in the language of Dr. Holmes, "they will take a great deal of nasty medicine to keep from going to heaven."

We are bound to conclude, that except in very

Because It Is Built Like a Watch.

WHAT THE SOLID STERLING DID FOR A FELLOW.

ALBUQUERQUE, N. MEX., March 25, 1895.

STERLING CYCLE WORKS, Chicago, Ill.

Gentlemen: How do you like this? It's great, I think. Yesterday, Sunday, about twenty fellows started for the mountains—road very rough, up hill and down hill—a very bad bicycle road in all. On reaching our destination one of the boys riding a ——— got into difficulty, something giving way. Being twenty miles from town, a friend of mine riding a 21-pound '94 Sterling came to this fellow's help, like this: On returning, the owner of the Sterling said he would sit on the handle-bars if the other party would do the work of pushing home, total weight 292 pounds. They just flew down hill and up again, past all the boys, for in coming home it is mostly down hill. They came through without a scratch, while every one of the other fellows were jesting and betting they would not, nor could the wheel stand the strain for over five miles, but it did, and did it nobly, and I will say right here that I'll bet $50 there is not another wheel made that could have stood the racket. I am, yours very truly,

[Signed] L. D. MANDELL.

STERLING CYCLE WORKS,

236-240 Carroll Ave., CHICAGO.

SCHOVERLING, DALY & GALES, 302 Broadway, New York City.
SIEG & WALPOLE, 285 Wabash Avenue, Chicago.

Bicycles Built for Business

WE DECIDED LAST MONTH TO

Accept no more orders from any except our regularly appointed agents until we get caught up. Those who handled our goods last year, and who sell our wheels exclusively, also those who contracted early and had confidence enough in us to place orders, will be given preference. Others we will do our best to take care of. We wish to thank our friends and customers for their patience and kindness, shown by waiting so long and patiently for our wheels. To those who haven't bought, we wish to say that we have got the stock to

MAKE MORE BICYCLES,

And are now building wheels enough, we think, to take care of our trade during the summer and fall months, which, by the way, are the very best months of the whole year, for touring and pleasure riding. To those who want bicycles

FOR SUMMER AND FALL TRADE,

We shall, we think, be able to supply promptly. To you who didn't buy **New Clippers**, and are **not satisfied** with what you **did** get, we want **you** to ask New Clipper riders about our wheels, we want you to learn all you can about us. Try one of our wheels, any of them, **they're all** good, and it you don't think they are worth the price we ask, we'd like to know the reason. If any New Clipper rider is dissatisfied with his mount, we'd like to hear from him. Watch our **Business Bicycles**, they are liable to cut some ice in '96.

Made by the Grand Rapids Cycle Co.

rare cases, life is preferable to a cessation of it. But how to make it still more desirable, is a question that you and I cannot afford not to discuss.

No real happiness can be had at the expense of others.

A man who thinks he is happy while he is holding his heel upon the neck of any other being, knows not what happiness is.

The man who thinks he isn't happy because every body is working against him, is certainly mistaken.

Cases are indeed rare, in which many people have not been treated as well as they deserved.

"Life is what we make it."

We live because we don't want to die.

Heaven may be a good place but you can't prove it, and whatever may come to the future, it will keep.

Let us live where we are for the present, and make the best of it.

Let us think of those who are worse off than ourselves and try to help them, trusting to those who are better off than we are to follow our worthy example.

Don't fret.

Do right.

Keep cool.

The world is large and the fittest always survive. If you are a big toad in the commercial puddle don't forget the time when you were a tadpole.

If you are only a tadpole now, don't feel bad about it, but enjoy life as you go, not forgetting that there are others.

"The man who sits down to a crust, moistened with his tears and thanks God" may be getting more real happiness out of life than does many a better fixed mortal.

Man depends upon man; this should never be forgotten.

"Live while you can, for when you die, you'll be dead a long time."

Our various lines of business are, of course, for the moment, of importance, but we are too apt to overlook the real substance of life, in a wild chase after the shadow.

Money and the things which money will buy are, or at least should be, considered as means to an end; but too often we think of them as the end itself, and act accordingly.

The only worthy reason which any man can give for occupying room, is that he makes his fellows happy, and thus in the only legitimate manner, obtains happiness for himself.

The mere possession of money is, in itself, small evidence of success.

The owner of money cannot take it with him across the "dark river," and even if it were printed on asbestos, its usefulness under the changed conditions is doubtful.

The publisher of the L. A. W. BULLETIN AND GOOD ROADS is perfectly satisfied with his lot (although the house needs repairing). We are doing what seems to be for the interest of the League of American Wheelmen, and incidentally, that means, for the general good.

The making of money is of the slightest consequence beyond the necessary income to insure permanency.

When you are satisfied, we are.

Don't hesitate to let us know.

CONFIDENTIAL TO THE ADVERTISER.

DO you want to reach 40,000 of the brightest, up-to-date wheelmen in this country? That will be about the size of our subscription list in a few months. Meanwhile we charge a rate *exactly proportionate* to the *paid* circulation.

1092 IN A DAY.

THAT is the number of applications and renewals received by Secretary Bassett on Monday April 22d.

Out of this 1092, 1090 subscribed for the BULLETIN. Why didn't some one move to make it unanimous?

A GOOD THING.

WE are in receipt of a neat publication entitled "Park and Cemetery." It is of especial value to persons who have the care of these public grounds.

We feel a deep interest, which is likely to increase, in this question of cemeteries.

We have on our exchange list several journals devoted to the undertaker's and embalmer's art.

After the day's work it is exceeding restful to sit down and read about those things which relate to our inevitable prospects and which tend to familiarize us with the hereafter.

Respectfully Submitted.

It won't help your own crop to sit on the fence and count the weeds in your neighbor's field.—*Ex.*

"THREE IN ONE" COMPOUND

REGISTERED. 3 TRADE MARK.

FOR BICYCLES & GUNS.

PREVENTS RUST. CLEANS. LUBRICATES.

ITS RUST PREVENTIVE QUALITIES ARE MARVELOUS

AS A LUBRICANT IT HAS NO EQUAL

ITS CLEANING PROPERTIES ARE UNSURPASSED

DOES NOT EVAPORATE, GUM OR HARDEN.

ALL DEALERS SELL IT.

MANUFACTURED BY

GEO. W. GOLE & CO. 111 BROADWAY, NEW YORK.

SEND FIVE TWO CENT STAMPS FOR SAMPLE.

A marvel of artistic design and substantial construction. . . . . —o—



PRICE $1.50

The New TOURIST CYCLOMETER.

Send for Circular.

W. S. BIGBY,

31 and 33 Fulton St., Brooklyn, N. Y.

BICYCLE COMBINATION LOCK.



Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.

PACKARD & CARTER MFG. CO.,

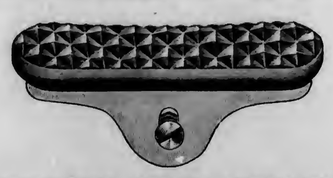
Agents wanted. *Malden, Mass.*

DIXON'S 679 CYCLE LUBRICANT

Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced.

Mention THE L. A. W. BULLETIN.

DIXON CRUCIBLE CO., Jersey City, N. J.



REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.

THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.



With Silk Covered Braid, 50c. All Silk Braid, 75c.



Electrotypes Furnished Dealers. Discounts on Application.

TIE CO., BOX G, UNADILLA, N. Y.

Heath Ball Valve Pump AND Universal Coupling.

The Standard Bicycle Pump the World Over.



Do not accept some other pump "just as good as the Heath," but insist that you get what you pay for and not some inferior infringing pump that costs you as much or more money.

Order from your jobber, and if he will not supply Heath Pumps, write direct to the sole manufacturers.

S. F. HEATH CYCLE CO.,

Minneapolis, Minn.

N. E. Agents—ELASTIC TIP CO., - BOSTON.

Mention The L. A. W. Bulletin.

HOW TO CLEAN A BEARING.

WE are bound to believe that the new bicycle, when it comes from its maker, is properly adjusted. Certainly that is the intention and it is usually lived up to.

You may have a clearer understanding of how it should be than had the man who put it together.

However, the chances are against you and in his favor.

Assuming that it *was* right when you got it, don't monkey with it.

And if it *wasn't* right let the seller fix it.

After that just take care of it.

Use plenty of good oil, there are a hundred kinds on the market but it all comes out of the same barrel.

There is, however, a difference in oil, but the worst of it is better than none.

For a ball bearing the oil should be thin and of a quality which will tend to evaporate rather than to "gum."

Don't get the absurd idea that you will injure your bearing by too much oil.

Of course "*enough* is as good as a feast." But you couldn't *injure* the bearing if you used a quart of oil on it each day.

Any oil is very injurious to rubber and the principal danger from overdoses of oil, is that it may run down on to the tire.

A machine which has been standing through the winter wants cleaning.

If you are an expert and it will do *you* any good to take the bearings apart, do it, but it won't do the *bearings* any good.

CRANK SHAFT.

Take out the saddle rod and pour a tablespoonful of the common, everyday, "servant girl's delight," by dealers called kerosene oil, into the hole where the rod was.

In nearly all machines the opening through the saddle post tube communicates directly with the inside of crank shaft bearing, and hence the kerosene will run directly onto the shaft.

Of course if your frame isn't built that way, don't do it, but squirt the oil in through the oil hole.

Having filled the bearing with the deadly kerosene, spin the shaft until the oil which runs out is no longer black, (it may be necessary to repeat the operation two or three times), then wipe the parts thoroughly, apply a few drops of your regular oil and the bearing will be all right.

Clean the bearings in the wheels the same way, except that greater care must be taken to avoid spoiling the tire.

The safest way after drenching the bearings and running them thoroughly is to lay the machine on its side until the kerosene has run out, which it will do in a few minutes, though if you can leave it in a reclining position over night so much the better.

I have known machines treated in this way to give better service than others which were frequently taken apart.

THE NATIONAL MEET.

MANY conflicting statements have been made regarding internal affairs at *Asbury Park*. The BULLETIN is disposed for the present at least, to ignore the more intemperate statements of both sides and make the following prophetic announcement, based on personal judgment rather than absolute knowledge.

First, Asbury Park is a most delightful spot to go to, entirely independent of any special occasion.

Secondly, those men whom we happen to know personally and who have much to do with the arrangements, are men whose word would be a sufficient guarantee so far as they have control of anything connected with the meet.

Of course there will be many people in Asbury Park as there have been and always will be everywhere, who expect to make some money out of the visitors. That condition of things is unavoidable. We must never expect to avoid it entirely.

It is more than probable that any member who goes to Asbury this summer in the right spirit, will go away with the reflection that he (or she, for we hope the ladies will not fail to attend in large numbers) has had an enjoyable time and one long to be remembered.

It is important that the managers of the meet do the proper thing, but it is also important that we go to Asbury Park or to any other place, with a disposition to remember that "Charity suffereth long and is kind." Personal disagreements among the people who have the matter in charge are of no interest to us so long as these differences are finally adjusted.

"All's well that ends well," and we have much confidence that the National Meet to be held at Asbury Park, N. J., in July next, will end well.

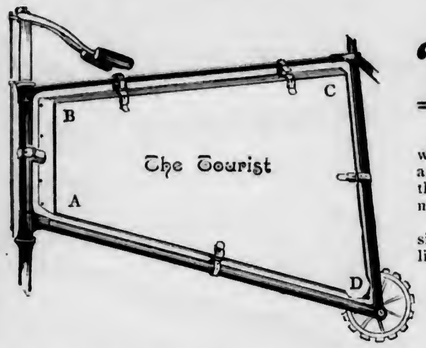
Mr. Beegle, we're looking at you.

ATTENTION

Always Perfectly Adjusted.

FIBRE LUGGAGE CARRIER

"THE TOURIST"



The only practical bicycle carrier made, being light, waterproof and durable, weighing less than two (2) pounds, and adjusting the weight where it should be, directly on the wheels. It is a general favorite, made to fit any machine.

Be careful and give us correct measurements of four sides, A-B, B-C, C-D, A-D, with diagram and diagonal line, A-C, from corner to corner.

BLACK FIBRE, - - - - -	$3.00
WHITE " - - - - - -	3.00
RED " - - - - -	2.50

KENNEBUNK MANUFACTURING CO.,

KENNEBUNK, MAINE, U. S. A.

The Outing Watch, $2.50



Sent to any address, delivery guaranteed, and your money back if you want it.

Every rider wants one to knock around with.

Every dealer should have one, by wearing which you advertise your business.

Stem wind and set, nickel, open face.

Raised gold ornament.

Warranted a good timer.

Discount to bicycle dealers.

Send 2c. stamp for full list L. A. W. Badges, Medals and Prizes.

THE DURYEA COMPANY

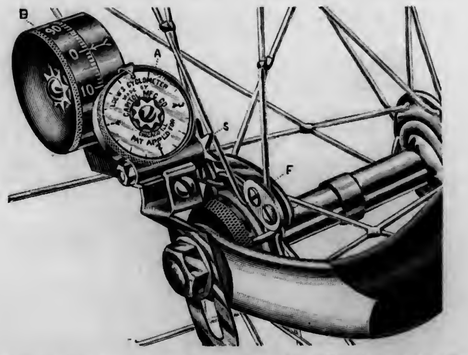
180 Broadway, New York City.

Weight, 4 oz. **LOEW** Price, $2.60.

10,000 MILE CYCLOMETER.

The only cyclometer with independent trip to single mile dials, giving mileage for each day or trip in addition to a total recorder which adds every turn of the wheel up to 10,000 miles and repeats or can be set back. '95 patterns with black enameled dials and prominent silvered figures visible from the saddle in any position.

Satisfaction guaranteed or money refunded.
Absolutely Accurate. Dust, mud and water proof.



CAPITOL MFG. CO., Sole Manufacturers and Licensees,

125-137 Rees St., CHICAGO, ILL.

See ad. of Speedometer in this space next week.



THE ROAD QUESTION IN MISSOURI.

(From the Bankers' Standpoint.)

BY EDGAR S. BARNES.

DURING the month of December, the Missouri Division League of American Wheelmen through its Highway Improvement Committee, addressed a circular letter to about 600 of the cashiers of the banks outside of the larger cities in this State, enclosing a stamped envelope for the replies they were requested to make, to the following questions:

(1.) Is the business of your town dependent upon the country immediately surrounding it: if so, to what extent?

(2.) How much farming territory (approximately in square miles) depends upon your town as its most accessible local market?

(3.) What is the nature of the soil found in the country roads leading into your town and what is its condition during the wet weather of fall and spring?

(4.) To what extent is communication between town and country affected by the muddy roads of the wet seasons?

(5.) From your observation and experience can you say that muddy roads in wet seasons interfere with the steady and profitable transaction of business; if so, to what extent?

(6.) Kindly state any other facts touching the effect of badly kept roads upon the industrial and financial condition of your neighborhood?

(7.) What in your estimation is the best manner to increase the amount of money that is available for use in making and improving the common country roads?

To the first question almost all of them answer that the business in their towns depends upon the country immediately surrounding it to at least 50%, and the greatest number of them admit that their town is entirely dependent upon the country surrounding it for its business.

After stating the area that depends upon their town for its most accessible local market, and giving the nature of the soil around them, they with very, very few exceptions state that the condition of the roads in their vicinity in the winter and spring months is bad, and that at times as we all know, the roads get absolutely impassable.

As many of them expressed the opinion that trade was almost entirely suspended at that time, as there were who thought that a loss of about 50% in the amount of trade would cover the loss, but all agreed that trade was greatly interfered with by the bad condition of the roads in the winter and spring.

Right here I want to give you a few extracts from some of the replies received.

One says: "During the wet weather of fall and spring, the distance between town and country is practically doubled. Last spring roads got almost impassable, farmers could hardly get to town with an empty farm wagon."

Another says: "Communication is about cut off and those who wish to get the advantage of the highest markets, have to haul their produce to town in the fall and pay for storage until the prices advance in the winter and spring. The storage costs would pay quite a sum towards making better roads."

One banker reports that "the muddy condition of the roads interferes very largely with business: as the farmer can only haul his products to market when the roads are dry, he is compelled to accept almost any price for his products, for he cannot risk the roads for a better market, and this is even worse on the produce question than on the grain question, although if the roads were in such condition that the farmer could haul his products at any time, he would be able to save a very large expense account."

Another says: "The bad condition of the roads injures our trade for about one-fifth of the year, and retards the growth of the city; adds cost to the producer, requiring him to make two loads of one, and consequently lessens the value of his lands."

"The effect on the merchant, farmer and banker can hardly be estimated during the seasons of muddy roads, for at the season of the year when the farm products are the highest, and the merchant realizes his best commissions, the least business is transacted because of the fact that the

Manufacturers and Repairers Appreciate the advantages of the

THEY HAVE BEEN STANDARD GOODS FOR NEARLY TEN YEARS.

Elliott Cutting-Off Tools.

PRICE, WITH TWO BLADES, **$5.00.**

Extra Blades, $\frac{1}{16}$ inch thick, 15 cents each.

No. 2

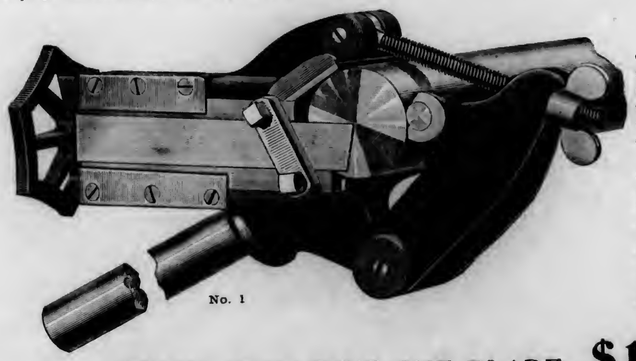


For Cutting Round Iron or Steel to any Length, in any Lathe. Independently of Tool-Post or Slide-Rest.

Cuts all sizes from $\frac{3}{16}$ to $\frac{1}{2}$ inch in diameter. Rods of any length can be cut at any distance from the lathe-chuck. For instance, pieces may be cut from the end of a twenty-foot rod in any short lathe, whether it has hollow spindle or not. A piece of one-half inch machinery steel may be cut entirely off in about twenty seconds, and that operation repeated indefinitely without danger of breaking the cutter.

This tool has been found very useful even in shops having cutting-off machines, because it is always ready, and requires no adjustment for different sizes of stock, except the turning up of a single thumb-nut; neither is any special skill required to operate it.

No. 1.



No. 1

For cutting off round Iron or Steel of any size, from $\frac{3}{16}$ to 2 inches in diameter. May be used with any lathe, or even *without* a lathe, as it can be operated like an ordinary pipe cutter.

The manner of holding the stock to be cut is the same as with small tool, but the cutter is fed in by a screw and hand wheel, while the machine is prevented from turning by the handle, which may rest against the lathe-bed or any fixed object, or may be held in the hand.

PRICE, INCLUDING ONE BLADE, **$10.00.**

MANUFACTURED EXCLUSIVELY BY

WILLIAM HADDOW,

..... Under License from Sterling Elliott ..... *WATERTOWN, MASS.*

ALSO AGENT FOR SEVERAL STANDARD BICYCLES.

A large repair shop connected with the factory, located on Galen street, which runs between Watertown and Newton and midway between Boston and Waltham.

public roads and highways are in such a condition that the farmer cannot move his crops."

Grant City says: "There is no way of computing the loss that is occasioned by the condition of the roads during the winter and spring. All traffic is suspended except such as can be accomplished on horseback or on foot."

"The bad roads of the winter and spring compel the farmer to sell his produce before the bad weather sets in, or get ready to hold it for several months. They are unable to take advantage of the high prices, solely because of the bad roads leading to the depots."

Another reports: "Bad roads are a great detriment to any community. Take it here with us last spring, it was impossible for a farmer to reach here from the west with anything but an empty wagon, and that was in most cases a load for four horses."

Now I want to give you a few random extracts from the letters received from the bankers bearing upon the effect good roads would have in their estimation.

"Easy communication between points makes business."

"Good roads would increase our business."

"Good roads would add to the profits of the farmer at least one-third and add more than this to the comfort of living in the country."

"Good roads at all times would enhance the value of lands."

"Good roads would have so many advantages that I could not name them, and they would add to the value of land and the comfort of living."

"Farmers could haul twice as much in the same length of time; we have made one and one-half miles of good rock road and it pays well."

"The agitation of the road question is without doubt one of the most important before the public to-day and if carried out properly will do more for the State than almost any other thing."

"A good system of well worked roads would in my estimation enhance land values in Schuyler County fifty per cent."

"The wear and tear of wagons, buggies, harness and horses caused by bad roads costs the farmer more than the amount he pays for all State, county, and municipal taxes, and probably affects the merchant to about the same extent."

"It would be safe to say that the profits to town and country would be twenty per cent. greater if the roads were passable at all times of the year."

"I am satisfied that if we had good rock roads leading to our town that it would enhance the value of land adjacent to such roads $10.00 per acre, and the farmers would in a very few seasons make back all the expense of making these roads, by being able to market their produce when prices were high, and the merchants by reason of their increased trade could well afford to bear part of the burden."

Listen to what is reported from Columbia. "Dirt roads get very muddy and almost impassable. We have four gravel roads, or 60 miles in length; the best investment the county ever made. Parties living on the gravel roads come to town during the wet weather same as dry; those on the dirt roads do not get in."

Ellsberry says: "We have a good rock road extending from our town to New Hope, a distance of five miles, which has greatly helped our trade, and if we could have a rock road leading into our town from the northwest and from the southwest, and the one we now have be extended out farther, it would greatly build up our town and also increase the value of lands tributary to our town."

There were many other interesting replies and opinions expressed in the letters received but space will not permit to give them here.

To my mind the greatest problem that we have to solve right now is how to provide the ways and means to build and maintain a system of roads that would be a credit to the State and the various counties and townships that compose it. So in order to draw out from the bankers what was their idea of the best way to provide the ways and means necessary, the last and really the main question of the seven, and the one that all the others lead up to was asked. The replies to this question varied a good deal.

Like men engaged in many other lines of business, the bankers have not all made a study of the road question, nor decided in their own minds as to which is the best way to improve the common roads and highways of Missouri, or what would be the best way to provide the money necessary to pay for such an improvement.

We think that the bankers as a class are as well posted on this subject, and the best remedy to apply towards the betterment of the roads as any other class of business men, and hence their opinions should have much weight with us. Out of over 150 replies received, 35 of them did not venture any opinion on this question. It is this



Sea Wax

The Essence of the Sea.

The Marvellous Rheumatic Remedy and Pain Deliverer.

Athletes, Cyclists, Baseball Players,

Horseback Riders, Boxers and Oarsmen

Will find Sea Wax particularly effective in all cases of

Stiffness of Joints, Soreness of the Muscles, Sprains, Sore Throat, Lameness, Bruises, Rheumatism, Sciatica, Etc.

It renders the joints and tendons supple and flexible. It relaxes and strengthens the muscles.
It relieves the pain in the knees experienced by bicycle riders.

75 cents per Bottle, Postpaid on receipt of price. Ask your druggist for it.

SEA WAX MANUFACTURING COMPANY,

Sole Proprietors. *279 Prospect Pl., BROOKLYN, N. Y.*



"UNIONISMS"

When Riders Mount It, They Smile with Satisfaction.

What are the wild waves saying?

CRACKAJACKS RIDE UNIONS!!!

The Union Crackajack.

Truisms Twisted

"Many hands make light work," but two average feet can push the light-running UNION CRACKAJACK where the rider's back can be seen by competitors.

"There's many a slip twixt cup and lip," but the UNION won't slip. (There's no charge for the tip.)

"Still waters don't run deep," because if they are STILL they don't RUN. The UNION CRACKAJACK is STILL RUNNING however (pun), and will run all year.

UNION CYCLE MFG. CO.,

Branches: Philadelphia, Milwaukee.

239-243 Columbus Ave., Boston, Mass.

Our "Book on Bikes" Free.

class of men who have no opinions that we are hoping to interest.

From the 125 who replied, and who did have opinions that they did not hesitate to express, we glean many interesting items and ideas.

Monticello, Lewis County, says: "Our people are ready and anxious to pay more taxes for better roads. Urge the legislature to make it optional with counties to regulate each its own rate for road taxes, and also to allow the county to decide whether or no its poll tax should be paid in cash or work. With these legislative provisions, the dirt road problem in Lewis County would be solved."

DeKalb, says: "The only feasible plan is to bond the county or road district for a sum sufficient to grade and construct the roads; levy a tax for repairs and care of the roads and for a sinking fund sufficient to retire a few bonds each year and thus pay them off gradually."

Richland says: "The best way would be to levy a State tax as an assistance to a local tax upon those most benefited. Good roads will, more than anything else, increase the price of real estate and I am heartily in favor of the movement and hope the coming legislature will do something to assist in solving this problem."

Carterville says: "I believe the revenue for roads if collected in cash would be sufficient to construct, repair, and maintain our roads, provided that the work was let on contract to the lowest bidder, who should be required to furnish bond for the faithful performance of his contract and who should work under the supervision of a county road supervisor appointed by the county court."

Rockville says: "I know of no better way than to increase the road tax; then first make the main roads good so they will last, by graveling them, doing what you can each year with a reasonable tax levy such as the people are able to pay, and then extend the good roads to the cross roads. The only way to get the people to see the advantages of good roads is to commence building small pieces at a time, and then it will not be long before they will all be willing to pay more taxes so that all might enjoy the benefits of good roads."

Dexter says: "Amend the constitution so that counties can levy a larger tax for road and county purposes. The rate now fixed by the constitution has injured the State ever since its adoption, and has stifled the growth of the State and the efforts of its energetic citizens to push it forward."

Paris says: "I think the State constitution should be amended, and that our legislature should enact laws authorizing the issue of bonds running for a long term of years, at a low rate of interest, and so guaranteed by the State or county as to make them a popular, safe and desirable investment. Then we would be able to inaugurate and push forward a system of good roads to such an extent that all of the people would ultimately be proud of them, and their descendents would not object to paying the debt."

Marceline says: "I believe taxation the best plan, raising the amount needed at first by the issue of bonds, and put the roads in good condition at once."

Meadville says: "Give it up." Do you think he means to give up more for road taxes or not?

Conway says: "Our little city would be much benefited by the construction of twenty miles of macadam road at right angles to the railroad, but it is impossible to build under the present laws as we understand them. There is no good reason why, if we build good roads for future generations to use, that future generations should not help to pay for them."

Montgomery City says: "Our roads are no better now than they were fifteen years ago, and we have expended in cash and labor ten to twelve thousand dollars per annum on them under the present system."

Rock Port says: "Our people favor anything that will give us good roads."

Norbornne says: "Am in for anything that will give us good roads at all seasons of the year."

"Independence thinks their plan a good one, that is, to have the county court duplicate the subscriptions that are made by private parties where macadam roads are wanted."

McFall says: "Any means that would better our roads would be acceptable whether it was by either the National or State governments, or by direct taxation. $10,000,000, expended on the highways of "Old Missouri" would make it "new enough Missouri" for me."

Summer says: "Apportion the convicts of the penitentiary to the counties, and work them for eight months of the year, except those in for long terms."

"Some suggested a direct tax assessed against property benefited, with a less amount assessed against property not immediately upon the improved road, and the greatest amount assessed

RICE'S WATERPROOF BELT CAPE

FOR BICYCLERS AND TOURISTS,

Patented by Col. E. Rice, U. S. Army.



Folded as a belt 2 inches wide for waist or small package weighing only 11 1-2 ounces, fastened to handle bar or frame of machine. An effective light protection to the rider in case of sudden shower or storm, and protecting machine from wet and consequent rust which is equally important. Will be appreciated by wheelmen and tourists. Sure of a large demand all over the country.

Price, $3.50. ***Will send belt by mail on receipt of price.***

WILLIAM READ & SONS,

SOLE AGENTS FOR UNITED STATES. **107 Washington St., Boston.**

against the property immediately upon the line of the road."

Some are in favor of joint stock companies and toll roads; others hope to see an improvement effected through the working of the convicts upon the roads, and a good many, even more than was thought would, come out in favor of old fashioned taxation.

There were three times as many in favor of issuing bonds as were against their issue, and several want an amendment to the State constitution providing for increased tax levies for road purposes, while some try to get out of it by referring the whole matter to the legislature, and one man went so far as to recommend that the democratic party be assessed for this purpose. This man was on the off side probably.

To sum up the opinions of the bankers as received, we believe that the majority of them are in favor of increased taxation if necessary, but they want the property most benefited to be taxed accordingly.

They are in favor of doing away with the present system of working out the poll tax, and want it collected in cash; they want the roads worked at a suitable time of the year, the work let out on contract to a road builder compelling him to give bond for the faithful performance of his contract, and to work under the supervision of some competent person, preferably a civil engineer, and they want the work begun as soon as possible, the sooner the better.

BICYCLES FOR SUPERINTENDENTS.

Supt. Wheeler has inaugurated a new departure in his department by purchasing bicycles for the watering cart chasers, or men who superintend the work of watching the carts in the performance of their work. There are seven of them. The superintendent of the division will give his personal attention to the work also. There are 110 carts in different sections of the city.

The park department was the first to put bicycles in use, and they have proven a success. — *Boston Herald.*

The pnuematic tire won on its merits. You may remember, that at first, we were not impressed with its shape.

NOT more taxes, but better work.

ST. LOUIS, MO.

THE League officials of Missouri have succeeded in heading off the watering-cart on certain streets in St. Louis. This is what has been wanted by wheelmen in every city. We would suggest that in order to please all parties who use the streets the sprinkling be done as suggested by Mr. Duryea last year, viz., sprinkle one side of the street and leave it until partially dried up before sprinkling the other.

We give the St. Louis circular in full. It is as follows: —

WHEELMEN!

DRY STREETS FOR 1895.

The City Committee of the Missouri Division, League of American Wheelmen, have made the following arrangements with the Street Department for the season of 1895.

STREETS TO BE LEFT DRY AS FOLLOWS:

During the months of March, April, May, Oct. and Nov., up to 9 A.M., and after 4 P.M.

Months of June, July, August and September, up to 9 A.M. and after 5 P.M.

St. Charles St. — 3rd to 14th.
Locust St. — 14th to 35th.
Chestnut St. — 4th to 12th.
Pine St. — 12th to Grand.
Olive St. — Grand to Taylor.
Delmar Ave. — Taylor to Union.
Ninth St. — Washington Ave. to Bremen Ave.
N. Broadway — Bremen Ave. to Morrin.
Garrison Ave. — Pine to Easton.
Jefferson Ave. — Washington Ave. to Keokuk St.
S. Broadway — Keokuk to Osceola.
Osceola — Broadway to Virginia.
Virginia Ave. — Osceola to Dover.
Michigan Ave. — Dover to Davis.
Lafayette Ave. — Mississippi Ave. to Grand.
Arsenal — 9th to Jefferson Ave.
Grand — Easton Ave. to Tower Grove Park.

For these privileges the Wheelmen are indebted to the present liberal and progressive City administration, especially to His Honor Mayor Walbridge; Hon. M. J. Murphy, Street Commissioner; and Mr. M. D. Strait, Superintendent of Sprinkling.

Infractions of the above rules by contractors will have attention if reported to

J. R. BETTIS, No. 212 S. Third St.
M. G. SIMMONS, No. 9 S. Third St.
JOHN C. ANDERSON, Main and Park Ave.
City Committee.

NON-LEAGUE WHEELMAN.

You owe it to the League of American Wheelmen that you have a chance to ride in comfort over St. Louis streets. Come with us and help us to get and keep such privileges. You get your money's worth many times over. It costs only $2.00 the first year, and $1.00 the second year. Blank forms may be had of all dealers, of the above City Committee, or of

W. M. BUTLER, *Sec.-Treas.* 2636 Osage St.
ROBT. HOLM, *Chf. Consul.* Ninth and Pestalozzi Sts.
M. J. GILBERT, *Rep.*, 205 N. Fourth St.

THE ELLIOTT PAMPHLET STITCHING MACHINE.

Stitches any thin book or pamphlet with thread, making a double stitch, tying a square knot and cutting off the thread, all at one operation.

AS a matter of history (and egotism), this is the first and only machine that ever stitched *and tied* work of this kind.

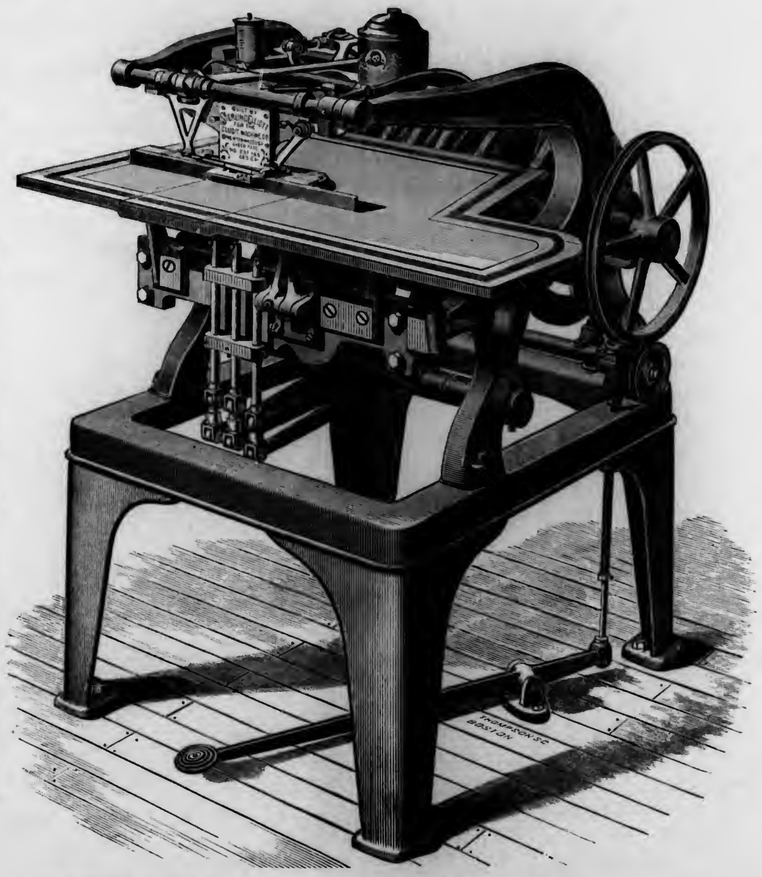
It ties a perfectly square knot, ties it close against the paper, leaves no slack, and wastes no thread.

Its speed is only limited by the ability of the operator to feed it.

A fair average is about 30 per minute, or 18,000 per day.

The same machine also ties a loop in the corner of a book by which it may be hung up.

The work of this machine is equal to the very best hand-stitching, and is done at a much less cost.



Publishers of the Youth's Companion, Boston, use thirteen of these machines. It is also used extensively by the Harper Bros., New York; the Boston Mailing Company, and many other large concerns. . . . . .

Address, **ELLIOTT MACHINE COMPANY,**

GEORGETOWN, MASS.

MINNESOTA ROADS.

M. L. KNOWLTON,

Chief Consul Minnesota Division, L. A. W.:

As Chairman of the Road Improvement Committee, I have to report as follows:—

While action on the part of the committee has not been what is desirable, there has been considerable increased interest throughout the State, resulting from the agitation started and continued by the wheelmen.

As President of the Minnesota Road Improvement Association, I have been expected to do something towards organizing a Good Roads Association, in each county in the State. The State Association has had scarcely any funds at my disposal, and with a view to aiding the work expected me to do, as President of the State Association, the State Board of the Minnesota Division L. A. W., as you are aware, appropriated $100. I have received but $50 of that, the Secretary having informed me that the Division could not spend $100 for road improvement, and also pay the Minneapolis Cycle Track Association $100 for expenses of the State meet. After receiving the notice from Mr. Gregory, above referred to, I did not keep a very accurate account of expenses incurred by me, and have used as little money as possible, but as near as I can state with certainty, I have expended for typewriting, postage, printing, etc., $38.44, leaving a balance in my hands of $11.56.

A much more active and intelligent interest is being taken by the farmers and others throughout the State in road improvements, as indicated by frequent letters received by me from all parts of the State, and from all classes of people, concerning the matter. One evidence of this is that the Commercial Club of St. Paul voluntarily incurred the expense and labor of calling the State convention, which was held in St. Paul, January 15th, and though not so large as the one held two years ago, was quite as successful in many respects, and more unanimous in favor of intelligent action. I read a paper at the convention, recommending nearly all of the most modern and practical plans, according to my judgment, which have been recently urged for improvement of our system of highways, and by resolutions adopted by the convention nearly every recommendation made in my paper was endorsed by the convention, and the Legislature now in session was asked to enact laws accordingly. Regardless of the failure of the last Legislature to pass any bills for road improvement, and regardless of whether the present Legislature will do any better, I earnestly recommend that the work of this Division be continued along the lines already adopted.

It is plainly evident to anyone acquainted with the situation that our work has been productive of much improved sentiment in this State, and the failure of the Legislature to reflect the sentiment thus created is all the more urgent reason for our continuing the educational campaign, and if the condition of our treasury will permit I do not think any object is more worthy of an appropriation than this.

A. B. CHOATE, *Chairman.*

Bicycle manufacturers have made money, but the greatest profit from the bicycle has been realized by people who have never touched it.

STOLEN—Sept. 25, Columbia Bicycle Model 32, No. 17582, taken from The Manning, cor. 116th st. and 7th ave. The wheel was fitted with Columbia saddle No. 10, rat-trap pedals, elliptical sprocket wheel, and was stripped of brake and mud-guards. A liberal reward will be paid for the return of the wheel, beside the reward offered by the Pope Manufacturing Co. F. T. DILWORTH, 565 Greenwich st., New York City. [L. A. W. No. 3941].

The Greatest

SPEED INDUCER

Ever applied to a Bicycle.



Can be applied to any machine.

Record Pedal Mfg. Co.,

243 Columbus Avenue,

Arthur Sidwell, Manager. **BOSTON, MASS.**

"ON, STANLEY, ON."

FOR SNAP SHOTS

USE THE **Stanley** **Dry Plate, "50"**

FOR LANDSCAPE WORK

WHERE TIME EXPOSURES ARE REQUIRED

USE THE **Stanley "35"**

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects.

The Stanley Plate is sold by the principal dealers in photographic goods.

If your dealer does not handle them send direct to the factory.

Address,

THE STANLEY DRY PLATE CO.

NEWTON, MASS.

League of American Wheelmen — Official Department

Boston, May 3, 1895.

LEAGUE HEADQUARTERS,
12 PEARL STREET, - - BOSTON, MASS.

Officers for 1895 and 1896.

President, A. C. WILLISON, Cumberland, Md.

1st Vice-President, GEO. A. PERKINS, 15 Court Sq., Boston, Mass.

2d Vice-President, A. C. MORRISON, Pabst Brewing Co., Milwaukee, Wis.

Treasurer, A. E. MERGENTHALER, Fostoria, Ohio.

Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

Membership

J. EMORY TIPPETT, Art Club, Boston, Mass.
O. A. HOWELL, Rockville, Conn.
GEO. D. LOCKE, Jerseyville, Ill.

Rights and Privileges

EVERETT SMITH, Schenectady, N. Y.
HERBERT W. KNIGHT, Newark, N. J.

Rules and Regulations.

H. E. RAYMOND, 236 Carroll Ave., Chicago, Ill.
ALBERT MOTT, Baltimore, Md.
W. W. WATTS, Louisville, Ky.

Improvement of Highways.

I. B. POTTER, Potter Building, New York City.
J. S. HOLMES, JR., Orange, N. J.
W. A. CONNELLY, Danville, Ill.
OTTO DORNER, Milwaukee, Wis.
LEVI CHUBBUCK, Kidder, Mo.
THOS. F. COOKE, Algona, Iowa.

Transportation.

W. M. BREWSTER, 835 Arch St., Philadelphia, Pa.
JOHN O. BLAKE, Chicago, Ill.
CHAS. A. SHEEHAN, New York City.

Racing Board.

GEO. D. GIDEON, 17 No. Seventh St., Philadelphia, Pa.
H. W. ROBINSON, 89 State St., Boston, Mass.
E. H. CRONINGER, 153 West St., Cincinnati, Ohio.
FRED GERLACH, Montauk Bldg., Chicago, Ill.
D. W. ROBERT, 2292 Washington Ave., St. Louis, Mo.

Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA.—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phœnix.

ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

COLORADO.—Chief Consul, John A. McGuire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 1409 Broadway, Denver.

CONNECTICUT.—Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DISTRICT OF COLUMBIA.—Chief Consul, Geo. W. Cook, 3295 M. Street, N. W., Washington.

GEORGIA.—Chief Consul, Charles M. Rushing, Savannah.

ILLINOIS.—Chief Consul, L. C. Jaquish, 1612 Ashland Block, Chicago. Secretary-Treasurer, A. J. Marrett, 509 Cleveland Avenue, Chicago.

INDIANA.—Chief Consul, Thomas Hay, 70 North Pennsylvania Street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA.—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, E. Kostomlatsky, Oskaloosa.

KANSAS.—Chief Consul, W. W. Hooper, Leavenworth. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, Edward A. Newhaus, German National Bank, Louisville. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson Street, Louisville.

MAINE.—Chief Consul, James E. Marrett, 448 Commercial St., Portland. Secretary-Treasurer, Percy H. Richardson, 39½ Exchange St., Portland.

MARYLAND.—Chief Consul, J. A. Arnold, 404 S. Eutaw St., Baltimore. Secretary-Treasurer R. H. Carr, Jr., 9 E. Lexington St., Baltimore,

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Charles S. Howard, 15 Crawford St., Roxbury.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSISSIPPI.—Chief Consul, W. H. St. John, Yazoo City. Secretary-Treasurer, J. J. Lowrey, Jackson.

MONTANA.—Chief Consul, W. L. Fant, 32 W. Broadway, Butte City.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, Frank H. Siefken, 1223 Harney St., Omaha.

NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Ravlin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howsou, Chillicothe.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, J. A. Drain, Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

NATIONAL ASSEMBLY.

(Continued from April 26th.)

Mr. Cooke, of Rhode Island, objected and claimed that rules could not be suspended unless by unanimous consent.

The Chair ruled that the Assembly could suspend its rules by a majority vote.

Mr. Cooke appealed from the decision of the Chair. The Chair was sustained by vote.

Motion to suspend the rules then prevailed.

Application for re-instatement as an amateur from Fred. W. Van Sicklen, N. Y., received and granted on the strength of a statement said to have been made by him, that he had not raced for seven years.

Refused.

R. D. Hunt, Topeka, Kansas.
Eugene Lambert, W. Newton, Mass.
L. L. Pearce, Salem, Oregon.
W. B. Collier, Coxsackie, N. Y.

Granted.

David Newland, Stillwater, N. Y.
Wm. Dennison, " "
Robert Norcross, Greeley, Colo.
James Havener, St. Calling, "
Roy Plumb, Erie, "
Chas. Golden, Longmont, "
Henry Albers, " "
Ralph Denio, " "
Chas. Kestler, " "
Geo. Knapp, " "
Frank Secor, " "
Arthur Little, Salt Lake City, Utah.
Morlie Hazard, " " " "
Geo. F. McCrea, Alpena, Mich.
L. B. Baker, Mechanicsville, N. Y.

Rules resumed.

The case of F. W. Van Sicklen was again brought up to allow Mr. Raymond to ask a question of Mr. S. Wallis Merrihew, official handicapper of the N. C. A.

Mr. Raymond asked Mr. Merrihew if he had seen Mr. Van Sicklen in a race, within a short time.

Mr. Merrihew stated that Mr. Van Sicklen had raced for cash at Brooklyn, in the summer of 1894.

The vote to reinstate Mr. Van Sicklen was reconsidered and his petition for re-instatement was rejected.

A great many applications were received for re-instatement from persons who had raced for cash. All such were rejected.

Mr. Reed, of Ohio, announced that the Ohio Division stood ready to loan the League any sum of money from $1,000 to $1,500, if they should need it. Offer received with thanks.

Mr. Van Nort moved that a committee of three be appointed to estimate the receipts and expenditures of the League for the coming year. Carried.

Auditing Committee appointed.

Mr. Holmes of New Jersey, announced that a Bill was now before the Legislature of New Jersey, which was prejudicial to the interests of highway improvement in that State. He asked that a Committee be appointed to draw up a protest for the Assembly and forward same to the Legislature of that State. Carried.

Morrison, of Wisconsin, and Potter, of New York, appointed. Same Committee authorized to send memorial to New York Legislature.

Suit of Miller & Flynn, against the League for paper furnished to Good Roads was referred to Executive Committee with power to employ counsel to defend it.

Adjourned to Wednesday, March 6, 1895.

GRAND UNION HOTEL,
NEW YORK, N. Y.
Wednesday, March 6, 1895.

The adjourned meeting of the L. A. W. National Assembly was held this day. Members present in person:—

A. C. Willison, Geo. A. Perkins, W. M. Brewster, Abbot Basset, C. F. Cossum, Geo. R. Bidwell.

MASSACHUSETTS.

Sterling Elliott, C. W. Fourdrinier, J. Fred Adams.

NEW JERSEY.

Robert Gentle, Fred Keer, J. W. Dickinson, J. S. Holmes.

NEW YORK.

I. B. Potter, W. S. Bull, J. J. Woods, T. W. Neary, R. G. Betts.

PENNSYLVANIA.

T. J. Keenan, J. J. Van Nort, C. A. Dimon.

RHODE ISLAND.

Geo. L. Cooke, Leo Kaufman.

Meeting called to order at 10.20 A.M. by Vice-President A. C. Willison.

Mr. Elliott moved that the Assembly go into a Committee of the Whole to consider the Bulletin question.

The Committee of the Whole reported progress and asked permission to sit again.

Letter from W. L. Pinney *in re*, the case of W. E. Rhodes, a professional, was referred to Racing Board.

Mr. Cooke, of Rhode Island, rose to a question of privilege. He claimed that in suspending the rules at the last meeting of the Assembly, the body did an illegal act inasmuch as Cushing's Manual forbids a body to suspend a rule except by general consent. All the re-instatements voted during this illegal suspension of the rules, he claimed to be null and void.

Mr. Willison, from the Chair, stated that the rules were suspended by a majority vote. The Chair decided that this could be done. The decision was appealed from, and the Chair was sustained. In thus sustaining the Chair, the Assembly made a rule for itself which makes the act legal.

Mr. Cooke appealed from the decision of the Chair.

Chair sustained 9 to 4.

Letter received from the National Equal Rights Council of Washington, D. C. Read and placed on file.

Assembly went into Committee of the Whole.

Adjourned at 12.30 P.M.

Meeting called to order at 4 o'clock.

On motion Mr. Perkins seconded by Mr. Fourdrinier, the following vote was passed:—

Voted that the thanks of the L. A. W. are due to the Bearings Publishing Co. for what it has done in the interest of the League of American Wheelmen during the past year. The Company has furnished, free of cost, a good, well edited and newsy official organ that has been creditable to the publishers and to the League. The paper has been the source of considerable income to the League and the money has gone a long way towards the payment of past indebtedness and current expenses. In this vote, the League desires to place itself on record as appreciating the efforts in its behalf of the Bearings Publishing Co. and it is ordered that this vote be spread upon the records and a copy be forwarded to the Company.

Passed unanimously.

The Chair read a letter from Bearings Publishing Co. urging the payment by the League of $2288.88 paid for postage on the BULLETIN at a time when it was denied admission at second class rates.

Mr. Potter moved that it be the sense of the Assembly that since the Bearings Publishing Co. published the paper in furthering the work of the League, that the Executive Committee be authorized to make every effort to secure a restoration of the money from the Postal Department and that the Bearings Publishing Co. be asked to request a return from the P. O. Department, as a first step in the proceedings.

Assembly went into a Committee of the Whole.

(To be continued.)

MASSACHUSETTS.

Local Consuls have been appointed as follows:

Boston, A. D. Peck.
Brockton, G. Edgar Russell.
Campello, G. P. Spofford.
Concord, W. R. Rand.
Dorchester, J. M. Sweeney.
East Braintree, Charles O. Miller.
Fitchburg, John R. Oldfield.
Hyde Park, W. W. Neill.
Hyannis, A. G. Guyer.
Jamaica Plain, Charles A. Underwood.
Lenox, Louis H. Regnier.
Marblehead, Gardner P. Hathaway.
Mattapan, Charles E. Buck.
Merrimac, Henry H. Story.
New Bedford, Dr. A. F. Wyman.
North Attleboro, F. I. Gorton.
Peabody, H. P. Hutchinson.
Shirley Village, F. A. Lawton.
South Egremont, C. G. Dalzell.
Winthrop, F. P. Sibley.
Warren, John M. Campbell.
Walnut Hill, William Dellmuth.
Wollaston, G. W. Nash.
Westboro, F. W. Taylor.
Woburn, Edw. C. Leathe.
Worcester, Lincoln Holland.

Other applications for local consulships have been made and are being investigated.

There are still many localities in the State which should have consuls.

We are offering special inducements this year for effective work.

If there is no consul in your town, please see that an application is made in behalf of the proper man.

STERLING ELLIOTT, *Chief Consul.*

RACING BOARD.

President Willison has appointed on the Racing Board Messrs. Douglas W. Robert, 2922 Washington Avenue, St. Louis, Mo., and Frederick Gerlach, Montauk Block, Chicago, Ill.

Members of the board have had assigned them the following territory:

District A.—Mr. Robinson, in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

District B.—Mr. Gideon, in charge of New York, New Jersey, Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, North and South Carolina.

District C.—Mr. Croninger, in charge of Ohio, Indiana, Kentucky, Tennessee, West Virginia, Mississippi, Alabama, Georgia and Florida.

District D.—Mr. Gerlach, in charge of Illinois, Wisconsin, Iowa, Minnesota, Michigan, Dakota, Nebraska, Idaho, Montana and Wyoming.

District E.—Mr. Robert, in charge of Missouri, Kansas, Arkansas, Louisiana, Texas, New Mexico and Indian Territory.

NEW JERSEY.

The State Meet of this Division will take place at Trenton, Saturday, June 1st, under the auspices of the Mercer County Wheelmen. The program is varied and interesting, and particular interest will center in the races in the afternoon, which will rank as one of the best of the season. The one-half mile and one-mile State championships will be run off on this occasion.

This board would like to hear from race promoting clubs concerning the following State championships for which sanctions can be had: one-fourth mile, three-fourths mile, two mile and three miles.

County championships must receive sanctions from this board.

Asbury Park Wheelmen have received sanction for Monmouth County championship, one mile, for May 30th.

All State records to receive consideration by this board, must be submitted on the regular "Record Claim" sheet, and if accepted will be properly recorded.

Record blanks will be sent, on application. Am at all times pleased to hear from clubs and individuals on matters concerning this board. Keep in touch with us, and avoid mistakes by getting your information from the proper source.

Fraternally,

FRED J. KEER, *Chairman.*

NEWARK, April 27, 1895.

OFFICIAL TAILOR FOR MASSACHUSETTS.

I have this day appointed Leopold Morse & Co., of Boston, official tailors for the Massachusetts Division of the League of American Wheelmen for the present year.

To the above concern, all inquiries concerning, and all orders for, L. A. W. uniforms should be addressed.

STERLING ELLIOTT.

BOSTON, April 25, 1895.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS which I send in full payment of my initiation fee, one year's dues and subscription fee to the official publication of the L. A. W., under provisions of Articles III and VII of the Constitution. From the sum enclosed I authorize and direct you to pay to the publisher of said publication the regular subscription fee to League members and to enter my name as a subscriber. I certify that I am eligible to membership in the L. A. W. under the provisions of the Constitution and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State,

References, ...

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose ONE DOLLAR for which please renew my membership and subscription to the L. A. W. publication for another year.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

L. A. W. Veteran Bar.

The veteran bar which has been adopted by the L. A. W. to be worn by the veterans of the organization, can be



worn above the League badge, or as an individual pin.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar.

Members holding numbers between 100 and 1656 are entitled to wear the bar at this date.

The bar is of gold with the word "Veteran" in enamel. Each bar must have the owner's name engraved on the back. All orders must be sent to the Secretary accompanied by the price of bar, $2.50.

We can supply any style or form of badge with bar. The standard badge retails for $3.00, and will be sent attached to bar if this sum is added to remittance.

SIXTY DAYS ONLY.

Members are notified that the renewal season is cut down to sixty days. In previous years, renewals were received to July 1st. This year the season ends JUNE 1st. Please remember.

ADDITIONAL BLANKS.

Application or Renewal Blanks may be had of the Secretary on application.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, May 3, 1895.

Total, 803.

Alabama — 2.

Unattached.

73,755	Hawkins, Philip, P. O. Dept.	Courtland
756	Pippen, E. H., Jr.	"

Arkansas — 8.

Hot Springs C. C.

73,757	Ellis, Leonard, 236 Central ave.	Hot Springs
758	Gregory, Fred W., H. S. R. R.	"
759	Lawson, R. I., care W. J. Little Mer. Co.	"

Ark. Trav. C. C.

760	McLain, J. L.	Little Rock
761	Wade, P. A.	"

Unattached.

762	Bancroft, C. D., Al. Bath House	Hot Springs
763	Hanson, Carl, care P. P. Woods	"
764	Rix, Fred N., Ark. Nat'l Bank	"

Colorado — 11.

Unattached.

73,765	Cooars, J. F., 50 Union Depot	Denver
766	Dewees, F. M., 737 Goss st.	"
767	Bennett, Chas. G.	Grand Junction
768	Core, W. D.	"
769	Hards, James	"
770	Ingersoll, L. F., M.D	"
771	Jones, A. H.	"
772	Mantey, Fred	"
773	Neff, W. H.	"
774	Roberts, M. L.	"
775	*Wallace, Mrs. Lulu M.*	Monte Vista

Connecticut — 14.

Rockville C. C.

73,776	Scharf, Albert	Rockville
777	Foster, Wm. J.	"
778	Abbey, A. E.	"

Hartford W. C.

779	Fahy, Edward H., 355 Main st.	Hartford

Unattached.

780	Lane, James, 2 Fifth st.	Ansonia
781	Kent, John T., Main st.	"
782	Botsford, Chas. H., 137 Beechwood ave.	Bridgeport
783	Phelps, Walter G.	East Haddam
784	Mead, E. B.	Greenwich
785	Hoag, Henry M.	Sharon
786	Buckley, Emery G.	"
787	Brown, Chas. W.	"
788	Baldy, C. W., 22 Broad	Stamford
789	Burtch, Francis D., R. R. ave.	Stonington

District of Columbia — 2.

C. U. B. C.

73,790	Dixon, Taylor B., 1421 29th, N. W.	Washington

Unattached.

791	Firman, O. S., 1316 Riggs st., N. W.	Washington

Illinois — 11.

Alton C. C.

73,792	McAdams, I. C., 608 East 15th	Alton
793	Schussler, Hugh K., 122 East 22d	"

Danville C. C.

794	Sommerville, Robert, Jr.	Sidell

Streator B. C.

795	Lukins, Harry W.	Streator

Unattached.

796	Wright, L. C., box 96	Gibson City
797	Shawgo, Kirk	Quincy
798	Reiter, J. G.	Rockford
799	Blackburn, H.	Xenia
800	Cox, Asher R.	"
801	Gaddis, J. H.	"
802	Stanley, E. R.	"

Iowa — 2.

Ida Grove C. C.

73,803	Warren Gray	Ida Grove

Unattached.

804	Smith, Fred B., 905 Iowa st.	Dubuque

Kansas — 8.

T. A. A. W.

73,805	Broderson, E., 718 Kans. ave.	Topeka
806	Barcley, John C., 628 Kans. ave.	"
807	Barnes, Chas. W., care Capital Office	"
808	Curtis, G. W., 1313 Clay st.	"
809	Crane, F. S., care Crane & Co.	"
810	Eastman, Philip, box 111	"
811	Edwards, C. P., 1924 Harrison	"
812	Fogel, Jacob P., 229 Buchanan st.	"
813	Freeman, F. W., 1400 Polk st.	"
814	Osborn, E. G., Quincy st.	"
815	Riley, P. J., 725 Kans. ave.	"
816	Rust, George, 38 Columbian b'ld'g.	"
817	Wolverton, Oscar G., cor. 9th and Kans. ave.	"
818	Cole, J. A., 1330 Topeka ave.	"
819	Connel, O. M. M., A. T. & S. F. R. R.	"
820	Feakins, Geo. W., C. R. I. & P. Ry.	"
821	Lagestrom, Chas. E., *State Journal*	"
822	Scott, G. W., Topeka ave.	"

Unattached.

823	Clearwater, R. A., 321 Second East	Hutchinson
824	Colladay, C. H., 205 Ave. A East	"
825	Porter, H. F., 620 Sherman East	"
826	Roberts, J. H., 20 North Main st.	"
827	Russell, E. S., 308 East Sherman st.	"
828	St. John, F. T., 25 North Main st.	"
829	Balliet, Asa E.	Tonganoxie
830	Dreisback, D. K.	"
831	Kuypers, J. S., 920 Buchanan st.	Topeka
832	Latham, Carl J., 112 West 8th st.	"
833	Storms, Wm. H., 534 Kansas ave.	"
834	Stansfield, Geo. W., 632 Kansas ave.	"
835	Wyman, L. B., 112 West 8th st.	"
836	Eagle, Geo. M., 729 Kansas ave.	"
837	Golmis, Q. P., 808½ Kansas ave.	"
838	Murphy, A. L., 1259 Polk st.	"
839	Seabrooke, S. L., 19 Columbian Building	"
840	Williams, A. F., 1195 Fillmore st.	"
841	Rogers, Duke A., box 56	Wanego
842	Smith, A. D., box 12	"

Kentucky — 4.

Harrison W. C.

73,843	Braun, Emil B.	Cynthiana
844	Conrad, George	"
845	Hamilton, Geo. P., box 42	"

Unattached.

846	Bingham, H. H., 2502 W. Jefferson st.	Louisville

Maine — 6.

Portland W. C.

847	Stevens, Geo. R., 127 Middle st.	Portland
848	Grimmer, O. H., 234 Cumberland st.	"
849	Smith, Roy C., 46 Exchange st.	"

Unattached.

850	Ilsley, F. J., 57 Exchange st.	Portland
851	Reed, Gardner	Waldoboro
852	Vannah, L. C.	Winslow Mills

Maryland — 2.

Unattached.

73,853	Dawkins, Walter I., 210 Fidelity B'ld'g	Baltimore
854	Richards, Geo. W., 1524 No. Caroline st.	"

Massachusetts — 87.

Massachusetts Bi. Club.

73,855	Willard, David M., Exeter Chambers	Boston

Press C. C.

73,856 Towne, W. G., Columbian Bank, Ames B'ld'g, Boston
857 Wilder, F. W., 21 Haverhill st. "
858 Cann, S. H., "The Phœnix" Winthrop Beach
859 Dustin, Geo. Calvin, 103 Sterling st. Boston
860 Hayden, Ashley K., 86 State st. "
861 York, Frank H., 18 St. Charles st. "

Glendon B. C.

862 Partridge, W. W., box 22 Everett

Roxbury B. C.

863 Jacobs, R. R., 310 Shawmut ave. Boston
864 Jennings, Frank, 6 Berkeley st. "
865 Nesbit, Archibald, 125 London st. East Boston
866 Le Breton, Chas., 6 Linwood sq. Roxbury
867 Chapman, Elmer E., 16 Oakland st. "
868 Portmore, T. Gilbert, 2 Fountain sq. "
869 Simmon, A. E., 106 Warren st. "

Warren C. C.

870 Cass, Thomas T., 23 Shirley st., Roxbury

G. A. C.

871 Corliss, Fred A., 70 Rogers st. Gloucester

Lawrence W.

872 Beales, Edward E., box 99 Lawrence
873 Dyer, Edwin K., 751 Essex st. "

Vesper B. C.

874 Howard, Chas. H., 505 Fletcher st. Lowell
875 Smith, Albert G., Merchants' Bank "

Towanda B. C.

876 Bates, John H. Woburn

Mattapan Road C.

877 *Cook, Jane T.*, Fremont pl. Mattapan

Somerville.

878 Goldthwaite, J. L., 82 Mt. Vernon st. Somerville
879 *Goldthwaite, Mrs. J. L.*, 82 Mt. Vernon st. "

Taunton C. C.

880 Ashley, Chester W., 21 Orchard st. Taunton
881 Boewe, Max, 20 Lawrence st. "
882 Huntley, Fred G. "

Hudson C. C.

883 Mulhern, Harry Hudson

Unattached.

884 Stone, H. A., box 475 Ayer
885 Mahoney, John R., 19 Allston st. Allston
886 Burnett, John T., box 149 Boston
887 Craig, David R., 74 Mt. Vernon st. "
888 Craig, Albert W., 141 Court st. "
889 Campbell, Chas. A., 174 Commercial st. "
890 Dearborn, Chas. H., 141 Court st. "
891 Freeman, Fred A., M.D., 80 Staniford st. "
892 Gowing, Frank P., 39 Kingston st. "
893 Haines, R. J., 21 Cornhill "
894 Horton, Joseph, 249 Atlantic ave. "
895 Parker, Chas. F., 47 Chambers st. "
896 Pool, Geo. B., 20 So. Market st. "
897 Remy, Wm. C., 7 Temple pl. "
898 Seaver, A. K., 185 Cambridge st. "
899 Verac, C., 77½ Charles st. "
900 Wilson, Geo. S., M.D., 777 Washington st. "
901 Fall, F. M., box 193 Braintree
902 Cabot, Samuel, Edgehill Road Brookline
903 Wheeler, Frank E., 268 Broadway Cambridgeport
904 Morse, George N., 121 Magazine st. "
905 Brown, Wm., 12 Markett st. Campello
906 Spofford, G. H. "
907 Baldwin, H. W., 17 Sydney st. Dorchester
908 Karle, F. J., 5 Norfolk st. "
909 Barker, Chas. E., 11 Pearl st. "
910 Barry, Joseph E., 2nd, 83 Wyman st. Jamaica Plain
911 Walker, C. W., 171 E Haverhill, Lawrence
912 Gould, F. H., 16 Prescott pl. Lynn
913 Gibson, Frank L., 37 St. John st. Jamaica Plain
914 Conley, Jno. E., Middleboro ave. East Taunton
73,915 Hathaway, Gardner R., 160 Wash. st. Marblehead
916 Rouillard, E. R., Prospect ct. Malden
917 Bentham, H. G. Mattapan
918 Lawrence, J. A. "
919 Vinal, Edward E., 181 Trenton st. Melrose
920 *Vinal, Mrs. Edward E.*, 181 Trenton st. "
921 Sylvester, Geo. North Easton
922 Bement, F. W. Northampton
923 Eldridge, William T., Mayflower st. Plymouth
924 Loetfler, F. Louis, Eustis st. Revere
925 *Haggart, Alice G.*, Parker Hill ave. Roxbury
926 Foley, Chas. T., 15 Jule st. "
927 Gors, Francis W., 217 Warren st. "
928 Longley, S. LeRoy, box 42, Shirley Centre
929 Booth, Edw. C., 40 Boston st. Somerville
930 Smith, Elwood J., City Alms House, Springfield
931 Roberts, John W., box 1016 "
932 Stockbridge, R., box 1003 Westboro
933 Fairbanks, Frank P. Winchendon
934 Ball, Fred E. "
935 *May, Mrs. P. H.*, 9 Bancroft st. Worcester
936 Gay, D. F., 314 Main st. "
937 Rogers, Chas. M., Jr. Lexington
938 Reed, Herbert N. "
939 Milbury, J. N., "
940 Tower, Ellis W. "
941 Roberts, Frank W., Crandall st. Adams

Michigan — 4.

T. C. C. C.

73,942 Merrell, F. P. Ithaca
943 Robinson, James H. "

Unattached.

944 Stevens, Leslie Cadillac
945 Bishop, Louis R. "

Minnesota — 10.

New Ulm C. C.

73,946 Palmer, John J. New Ulm
947 Hornburg, C. H., Jr., box 162 "

Unattached.

948 Covell, A. E., 314 S. E. 9th st. Minneapolis
949 McDermott, Edward E., 1307 6th st., S. E. "
950 Neil, V. A., State University "
951 Arnold, L. B., 1018 Guar. Loan Building "
952 Erwin G. B., 302 Guar. Loan Building "
953 Everington, James W., 400 Union st., S. E. "
954 Heins, C. A. Olivia
955 Baker, C. L., 2047 Iglehart st. St. Paul

Missouri — 30.

Sedalia C. C.

73,956 Clark, C. S., box 35 Sedalia

Milo C. C.

957 Smith, Chas. S., 414 So. 8th st. St. Joseph

Pastime A. C.

958 More, Edward A., 5881 Plymouth ave. St. Louis
959 Hidden, Edward, 68 Laclede Building "
960 Willis, Chas. C., 3320 Bell ave. "

S. S. C. C.

961 Nash, Thos. J., 829 So. 17th st. St. Louis

Unattached.

962 Blackman, J. H., 3124 A Bell ave. St. Louis
963 Chewning, D. A., 3701 St. Louis ave. "
964 Ellis, W. W., 311 Union Trust Building "
965 Keister, J. A., 2110 Olive st. "
966 Longstreth, Chas. H., Globe Dem. Building "
967 Weber, Edw., 306 No. 4th st. "
968 Wheeler, A. M., 2608 Locust st. "
969 Hammond, James L. Memphis
970 Miller, Frank "
971 Rees, Geo. D. "
972 Saling, Geo. H. "
973 Pistole, W. B. Stanberry
974 *Pistole, Mrs. Nora B.* "

73,975 Alcott, Willis V. Tarkio
976 Hayster, M., box 31 Clinton
977 Birney, F. Oliver Lancaster
978 Hart, J. C., 221 No. Main St. Louis
979 Harris, Fred, 309 N. 3d st. "
980 Hitchings, W., 3112 School st. "
981 Henry, A. W., care St. Louis R. & W. G. Co. "
982 Grayson, Wm., 1115 So. Grand ave. "
983 McFarland, Chas. N., 5094 Kidge ave. "
984 Riddle, F. C., 5878 Cabanne pl. "
985 Wyatt, F. A., 1425 Herbert st. "

Nebraska — 2.

Omaha W. C.

73,986 Johnston, G. W., 1515 Howard st. Omaha

C. C. C. C.

987 Hapeman, H., box 102 Minden

New Jersey — 61.

B. C. & A. A.

73,988 Rhodes, John L., 112 Broad st. Bloomfield

Bloomfield C. & A. A.

989 Tower, Frank G. Bloomfield

Clarksboro B. Club.

990 Coles, Clarkson, Clarksboro

Crescent Wheelmen.

991 Kline, A. V., 21 Sanford ave. Plainfield
992 Coriell, B. F., 211 West 5th st. "
993 Runyon, J. D., 246 Park ave. "
994 Nash, V. W., 946 Prospect ave. "
995 Haven, M. A., "
996 Hand, Frank, 518 Park ave. "
997 Lorton, E. V., 436 West 5th st. "
998 Bamberger, Jos. F. W., 142 E. Front st. "
999 Woolston, L. B., 145 North ave. "
74,000 Tobin, Geo. J., 187 North ave. "
001 Cose, C. E., 225 Grant ave. "
002 Williams, R. D., 740 West 7th st. "
003 White, Ed., 128 W. Front st. "
004 Doane, J. Hervey, 115 Park ave. "
005 Ulrich, Geo. W., E. 5th st. "
006 Hibbitts, J. J., 124 Liberty st. "
007 Havens, Wm. E., Plainfield ave. "
008 Marshall, J. T. Metuchen
009 Hearsall, H. Westfield
010 Fitch, E. L. "
011 Townley, R. I. "

East Orange Cyclers.

012 Babbage, H. S., 53 Burnet st. East Orange
013 Young, L. V., 209 North 6th st. Newark

East Orange Ramblers.

014 Gillespie, A. S., 12 Munn ave. East Orange

Mercer Co. Wheelmen.

015 Closson, Linford, 10 W. State st. Trenton

Milford Cycle Club.

016 Sailer, W. R., box 28 Milford
017 Bass, H. C. "
018 Thomas, W. E. "

Saholdalica Wheelmen.

019 York, Joseph, Jr. Morristown

Unattached.

020 Stetser, Isaac, 328 Benson st. Camden
021 Warrington, Albert, 203 No. 6th st. "
022 Anderson, E. F., 17 Arlington ave. East Orange
023 Cooley, S. M. Flemington
024 Holcombe, John H. "
025 Frey, Enos L., 386 Garfield ave. Jersey City
026 Levering, Chas. W., 587 Summit ave. "
027 Emmons, Will H., box 366 Keyport
028 Welch, T. P., Elizabeth st. "
029 Taylor, Marcus B., Front & Broad sts. "
030 Wiley, Chas. S. Lakewood
74,031 Burnham, John W. Matawan
032 Coffin, Philip L., 4 No. 9th st. Newark
033 Leskom, Edwin S., 752 Broad st. "
034 Hand, Jos. F., box 353 Ocean City
035 Bontecon, F. T. 399 Lincoln ave. Orange
036 Jamison, Frank H., 252 Main st. "
037 Lindsley, Fred O., 25 Prince st. "
038 Wilson, Theodore, 326 Lincoln ave. "
039 Beckett, David, box 45 Paterson
040 Dodds, John, box 121 "
041 Shoemaker, Henry B. Paulsboro
042 Bogert, Henry L. (97 Nassau st., N. Y. City) Plainfield
043 *Smith, Emily Irving*, 53 University pl. Princeton
044 Farrell, Edmund C., 191 Passaic st. Trenton
045 Harrison, Chas., Jr., 417 Whittaker ave. "
046 Myatt, Joseph "
047 Baynes, Geo. B. Woodstown
048 Morgan, Lewis M. "

New York — 288.

King's County W.

74,049 Miller, Guy B., 119 West 63rd st. New York

New Manhattan A. C.

050 Fowler, Northrup, 18 East 55th st. New York
051 Hepburn, L. F., Jr., 458 West 23rd st. "
052 Ulmann, Ludwig, 109 Grand st. "

Heinebund W.

053 Jansen, Adolph, 90 8th ave. New York

St. Bartholomew A. C.

054 Brewster, Geo. T., 155 E. 121st. New York

N. Y. Bi. C.

055 Morton, Jno., 22 William st. New York

N. Y. Tourist W.

056 Murray, Jas., 346 4th ave. New York

Avis W.

057 Vigouron, Geo., 50 W. 84th st. New York

Criterion Bicycle C.

058 Bernheimer, Leopold A., box 1660 New York
059 Bernheimer, M. A., 22 E. 57th st. "
060 Cahn, Jacob, 49 W. 56th st. "
061 Lavanburg, Fred L., 165 William st. "
062 Minzesheimer, C. C., 7 Wall st. "
063 Sternberger, Henry S., 31 E. 65th st. "
064 Stiefel, Samuel, 36 E. 60th st. "
065 Wassermann, Jesse, 516 5th ave. "
066 Wormser, A. J., 836 5th ave. "

Crescent A. C.

067 Bigelow, Edwin W., 91 Chambers st. New York
068 Norris, Alfred L., 37 Broad st. "
069 Brose, Fritz, Crescent A. C. Brooklyn
070 Jenks, Frank, 1465 Dean st. "
071 Seaman, J. H., 156 Columbia Heights "

Albany County W.

072 McCumber, G. A., 7 Ten Broeck st. Albany
073 Murphy, Neil H., 128 Western ave. "
074 Wilbur, Thomas, 62 Quay st. "

Albany Bi. C.

075 Reuss, Frank L., 52 Columbia st. Albany

Amsterdam W.

076 Dunlap, W. B., 6 Elk st. Amsterdam
077 Larrabee, I. J., 5 Market st. "
078 Perkins, Edw. J., 46 Bridge st. "

Zephyr.

079 Thomas, Geo. P., 5 Dellenger ave. Batavia

Brooklyn Bi. Club.

080 Ellingham, R. W., 396 Butler st. Brooklyn
081 Gardner, Frank J., 140 Berkeley pl. "
082 Martin, B. E., 407 Monroe st. "
083 *Murphy, Mrs. C. M.*, 200 Lenox Road "
084 Roache, J. F. B., 601 Fulton st. "
085 Woodruffe, B. C., 354 Schermerhorn st. "

74,086	Barker, D. W., 87 Lafayette ave.	Brooklyn
087	Blanchard, Geo. W., 202 Produce Ex'ge	New York
	Central W.	
088	Hagen, Fred., 486 Warren st.	Brooklyn
	Cycle Club of Brooklyn.	
089	Houston, Nelson T., U. S. A. S. Vermont, Navy Yard	Brooklyn
	Liberty Wm. of Queens Co.	
090	Winkler, Sylvester, 859 Pacific st.	Brooklyn
	Long Island W.	
091	Mason, E. H., 169 Hancock st.	Brooklyn
	Whirling Dervishes.	
092	Pratt, Sereno S., 13 Cambridge pl.	Brooklyn
	Parkside Wheelmen C.	
093	Hunt, G. H., 278 Masten st.	Buffalo
	Imperial C. C.	
094	Eigenbrod, John W., 96 Perry st.	Buffalo
	Clover Leaf.	
095	Wippert, A. Leonard, 1169 Main st.	Buffalo
	Canandaigua C. C.	
096	Paterson, Robert D., 44 Chapin st.	Canandaigua
	Coxsackie C. C.	
097	Goulde, Fred G.	Coxsackie
098	Thomas, Frank R.	Gilboa
	Matteawatt W.	
099	Underhill, E. A.	Glenham
	Hudson Bi. Club.	
100	Purcell, James	Volate
101	Tobey, Edwin S.	Hudson
102	Morrison, Charles H.	"
103	Van Deusen, Julian	"
104	Van Rensselaer, Chas. B.	Stottville
	Middletown W.	
105	Moore, Ira, box 264	Middletown
	Oneonta W. C.	
106	Spencer, A. C., cor. Broad & Main sts.	Oneonta
	Oswego C. C.	
107	Watros, Odell J., 172 Front st.	Oswego
	Van Cortlandt W.	
108	Gordon, Frank A.	Peekskill
	Rouses Pt. W.	
109	Burgor, John	Rouses Pt.
	Rye Wheelmen.	
110	Edwards, William N., box 174	Rye
111	Fremd, Charles, Jr., box 456	"
112	Harris, Eliott, box 1	"
113	Hains, Geo. C., box 16	Mamaroneck
114	McCulley, Harry, box 158	Rye
115	Tracy, Jas. J., box 50	"
116	Studwell, Geo. H., box 15	Harrison
	S. B. C.	
117	Whitmyre, I. L.	Schenectady
	Cohoes W.	
118	Travis, Burdell	Waterford
	Unattached.	
119	Alexander, Chas. B., 4 W. 58th st.	New York
120	Allen, Wm. Porter, 10 Wall st.	"
121	Bach, Joe S., 28 W. 58th st.	"
122	Ballard, Wm. M., 21 Nassau st.	"
123	Brown, V. C., box 2778	"
124	Byard, W. V., 17 W. 54th st.	"
125	Carberry, John, 536 E. 88th st.	"
126	Coleman, M. F., 142 E. 52nd st.	"
127	Collins, Dr. Chas. F., 27 W. 36th st.	"
128	Dos Passos, Louis Hays, 18 E. 56th st.	"
129	Farley, Gustavus, Jr., 40 E. 25th st.	"
130	Foster, Macomb G., box 1120	"
74,131	Eisert, Alwin, 874 8th ave.	New York
132	Elst, Leon vander, 60 W. 45th st.	"
133	Fox, Josef, 446 W. 24th st.	"
134	Flandreau, Eugene L., 207 W. 95th st.	"
135	France, Albert F., 57th st. and 5th ave., "The Osborn"	New York
136	Gordon, J. Douglas C., 235 W. 39th st.	"
137	Hawes, Jno., New Pier, 25 N. R.	"
138	Hewitt, Conrad, 128 W. 42nd st.	"
139	Hines, Charles, 268 Columbus ave.	"
140	Joslyn, C. S. 36 E. 9th st.	"
141	Korn, Albert, 45 E. 74th st.	"
142	Lovejoy, Chas. H., 3 W. 63rd st.	"
143	Ludington, Rob't B., 44 E. 69th st.	"
144	Mack, Thos., Jr., 345 W. 43rd st.	"
145	McCook, Janet A., 10 W. 54th st.	"
146	McGrath, J. T., 9 W. 60th st.	"
147	Meinzer, Wilmer T., St. Luke's Hospital	"
148	Murton, Geo., 2154 Amsterdam ave.	"
149	Nesbitt, Daniel A., 280 Amsterdam ave.	"
150	*Nesbitt, Miss Edith H.*, 280 Amsterdam ave.	"
151	*Nesbitt, Miss Grace F.*, 280 Amsterdam ave.	"
152	Oakley, Ainsley C., 101 W. 72nd st.	"
153	Patchin, G. H., M. D., 20 W. 59th st.	"
154	Pepper, Edw. V., 513 West End ave.	"
155	Pepper, Harry, 513 West End ave.	"
156	Pengnet, Edw. H., 231 W. 45th st.	"
157	Pierce, L. Leyland, 79 8th ave.	"
158	Raisler, Samuel, 96 Centre st.	"
159	Ross, Wm., 157 Maiden Lane	"
160	Rupp, Charles, 385 Park ave.	"
161	Ryan, Patrick, 7 E. 47th st.	"
162	Roche, Percy, 240 W. 55th st.	"
163	Scherrer, Emil J., 1425 Amsterdam ave.	"
164	Stephenson, Albert, 12 Washington sq.	"
165	Sweet, Jesse U., 4 Fulton st.	"
166	Vicat, F. C., 173 W. 83rd st.	"
167	Wilbur, John A., 243 E. 112th st.	"
168	Williams, Perry P., Morris Heights,	"
169	*Williams, Mrs. Perry P.*, Morris Heights	"
170	Boettcher, C. F., 131 3rd ave.	"
171	Cady, J. Cleveland, 31 E. 17th st.	"
172	Erving, J. Langdon, 37 Wall st.	"
173	Flanagan, James T., 703 Columbus ave.	"
174	McCartie, R. D., 151 E. 29th st.	"
175	Mighard, Prospere H., 407 E. 88th st.	"
176	Goldsmith, Dr. S. L., 129 E. 60th st.	"
177	Loeb, Fritz, 541 Madison ave.	"
178	*Rhein, Mrs. Lizzie E.*, 104 E. 58th st.	"
179	Snell, Howard B., 149 Broadway	"
180	Weil, Isaac, M. D., 121 Mercer st.	"
181	Wylie, Geo. A., 139 W. 75th st.	"
182	Spofford, Joseph H., 115 Broadway	"
183	Corbett, Ulysses G.	Akron
184	Casey, Clarence W., 7 Ten Broeck	Albany
185	Douw, John de P., 82 State st.	"
186	Northrop, M. E., 12 Chestnut st.	"
187	Moseley, Chas. C., 398 Clinton ave.	"
188	Crane, F. E., 99 Division st.	Amsterdam
189	Smith, Harry B., 54 Market st.	"
190	Taylor, Chas. A., 3rd Front st.	Ballston Spa
191	Richardson, Wm. C., box 214	Bath Beach
192	Bennett, Watson L., box 40	Bay Ridge
193	Lockwood, Radcliffe B., 41 Lewis st.	Binghampton
194	Guilford, Lea E.	Blythebourne
195	Jones, B. E., box 29	Boonville
196	Hough, C. W., Erwin st.	"
197	Horton, J. A., box 26	"
198	Johnson, Will, Schuyler st.	"
199	*Abbey, Mrs. S. W.*, 555 Pacific st.	Brooklyn
200	Baron, Samuel, 216 Sterling pl.	"
201	Bate, Geo., 127 Canton st.	"
202	Bedford, Alfred C., 181 St. James pl.	"
203	Boardman, A. T., 41 E. 5th st., Windsor Ter'ce.	"
204	Brown, Arthur L., 166 Halsey st.	"
205	Cole. E. H., 136 Herkimer st.	"
206	*Corbin, Mrs. S. C.*, 937 Lafayette ave.	"
207	Dowie, Alfred R., 544 Fifth ave.	"

74,208	Fitzpatrick, Frank J. E., 36 Park pl.	Brooklyn
209	Fish, Edmund, 121 Joralemon st.	"
210	Folk, F. J., 382 Jefferson ave.	"
211	Frothingham, W. I., 115 Remsen st.	"
212	Fullerton, H. B., 842 President st.	"
213	Glover, J. G., 186 Remsen st.	"
214	Greene, John W., 306 Clermont ave.	"
215	Hardwick, J., 1377 Myrtle ave.	"
216	Hathaway, Walter T., 640 Macon st.	"
217	Heimerzheim, Chas. E., 164 Hamburg ave.	"
218	Karig, Martin R., 615 Evergreen ave.	"
219	McCabe, Daniel F., 116 Hancock st.	"
220	McDonnell, Jas. F., 164 Monitor st.	"
221	McDougall, Chas. D., 292 Carlton ave.	"
222	McKoy, John A., 562 Pacific st.	"
223	Mollenhauer, Emil H., 73 Livingston st.	"
224	Moritz, H., 108 Van Buren st.	"
225	Palmer, Julius T., 144 Nassau ave.	"
226	Regan, Edward J., 144 Nassau ave.	"
227	Regan, Robert J., 167 Monitor st.	"
228	Sheffield, Edw., 141 Koscuisko st.	"
229	Smack, Robert C., 1361 Dean st.	"
230	Snedecor, L. O., Jr., 954 Gates ave.	"
231	Stetson, Arthur D., 365 Bedford ave.	"
232	Suttar, B. Frank, 67 Halsey st.	"
233	Townsend, Wm. E., Jr., 21 So. Elliott pl.	"
234	Townsend, W. S., 255 Stuben st.	"
235	Van Steenburgh, Geo. A., 105 Henry st.	"
236	Vander Wegen, Wm., 197 Amity st.	"
237	*Whitlock, Miss Effie Jean*, 62 Madison st.	"
238	Wilcox, Julius, 72 Columbia Heights	"
239	Windram, Geo., 243 10th st.	"
240	Wintringham, H. C., 168 Hicks st.	"
241	Velland, Wm., Jr., 75 Downing st.	"
242	Bergen, Edw. J., Surrogate's Office	"
243	Farrington, Jno. B., 101 Adelphi st.	"
244	Jeffrey, Harry A., 380 State st.	"
245	Thallon, Jno., 904 St. Marks ave.	"
246	Wray, Albert A., 527 Putnam ave.	"
247	Armstrong, Geo. G., M.D., Buff. State Hos.	Buffalo
248	Barnes, Randolph, 143 College	"
249	Bingham, S. M., 562 7th st.	"
250	Davenport, R. B., 289 Hudson	"
251	John, Gustave F. W.	"
252	Kirkland, H. D.	"
253	Matzinger, D. H. G., Buffalo State Hospital	"
254	Milne, James G., 50 Johnson pk.	"
255	Sickels, Chas. E., 191 Delaware ave.	"
256	Dean, W. A.	Coxsackie
257	Cozzens, E. C.	Croton Falls
258	Fletcher, Jas. H.	Crugers
259	Niven, Thornton M., Jr., box 32	Dobbs Ferry
260	Gardner, F. W.	East Aurora
261	Hall, H. Elmer, box 122	"
262	Persons, R. S., box 544	"
263	Underhill, G. G.	"
264	Conklin, Samuel S.	East Hampton
265	Richardson, H. E., M.D.	East Syracuse
266	Chas, Edwin A.	"
267	Conklin, Dana	"
268	Stoutenger, Abner P.	"
269	Herron, Schuyler F.	Elizabethtown
270	Bundy, F. E., 408 William st.	Elmira
271	Bright, Fred, 112 Catherine	"
272	Diven, J. M., 307 E. Water st.	"
273	Ferguson, Clarence W., 524 W. Gray st.	"
274	Love, Nathaniel, M.D., box 13	"
275	Slaymaker, P. F. S., 450 Maple ave.	"
276	Swift, Frank G., 725 W. First st.	"
277	Tidd, Grant, 217 W. Henry	"
278	Stower, W. D., lock box F	Essex
279	Popham, E. M.	Flushing
280	Valentine, R. C., 2557 Marion ave.	Fordham
281	Hagar, Russell, box 78	Fort Hunter
282	Funk, Henry	Germantown
283	Lasher, Harry D., box 18	"
284	Comstock, Louis E.	Glens Cove
285	Leggo, Wm. A., Jr.	Hartsdale
74,286	Harter, Byron J.	Herkimer
287	Howell, Wm. B., Main st.	"
288	Schermer, Jos. L.	"
289	Strayer, J. E.	"
290	Elting, Clarence J., box 79	Highland
291	Gray, Frank F., box 174	"
292	Downs, Ross W., New st.	Huntington
293	Rogers, Herman F., Main st.	"
294	Morrell, Geo. W.	Jamaica
295	Alley, W. S.	Larchmont
296	Laux, Adolph	Lockport
297	Benson, Rodney, Jr., St. Johnland	Kings Park
298	Blackmer, L. E., Hotel Lynde	Marathon
299	Daly, W. P.	Massena
300	Griffing, Edw. Stetson	Mechanicville
301	Clearwater, John, James st.	Middletown
302	Peachey, Fred E.	Millers Corners
303	Freeman, A. H., 624 So. 8th ave.	Mt. Vernon
304	Shipman, F. W., 214 So. 10th ave.	"
305	Oakes, Fred T., box 25,	Oscawana
306	Hill, Wm. L., D. D. S., 47 William st.	Oswego
307	Ellison, Thos. J.	Oyster Bay
308	Sanders, Delos	Poughkeepsie
309	Howell, Wm. H., Witherill House	Plattsburgh
310	Wickham, C. A., 190-192 Jersey ave.	Port Jervis
311	Curtis, Wendel J., care *Union and Advertiser*, Rochester.	
312	Einsfield, Emil, 215 Scio st.	Rochester
313	Beach, F. N., care Vacuum Oil Co.	"
314	Harris, A. H., 28 N. Goodman st.	"
315	Jenkins, S. F., Jr., 20 N. Goodman st.	"
316	Walker, Albert C., 21 State st.	"
317	Holcombe, J. W. H.	Rouses Pt.
318	Pope, Edward J., Lyceum Bldg.	Rye
319	Clark, Lee L.	Salamanca
320	Waterbury, W. R., 424 Broadway	Saratoga Spgs.
321	Doremus, W. S., box 85	Schaghticoke
322	Sherwood, Dr. E. B., Highland ave.	Sing Sing
323	Forshee, Eugene A.	Spring Valley
324	Kyard, Worth D., 24 West Main st.	St. Johnsville
325	Frear, Wm. Bradley, 55 Third st.	Troy
326	Botsford, Fred'k W., 72 Watson pl.	Utica
327	Dickinson, G. W.	Warrensburg
328	Burton, B. P.	Waterford
329	Meeker, Harry	"
330	Merriam, F. W.	Waverly
331	Biddle, Wm. S., Jr., Lieut. U. S. Army	West Point
332	Johnson, Bert T.	Willard
333	Kerr, Albert	"
334	Rowley, Grant S.	"
335	Tierney, John H.	"
336	Vandebrooke, J. C.	"

North California — 4.

	Pacific C. C.	
74,337	Paulsen, Henry H., 328 Sansome st.	San Francisco
	Unattached.	
338	Pimentel, Wm.	Hayward
339	Palmer, G. F., 422 California st.	San Francisco
340	Irvine, Robert, cor. 10th and Alice sts.	Oakland

North Carolina — 2.

	Unattached.	
74,341	Weedon, Lindley A., box 82	Fayetteville
342	Sheetz, Edna M., box 56	"

Ohio — 18.

	C. W.	
74,557	Hamm, Wm. G., 8 Main st.	Chillicothe
	Portsmouth C. C.	
343	Pursell, Earl T., 703 Washington st.	Portsmouth
	Minerva W. C.	
344	Roller, Orlen	Minerva
345	Wilfley, Earle	"

Unattached.

74,346	*Lathrop, Miss Dot*, 30 East Second st.	Canton
347	Disler, Mahlon M., 88 West 3rd st.	"
348	Bolton, Louis D., 416 No. Market st.	"
349	Knight, Chas. H., 333 So. Market st.	"
350	Cadman, P. W., box 863	Cincinnati
351	Macbrair, Alfred W., cor 5th & Sycamore sts.	"
352	Newburgh, Murry, 35 Moorman ave.	"
353	Holderman, M., 514 Buihard ave.	Fremont
354	Shawhan, E. H.	Morrow
355	Smith, Edson B. O., box 415	Lancaster
356	Knost, Gus, box 295	St. Marys
357	Branstetter, Harry, box 464	Wooster
358	Patterson, M. B., 703 Sixth ave.	Steubenville
359	Bigler, Hugo N.	Ulrichsville

Oklahoma — 1.

O. W. & A. A.

74,360	Beidler, G. C.	Oklahoma City

Pennsylvania — 144.

Erie Wanderers.

74,361	Henderson, Alfred, 724 State st.	Erie
362	Sturznickle, E. J., 249 W. 4th st.	"
363	Wallin, Chas. G., 525 West 18th st.	"

Frankford B. C.

364	Borie, Alfred, 4270 Paul st.	Frankford
365	Buckins, Owen, 4240 Main st.	"
366	Bogdansky, Chas., 4841 Melrose st.	"
367	Connell, Robert, 4270 Paul st.	"
368	Crankshaw, Chas., 4463 Franklin st.	"
369	Clark, James, Sellers st.	"
370	Dudley, Clarence M., 4521 Main st.	"
371	Eastwood, Edwin, 4425 Hedge st.	"
372	Furness, Wm., Hedge st.	"
373	Guest, Wm. J., 4673 Mulberry st.	"
374	Holt, Jno., Franklin st.	"
375	Howarth, Jno., Penn st.	"
376	Inskip, Thos., 3938 Frankfort ave.	"
377	Miller, Robert W., Gellingham st.	"
378	Miller, Albert, 4454 Franklin st.	"
379	Pack, Geo. E., 4857 Tacony st.	"
380	Thorp, Wm., 4904 Penn ave.	"
381	Weikel, Samuel G., No. Cedar Hill,	"
382	Waterhouse, Geo. W., 1544 Sellers st.	"
383	Watmough, Richard, 4608 Penn. ave.	"
384	Zimmerman, Harry, Garden st.	Bridesburg

Johnsonburg C. C.

385	Dauber, C. E.	Johnsonburg
386	Burnham, T. M.	"
387	Roof, W. M.	"
388	Fisher, W. K.	"

McDonald W.

389	Moorhead, M. S., box 676	McDonald
390	McNary, E. B., Station st.	"
391	Williams, B. L.	"

N. C. C.

392	Rohrer, Wilhelm, 30 E. Wash. st.	New Castle
393	Long, J. D., 8 Pittsburg st.	"
394	Rogers, W. R., P. O. Building	"
395	Luxmore, T. F., P. O. Building	"
396	Blose, B. N., 30 East Wash.	"

Columbia Cyclers.

397	Linton, Horace, 1419 Tioga st.	Philadelphia

Quaker City W.

398	Woodrow, H. H., 1509 Swain st.	Philadelphia
399	Ries, F. W., 1902 Oxford st.	"

Alpha W. C.

400	Barron, C. L., 343 Broad st.	Bethlehem

C. C. C.

401	Black, Jas. B.	Cannonsburg
402	Little, Paul C., box 295	"
403	Weller, Ern. K., lock box 61	"
404	Schaughency, C. P., box 86	"

Harrisburg W. C.

74,405	Grieshaber, Jos. A., 408 Briggs st.	Harrisburg
406	Long, Chas. W., 1505 N. 2nd st.	"

McDonald W.

407	Avery, W. B.	Noblestown
408	Roy, James, Jr.,	"

Keyshire C.

409	Beech, Chas. F., Lowry st.	Pittsburg
410	Black, Jno. W., 6902 Rippey st.	"
411	Evans, H. S., care of Thos. Evans & Co.	"
412	Fahnestock, Levi, 7204 Thomas st.	"
413	Hays, Ed. F., 218 Coltart sq.	"
414	Hughes, Lynn B., 5100 Penn. ave.	"
415	Hughes, Thos. M., 5985 Centre ave.	"
416	Imhoff, W. P., Penn. and Linden ave.	"
417	Jenkins, E. B., 647 Maryland st.	"
418	Jones, Will S., Homer and Negley ave.	"
419	Myler, Paul J., Westinghouse Air Brake Co.	"
420	Robinson, Wm., 11 Elliott st.	"
421	Sorg, Albert M., Penn. and Frankstown ave.	"
422	Steytler, Ed., 729 Maryland ave.	"
423	Welsh, Harry G., 2554 Penn. ave.	"
424	Waddell, F. C.	Wilkinsburg
425	Shoemaker, J. A., 3rd and Pine st.	Williamsport
426	Speaker, Harry E., 426 Park ave.	"
427	Pepper, Elmer E., 1054 W. 4th st.	"
428	Budd, Jno., Court House	"

Unattached.

429	Barnett, William, 333 So. 2nd st.	Philadelphia
430	Campbell, Clarence H., 1800 Market st.	"
431	Cowperthwait, Chas. T., Chestnut Hill,	"
432	Githens, Geo. I., 307 Wharton st.	"
433	Heinitsh, Alexander R., 2039 N. 13th st.	"
434	McCaulley, Robert, Jr., 148 Dock st.	"
435	Harper, Thomas, 148 Dock st.	"
436	Butler, Alfred M., 3600 Chestnut st.	"
437	Hess, Jno. A., 25th and Callowhill st.	"
438	Morgan, Dr. C. T., 1304 N. 18th st.	"
439	Ogden, D. N., 2633 Fletcher st.	"
440	Robinson, A. K., 1821 N. 13th st.	"
441	Sidle, Jno. W., Jr., 1415 Richfield st.	"
442	Smithers, Wm. W., 723 Walnut st.	"
443	Stovell, Penrose, 4516 Springfield st.	"
444	Thomson, Sam'l Y., 310 Cherry st.	"
445	Wiggenns, Thos. R., 6059 Westminster st.	"
446	Bullen, Dana R., box 6	"
447	Carter, Geo. H., 1827 Morris st.	"
448	Cox, A. H., 509 Arch st.	"
449	Gould, Jno. L., 509 Arch st.	"
450	Lowry, Jos. A., 1912 Taylor st.	"
451	Haines, Frank W., 1615 Wine st.	"
452	Quaid, George E., 843 Marriott st.	"
453	Edson, Alfred H., 2223 N. College ave.	"
454	Lee, Preston B., 4047 Lancaster ave.	"
455	Richwine, Wm. A., 4051 Poplar st.	"
456	Haig, Jno. C., 364 S. 9th	"
457	Neilson, Lewis, Gen. Office P. R. R., Broad St. Sta. Philadelphia	
458	Kershaw, J. T., 7037 Woodland ave.	Philadelphia
459	Tily, Herbert J., 1909 Alleghany ave.	"
460	Schwenk, Dr. P. V. K., 827 N. 7th	"
461	Kleiman, J. B., 83 James	Alleghany
462	Laub, E. W.	Belfast
463	Webb, P. S., 151 S. Centre	Bethlehem
464	Howes, Edgar H., 92 Congress	Bradford
465	Haman, Jno.	Eagles Mere
466	Brown, A. S.	Medea
467	Smith, Perry L., State st.	"
468	Deal, Charles	Meyersdale
469	Henry, Will	Nazareth
470	Supplee, J. H., 37 E. Main	Norristown
471	Turnbach, C. E.	Phillipsburg
472	Freas, Des.	Punxsutawney
473	Alexander, F. K. A.	Reynoldsville
474	Arnold, Harold E.	"
475	Snyder, Howard, box 148	Centralia

74,476	McGee, Jos.	Duquesne
477	Clark, Alfred, 4632 Hames st	Frankford
478	Courtney, S. P., 70 Herman	Germantown
479	Brennan, W. J.	Hatboro
480	Reiling, C. M., 235 E. Orange	Lancaster
481	Anders, Emerson K.	Lansdale
482	Gallagher, Jno. C., box 104	"
483	Stedman, Alex W., box 432	Mauch Chunk
484	Jackson, W. M., box 642	McDonald
485	Miller, B. F., Liberty st.	Meadville
486	Atterbury, T. B., 820 Penn. ave.	Pittsburg
487	Sauerwein, Anton, 602 Grant	"
488	McEwen, H. C.	Sturgeon
489	Cottingham, Albert J., 118 N. Delaware	W. Phila.
490	Paschall, S. M., 1003 N. 43d	"
491	Stovell, Wm. H., 4231 Regent sq.	"
492	Keller, Thos. L., box 249	Jermyn
493	Newbold, J. R., box 283	Sellersville
494	Fellman, Chas. S.	"
495	Hedrick, Franklin N., box 253	"
496	Keppler, A. C., N. Canal st.	Tarentum
497	Girt, Jos. A., Center st.	"
498	Robinson, Wm. T.	Villa Nova
499	Stroud, Morris W.	"
500	Smith, Howard R., 101 W. Bean	Washington
501	Waugh, Ashley, 34 Wade ave.	"
502	Fulton, Chas.	McDonald
503	Luppert, Val C., Junction	So. Williamsport
504	Strock, Jno. M., 44 E. 4th st.	Williamsport

Rhode Island — 9.

Narragansett W.

74,505	Ehrlich, Theo. Jr., 360 Broad st.	Providence

Unattached.

506	McNulty, James, 645 Dexter st.	Central Falls
507	Asquith, John, 109 Summer ave.	"
508	Farnell, George, box 145	Olneyville
509	Martin, Chas. F., box 982	Providence
510	Field, Harold C., 16 Cabot st.	"
511	Gorton, F. H.	Wakefield
512	Collins, James, 67 High st.	Westerly
513	Babcock, Geo. H., box 632	"

South California — 1.

74,514	*Stringham, Miss Jennie*, 16th and Santee sts., Los Angeles.	

Tennessee — 2.

M. C. C.

74,515	Bunting, Geo. H., Monroe st.	Memphis

Unattached.

516	Armstrong, Ernest S. 288 Alabama st.	Memphis

Texas — 9.

Dallas C. C.

74,517	Covey, E. R., 360 Main st.	Dallas
518	Earnest, R. K., box E. E.	"
519	Scherer, R. G., box E. E.	"
520	Tremaine, W. J., Dallas Club	"
521	Way, F. E., 106 State st.	"

Unattached.

522	Harris, G. A., Oak Cliff st.	Dallas
523	Ott, Chas., 281 Elm st.	"
524	Pittuck, B. C., *Texas Farm and Ranch*	"
525	Ponder, T. E., box 409	Denton

Utah — 6.

S. L. S. W. C.

74,526	Brubaker, C. E., 60 West 6th So. st., Salt Lake City	
527	Peirce, W. S., Constitution Bldg.	"
528	*Peirce, Mrs. W. S.*, Constitution Bldg.	"
529	Collins, J. W., 238 Constitution Bldg.	"
530	*Collins, Mrs. J. W.*, 238 Constitution Bldg.	"
531	Hawley, Cyrus L., Utah Nat'l B'k	"

Virginia — 3.

Radford W.

74,532	Adams, J. Putnam	Radford
533	Joslin, B. G.	"
534	Buck, T. Everett	East Radford

Wisconsin — 18.

L. C. C. W.

74,535	Boyd, Andrew, Langdon & Boyd	La Crosse
536	Freehoff, John, 717 Jackson st.	"
537	Trane, Jas. A., 125 So 5th st.	"
538	Tillman, Walter, 426 So. 5th st.	"

Milwaukee W.

539	Clement, J. H., 426 Broadway	Milwaukee
540	French, John H., 331 Clement ave.	"
541	Koepsell, F. C., 200 12th st.	"
542	King, Wm. R., 199 West Water st.	"
543	Roby, Harlow S., 330 Hanover st.	"
544	Weke, Eugene F., 505 E. Water st.	"

Thoroughbred B. C.

545	Lameroux, W. O., Mitchell Block	Stevens Point

Unattached.

546	Anderson, Louis R., 1042 Main st.	Stevens Point
547	McDonald, W. B., 715 Ellis st.	"
548	Sande, G. L., 413 Main st.	"
549	Virum, O. E., 135 Superior ave.	"
550	McGlachlin, Thomas L., 1049 Main st.	"
551	Houghton, Frank W.,	Waupun
552	Ferguson, W. H.	"

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

New Jersey — 4.

L. B. C.

74,553	*Newman, Miss A.*	Lakewood
554	*Van Note, Miss C. W.*	"

Mercer Co. W.

555	Pursell, J. E., 10 W. State st.	Trenton

Unattached.

556	Appleget, Chas. W., box 33	Trenton

NEW LEAGUE CLUBS.

600	Arkansaw Travellers' Cyling Club,	Little Rock, Ark.
601	Topeka Athletic Asso. Wheelmen,	Topeka, Kan.

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346	Woman's Wheel & Athletic Club,	Canton, Ohio
25	Allegheny County Wheelmen,	Friendship, N. Y.

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West Brentwood, L. D. Hunt.
Exeter, Fred S. Fellows.
Dover, H. C. Gime.
Portsmouth, Goodwin E. Philbrick.
Concord, F. H. Crapo.
Enfield, E. E. Jones.
Hampton Falls, Arthur M. Dodge.
Laconia, James M. Ropes.
Fremont, F. Sanborn.
Lakeport, W. L. Woodworth.
Greenland, W. P. Frink.
Littleton, E. M. Fisher.
Suncook, B. F. Worcester.
Lancaster, A. F. Rowell.
Wolfeboro, H. G. Sawyer.
Keene, R. T. Kingsbury.

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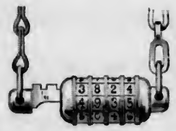
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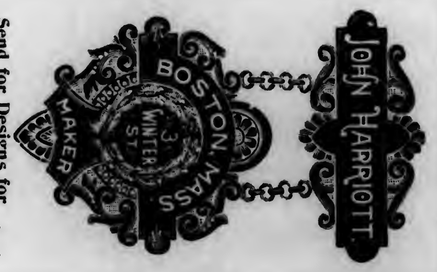


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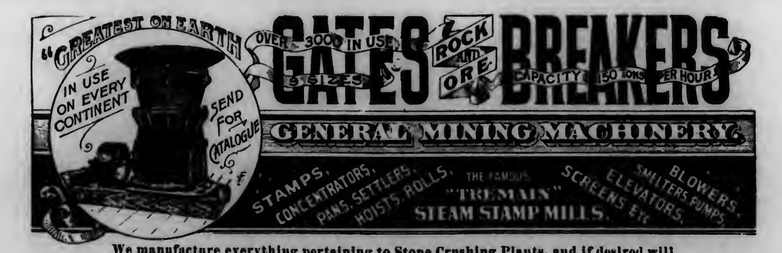
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☞ The above Offer is for New Subscribers and also Renewals. ☜

HOW TO REMIT.—Don't send Postage Stamps; send Check, Post Office or Express Order. If you send coin, cut holes the size of coins in thick card and paste paper over both sides; in that way it is likely to come through safe.

In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

We have other PREMIUMS to offer. Send for SAMPLE COPY. Address,

WHEELMAN COMPANY,

167 Oliver Street, BOSTON, MASS.

Mention THE BULLETIN.

SOME MISTAKES CORRECTED.

The entire uselessness of divisions with a disposition to work losing sixty cents of every dollar they gain for the "cause" has become so apparent that further acquiesence to the waste is impossible for any length of time.—*Cycling Life.*

This is very bad arithmetic. The division gains $1.75 and pays out forty cents of it. If forty cents is sixty per cent. of $1.75 we have been misled all our life and our mathematics are all astray.

* * *

SOMEONE writes to a contemporary from California and makes the following claims: "This State has done more for the racing interests of America than any other State in the Union. The sanctioning clause in the L. A. W. rules, as applied to American racing, was first suggested to the Racing Board by a cyclist here, as also the most radical and advanced change relating to the definition of a novice." Wonder if the writer knows that the sanctioning clause was in the rules as far back as 1883?

QUERIES AND ANSWERS

W. W. R., Philadelphia, asks:

1. A wheel paper said a certain professor had calculated there was a correct angle at which front forks should be "raked." If so, what is it?

Answer: We don't know anything about the professor, but would say that the exact angle at which a steering head should stand is of much less consequence than the location of it. Theoretically, a line drawn through the center of the steering head should strike the ground at a point exactly under the center of the front axle. Such a machine, however, would not run "hands off" as well as one in which the centre line came to the ground in front of the front axle. A machine will run well if the centre line strikes the ground about three inches in front of the front axle. The angle of steering head may be made so as to look well from the designer's standpoint, and will not, within certain limits, effect the steering if attention is paid to the location of the head, fore and aft, with relation to the front wheel.

2. Does angle of brace-rod from saddle to crank axle influence the ease of propulsion of wheel?

Answer: Your question evidently means: does the relative position of saddle and pedals affect the amount of power required to propel? Of course the angle of the central tube has nothing to do with the present question. The relative position of saddle, handles and pedals has much to do with comfort and speed. All riders do not require the same adjustment. The best average is to have front end of saddle directly over crank shaft, and adjust handles to allow of sitting erect; a stooping position is not excusable except where extreme speed is attempted.

4. From your experience, or that of others, which tire is punctured the oftener, the front or rear?

Answer: We have no data which is of use, but would be glad to hear from those who have. Your other question relates to a device of which we have no personal knowledge.

W. S. B., Buffalo:

Don't blame the secretary; he has a lot on his hands. Send complaints here; we like 'em.



Customer—"You sell cracked eggs at half price, do you not?"

Clerk—"Yes'm; we always make a 50 per cent. reduction on cracked goods. Anything else to-day?"

'Yes; you may give me a dollar's worth of cracked wheat, and here's your fifty cents."—*Exchange.*

This CUSTOMER wasn't cracked, anyhow.

Why Not the Old Women?

The Good Roads League should lose no time in enlisting the services of the new woman in their cause. As a bicycle rider she should be an enthusiastic member of the league and her influence might even win over the recalcitrant farmer.—*Milwaukee Sentinel.*

Concerning "Quitters."

Cosmos defines a good student as follows: "A good student is known by three things: He can begin to study when he doesn't like it; he can study when he would rather quit, and he can quit when he ought to quit." And an editor never gets a chance to quit.



INVESTMENT ITEM.

Letting him in on the ground floor.

Manufacturers and Repairers

Appreciate the advantages of the

THEY HAVE BEEN STANDARD GOODS FOR NEARLY TEN YEARS.

Elliott Cutting-Off Tools.

PRICE, WITH TWO BLADES, $5.00.

Extra Blades, $\frac{1}{16}$ inch thick, 15 cents each.

No. 2



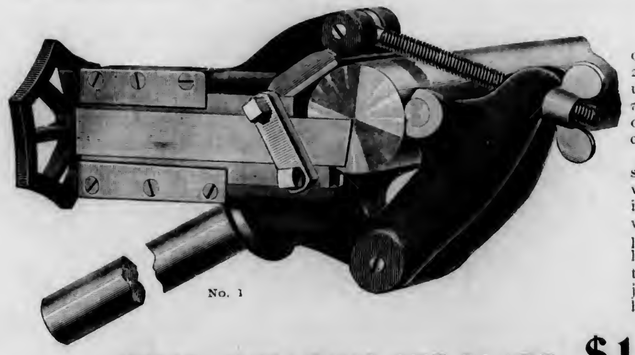
For Cutting Round Iron or Steel to any Length, in any Lathe.

Independently of Tool-Post or Slide-Rest.

Cuts all sizes from $\frac{3}{16}$ to $\frac{1}{2}$ inch in diameter. Rods of any length can be cut at any distance from the lathe-chuck. For instance, pieces may be cut from the end of a twenty-foot rod in any short lathe, whether it has hollow spindle or not. A piece of one-half inch machinery steel may be cut entirely off in about twenty seconds, and that operation repeated indefinitely without danger of breaking the cutter.

This tool has been found very useful even in shops having cutting-off machines, because it is always ready, and requires no adjustment for different sizes of stock, except the turning up of a single thumb-nut; neither is any special skill required to operate it.

No. 1.



No. 1

For cutting off round Iron or Steel of any size, from $\frac{3}{16}$ to 2 inches in diameter. May be used with any lathe, or even *without* a lathe, as it can be operated like an ordinary pipe cutter.

The manner of holding the stock to be cut is the same as with small tool, but the cutter is fed in by a screw and hand wheel, while the machine is prevented from turning by the handle, which may rest against the lathe-bed or any fixed object, or may be held in the hand.

PRICE, INCLUDING ONE BLADE, $10.00.

MANUFACTURED EXCLUSIVELY BY

WILLIAM HADDOW,

. . . . . Under License from Sterling Elliott . . . . . *WATERTOWN, MASS.*

ALSO AGENT FOR SEVERAL STANDARD BICYCLES.

A large repair shop connected with the factory, located on Galen street, which runs between Watertown and Newton and midway between Boston and Waltham.

Boom!

It seems as though every Bicycle rider in the United States and Canada wanted a "Standard" and "wanted it awful quick." The immediate and enormous popularity of this device is one of the surprising facts of these dull times. It is entirely within the limits of a conservative statement to say that *more "Standard" Cyclometers have been ordered in the last two weeks than have been heretofore sold by all other American manufacturers combined, in all the years that Cyclometers have been made!*



Two-Thirds Size.

Cyclometer.

And "for most excellent reasons, i' faith." First, it is indisputably *the best;* second, it is far-and-away *the cheapest*—both in the respect of the price itself, and in consideration of the relation of the quality *to* the price; third, it is backed by a responsible *guaranty* that it will stand continuous wear throughout the life of its buyer, and any injury in a mishap to the bicycle will be repaired without charge.

The price? Not $5.00 (though it is worth more), nor $3.50 (though it would be cheap at more), but **$2.00**—Two dollars! Considering the satisfaction it will give you, it's like *finding* money!

The New York Standard Watch Co.,

11 John St., NEW YORK.

103 State St., CHICAGO.

PACIFIC COAST AGENTS:

POPE MANUFACTURING CO., 344 Post St., San Francisco.

OVERMAN WHEEL CO., Larkin and McAllister Sts., San Francisco.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.

ABBOT BASSETT, Associate Editor.

MAY 10, 1895.

Total number printed this week, . . . 14,000
Sent to paid subscribers, ... 13,372
Samples to Advertisers, Exchanges, etc., 628

THE LEAGUE MEMBER.

THOSE of us who devote much time and attention to the L. A. W. are too apt to regard the League member as such, apart from his regular functions as a citizen.

The BULLETIN claims the credit of having discovered that the average member, to be more explicit we will say fully ninety-nine per cent. of the members, have other business, and that with them the condition of being one of us is much the same as being a member of the Republican or of the Democratic party.

To be sure it isn't much of a credit to belong to either of the two great political parties just now, and barring one's self respect it doesn't cost anything.

It sometimes is not an easy matter for a man to explain just why he is a Republican, a Democrat, a Methodist, or a Presbyterian, but he can always tell you why he is a League member, though there may be whole hours of his life when the L. A. W. or anything that belongs to it doesn't enter his mind.

We all read, though few people read very much. Every man reads what he himself wrote, and always takes an interest in it.

The average contributor to the average publication firmly believes that the article which he sent was far more important than was the matter which crowded it out.

This is natural and we do not condemn the tendency.

It may often happen that the contributor is more competent to judge than is the editor, but it should not be forgotten that they occupy entirely different places: the one is responsible for results, the other is not.

"What shall we print?" was asked on this page some weeks ago, and we have to thank our readers for over two hundred answers.

These letters, while they differ in detail are al most unanimous as to a general plan, and they tend to confirm us in the above statement as to our discovery.

The riding of a bicycle, or belonging to this organization, does not use up any considerable part of the time or attention of the common every-day member.

We cannot at this time go into an analysis of all the opinions which have been expressed, but hereby promise to be guided by the best light obtained from the composite opinion of "the people," giving special attention to the wishes of the majority without forgetting to do all possible toward appeasing the hunger of even the smallest minority.

ELECTRICITY AS A TONIC.

AN old lady living near Boston, told her druggist that she would not need to patronize him so much now as she had discovered a better means of improving her health.

Said she, "I had often heard of the great advantages to be gained by the use of electricity but never until lately realized them. For the last few days I have ridden to Waltham and back each morning on the electric cars, and I feel ever so much better."

This incident we considered amusing enough to warrant its printing, but beyond that there is a moral which contains much food for thought.

People stay indoors too much. This is especially true of ladies who have reached middle life and are on the short end of it, and the last part of many lives is materially shortened by this very indoor inactivity.

Put Wings on Hercules and

WHY DO THE PEOPLE
so furiously rage together?—*Handel.*
They want to get a solid
STERLING
(*Built like a watch*).
If you will only examine it, you will want it as badly as any one else. Shall we send you a catalogue!
STERLING CYCLE WORKS,
236-240 Carroll Ave., CHICAGO.
Schoverling, Daly & Gales, 302 Broadway, New York City.
Sieg & Walpole, 285 Wabash Ave., Chicago.
Johnstone & Bryan, 314 Post St., San Francisco.

you have a Solid Sterling



POSTERS AND HANGERS FOR BICYCLE, BASE BALL, TROTTING, RUNNING, FAIRS, ETC.
CALVERT LITH. CO., Detroit, Mich.

New Celluloid L. A. W. Lapel Buttons.
Sent by Mail, 12 cents each.
$1.00 per Dozen.
We can make up any special club design in celluloid. Prices on application.
RIBBON BADGES
for Bicycle Meets, Balls and Receptions.
BICYCLE FLAGS AND BANNERS.
Correspondence solicited. Please mention this paper.
KNIGHTS TEMPLAR UNIFORMS.
THE BOSTON REGALIA CO., 7 TEMPLE PLACE, BOSTON, MASS.

DID you ever walk home over a country road with a girl who didn't approve of you?

Business Bicycles are Business Bringers

Makers of Business Bicycles
Grand Rapids Cycle Co.
Mich.

Since the first of April we have been sending the following "stock" letter to those who have applied to us for trade prices:

"DEAR SIR: We have your favor of recent date, requesting catalogue, which has been mailed you under separate cover, and terms to dealers. We regret that we cannot quote you our net prices. We will give you our reasons. We cannot fill orders promptly for the customers we now have. We are over 500 wheels behind, and although we are shipping from 500 to 75 wheels per day, we cannot supply our agents, who want more wheels than we can possibly make.

Our buyer has just returned from a visit to the stock factories, where he has purchased stock for 1000 or 2000 wheels, which we will add to our present output, **providing we get it.** It has been promised us, but promises do not fill orders. If we get this tubing, etc., we will make more bicycles. If we do not, we will be obliged to cancel some of the orders we now have. We have, therefore, decided to accept no more new business until we are caught up. Our customers who contracted early in the season, and who have placed orders with us, are entitled to first consideration and **must be taken care of.** A little later on we might be able to talk to you, but at the present it would only be an injustice to our agents to quote prices and accept orders under these conditions. Another year we hope to be able to make all the wheels our friends want."

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Business Clippers are the Stuff

That ride to Waltham and return each morning was a good thing for the old lady. Whether the car was hauled by electricity or a pair of mules wouldn't have made any actual difference except as it affected her mind.

The mind, however, has a great influence on the physical health.

The morning ride taken on a bicycle is still better, and perhaps the curative effects of electricity may even then be brought into play. Bicycles are oiled with "electric oil," the nickel is polished with "electric polish," and somewhere we have heard of the "Electric Bicycle."

Ride a bicycle if you can.

Ride in a wagon if you haven't a wheel.

Ride in the electric car if you haven't a wagon.

Ride every day on something.

Ride in the open air.

Walking is good too,

But it's hard work.

The mind is more pleasantly effected when you ride a bicycle.

And as hereinbefore mentioned the mind controls the body.

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Both of those people will be heard in this office as often as they choose to speak.

WOULD you be willing to live on free lunch if the lunch man would stand it?

MARK YOUR BICYCLE.

This is an important matter.

Don't imagine that the name on it will simply help you to find it when lost. Of course, that is important, but did it ever occur to you that a conspicuous name somewhere on the frame of your machine may *prevent* its being stolen?

A thief is not likely to take a wheel that could be easily identified.

One of our correspondents describes a plan for etching the name on the frame. It may also be done upon the handle bar.

Some prefer to paint the name on one of the enameled tubes. Still others prefer a name plate. Any plan of marking is better than to allow it to go unmarked.

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3 TRADE MARK. REGISTERED.

"THREE IN ONE" COMPOUND FOR BICYCLES AND GUNS.

PREVENTS RUST. CLEANS. LUBRICATES.

ITS RUST PREVENTIVE QUALITIES ARE MARVELOUS
AS A LUBRICANT IT HAS NO EQUAL
ITS CLEANING PROPERTIES ARE UNSURPASSED
DOES NOT EVAPORATE, GUM OR HARDEN.

ALL DEALERS SELL IT.
MANUFACTURED BY
GEO. W. COLE & CO. 111 BROADWAY, NEW YORK.
SEND FIVE TWO CENT STAMPS FOR SAMPLE.

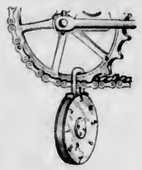
A marvel of artistic design and substantial construction. . . . . .

PRICE $1.50



The New
TOURIST CYCLOMETER.
Send for Circular.
W. S. BIGBY,
31 and 33 Fulton St., Brooklyn, N. Y.

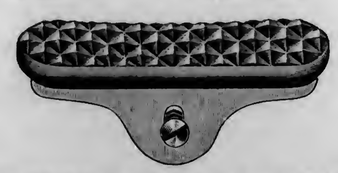
BICYCLE COMBINATION LOCK.



Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.
PACKARD & CARTER MFG. CO.,
Agents wanted. *Malden, Mass.*

DIXON'S 679 CYCLE LUBRICANT

Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced.
Mention THE L. A. W. BULLETIN.
DIXON CRUCIBLE CO., Jersey City, N. J.



REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.
THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

CAPITAL SPEEDOMETER

MADE OF ALUMINUM.

Gives the speed in miles and fractions. Is fastened to fork below head, where it can be easily read at highest speed, and mud cannot reach it.



Absolutely reliable and durable, dust and water proof.

Positively No Wear on Tire.

Weight, 3 oz.

Price, $3.50.

Satisfaction Guaranteed.

Will be ready for delivery May 15. Orders booked now.

CAPITOL MFG. CO., Chicago, Ill.

Heath Ball Valve Pump
AND
Universal Coupling.

The Standard Bicycle Pump the World Over.



Do not accept some other pump "just as good as the Heath," but insist that you get what you pay for and not some inferior infringing pump that costs you as much or more money.

Order from your jobber, and if he will not supply Heath Pumps, write direct to the sole manufacturers.

S. F. HEATH CYCLE CO.,
Minneapolis, Minn.
N. E. Agents—ELASTIC TIP CO., - BOSTON.
Mention The L. A. W. Bulletin.

"He may be at Young's Hotel and have made a mistake in telling us."

For a moment we were filled with hope; a rather intangible filling, but yet we were filled.

Anxiously, we approached the desk at Young's and sadly we turned away. The facetious clerk said he was familiar with the contents of the hotel and he felt sure that the famous Chief Consul was not in it.

Little did he know how his light treatment of the matter cut into our hearts like a knife.

We returned to Parker's. Meanwhile, the large marble clock had not been idle; it was now half past six.

Again, we looked at each other, and exchanged such words of consolation as could come from two wholly unoccupied men. The next inspiration was mine.

Perhaps he was at the Adams House. New York people *had* been known to "put up" there when they had no baggage.

Should we call? but no, it was three blocks, and we were growing weaker every minute.

A happy thought! I would telephone, while Abbot should keep his lonely watch over the front door.

"Hello! is that the Adams House?"

It was.

But the same old story; said the house was full and never a Potter in it.

As I thoughtfully counted out fifteen cents to the telephone girl, I realized that I was just so much farther from a square meal.

Returning to the associate editor, I found him as I had left him, resolutely watching the main entrance and listening with well feigned indifference to a man who was giving him a sure cure for rheumatism.

It was only when I got between him and the door that our eyes met. There was an absence of enthusiasm which caused even the man with the rheumatic treatment to move silently away. We got a directory and counted up the number of hotels in the city. We found that there were a hundred and twenty, and, by a little mental arithmetic, we found that it would cost to telephone them, at the rate of fifteen cents each, the startling sum of eighteen dollars.

Need I say that we banished the idea.

Meanwhile, we just sat and hungered.

Finally, just as our last ray of hope was oozing away, it occured to us to go over to police headquarters, and give a description of the man for whom we were, oh! so anxiously, looking.

The question was put and carried. We started toward the door and—"Merciful Heavens"—it was Potter whom we met just coming in.

He apologized for being late; we stated our case. The clerk was censured; and, in turn, asked Potter to point out his signature, which he did, with some show of indignation, "that these young people should have been so grossly misinformed."

Potter pointed triumphantly at the name on the register, and at the same time pulled from his pocket the key to number 124.

The four of us looked at each other in a spirit which was anything but mutual admiration. Then the clerk turned to his "room board" and produced the little slip which corresponded with the registered name. It read "Isaac B. Ritter."

At the clerk's request, we admitted that he had acted in good faith.

Then he casually remarked that people who couldn't write their own names any too plainly ought not to blame strangers for inferior guesswork.

AN IMPROVISED STAND.

Here is a pointer which will interest any wheelman who has occasion to handle his machine except to ride on it. It may not be new, but I struck the scheme one day when trying to put in my front wheel.

Turn a chair down on its back, turn your machine upside down, place the head between the legs with the handle bar under the legs. Then pull the wheel back until the saddle passes over the edge of the chair seat and rest the upper brace on the edge of seat. The weight of the rear part of the machine will tip the bicycle back so that the handles will come up against the chair legs, holding it firmly in place, and the back and hind legs of chair will form a perfect base for the whole affair. You can then monkey with any part of the machine except the head and handle bar.

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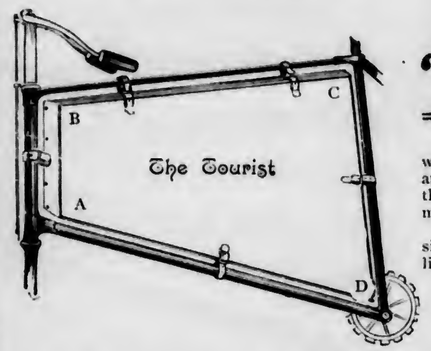
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Be careful and give us correct measurements of four sides, A-B, B-C, C-D, A-D, with diagram and diagonal line, A-C, from corner to corner.

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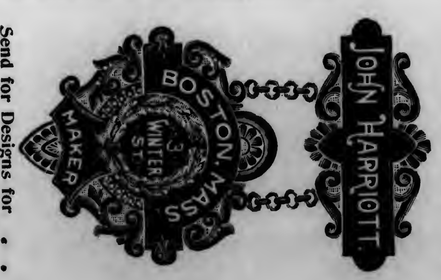
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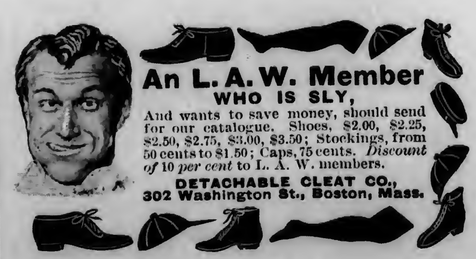
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DETACHABLE CLEAT CO., 302 Washington St., Boston, Mass.



WHAT IS DUE THE BICYCLE?

BY HON. T. M. BLACKSTOCK.

Extract from an address delivered at a recent meeting of the business men and farmers of Racine County, Wisconsin.

IT is not, then, a higher road tax, more money; no, not even more work that is needed: but greater intelligence, better methods, and more good, sound, common "horse sense" exercised, in carefully planning, directing and doing the work. And not until there is a new leaf turned over, a new beginning made, better plans and methods adopted and carried out, in an honest, intelligent, economical and practical way, need we expect to have, nor will we have any great improvement in our town roads, public highways, nor in the streets and alleys of cities and villages, no matter how much money we spend, or work we do on them.

I have said that there appear to be a few farmers here and there, who are not in accord with this move, but are inclined to discourage, oppose, and work against it. Now to my way of thinking, and as I see and look at it carefully from the standpoint of a farmer, this really seems strange, and, as before stated, there does not appear to my mind to be any good, valid reason, not even a plausible excuse, to base this feeling of prejudice and opposition on.

All this, however, will, in due course of time, gradually and surely die out, pass silently away, be entirely forgotten, and those who are now against us working earnestly, heartily, and with great enthusiasm, helping along the good work of building and having far better roads and for less money than our poor roads have been and still are costing us.

The bicycle seems to be the principal cause, and is, I think, at the bottom of this whole trouble. I am not myself a bicycle rider, nor an enthusiastic admirer of bicycles or bicycle riding; am in no way connected with or interested directly or indirectly in making, selling, or running these so-called wheels. Neither am I in any way nor in the least bit prejudiced against them, nor have I any reason or desire to find fault with or say an unkind word about them. A young man, young woman, or any one, no matter who, has precisely the same right to buy a wheel and ride it, that I have to buy a horse, mule or donkey and ride him under a side-saddle, or drive him in a two-wheeled gig; and, also, just as much right to the use of the street and public highway as I have, and this right must, should, and will be accorded them fully and by common consent as well as by law.

Whether we want it or not, whether we like it or not, is no longer of any consequence, nor will it make much, if any difference. The bycicle has come to stay, and the bicycle rider we not only have with us now, but like the poor spoken of in the New Testament, we will always have them with us. We ought to, and in time we will, see this matter in a different light, look at it more reasonably and sensibly than many of us seem now willing to do, and soon everybody will heartily and cheerfully accord to those who own and ride bicycles the same rights and privileges to the use of the streets and public highways that those have who own, ride or drive, or in any way use horses, mules, dogs, or oxen.

And let me say right here, and it can be said not only with truth, but also to the everlasting credit and honor of the farmers of our State as a class, that very many, indeed, I think a large majority of those who own and ride bicycles to and from their places of business or employment in our cities, are the sons and daughters of farmers. They are neither dudes nor dudesses, but instead and in reality, the active, intelligent, energetic, ambitious, enterprising young men and women, born and brought up on farms, sent to the little red school-house for a few winters, then to the State normal or city high school, in some cases to the University at Madison, and when through with this course and in full possession of this fine outfit and splendid equipment, they do not care, nor can they very well go back to the old homestead to settle down and stay, because they are neither needed nor wanted there, and so it comes to pass, in the natural course of events, that the young man or woman, as the case may be, is obliged to go to some city or centre of business, find employment of some kind, in order to make a living, taking up the burdens, cares and real work of life,

The Greatest

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Ever applied to a Bicycle.



Can be applied to any machine.

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In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

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Mention THE BULLETIN.

learning by experience from day to day that the cross is not made to fit the back, but the back must be strengthened to bear the cross, no matter how heavy it may be. And they also soon learn that what their mother used to read to them out of the New Testament about the wind being tempered to the shorn lamb is not quite correct; but find sometimes by sad experience that the lamb, whether old or young, black or white, shorn or unshorn, leaving the little farm and going into the big city must stand up and take the wind just as it comes, no matter how hard it blows nor how bitter cold it may be.

These young men and women find places in banks, stores, and offices, and a great many of them are teachers in the city and country public schools. They are usually on the start and as new beginners, in ninety-nine cases out of every one hundred, poor, and obliged, at first, to arrange for board and lodging with some family living miles away from the center of the city or the country school house, where most of them find employment. And this work which they are doing, although it seems to most people to be very easy, is in reality, in many cases, hard, tiresome, weary, and wearing on both mind and body.

These are, no doubt, in most cases, the reasons why so many of them ride a bicycle. They argue, and I presume correctly, that there is not only real pleasure and enjoyment, but actual pecuniary profit in using it. Indeed, many of them go a good deal farther than this even, and claim that the exercise purifies, expands and strengthens the lungs; makes the heart light and the brain more active, the arms and limbs strong, and all the organs of the body healthy. And although, it probably does surprise many of you to hear me state, it is a fact all the same, that very many, indeed I may safely say, a majority of those who use bicycles in the cities are the sons and daughters of the farmers; bone of their bone, flesh of their flesh, their children, a revised edition, a new copy of their own sweet selves.

But let us have patience, forbearance, and use all "sweet reasonableness" toward the bicycle rider. There will come a change in the nature of things, in the course of time, and from time to time these old worn out wheels will, one by one, be laid away in the garret or woodshed. In their place will come the swing cradle and baby wagon.

Later on, the family carriage, fine horses and well-dressed coachman. And when this change

takes place as in many cases it does, and your wealthy and well-to-do sons and daughters in the great city come into the full possession and enjoyment of all these good things, you, my dear farmer, will probably have been laid away in your little grave under the sweet, green grass and the golden autumn leaves, gently sleeping the peaceful sleep that knows no waking.

But if it were possible for you to rise up and come forth for an hour some pleasant afternoon and sit on the top of the little, low, white, picket fence looking out on one of these fine, hard, smooth roads we are going to build, you would look in vain to see any of your grand-children go by on a bicycle, because not many of those who have been born and brought up by wealthy parents in our large cities, and sent over to Europe to get gilded over and polished up, come back with enough physical strength left in their weak bodies to mount a high wheel or even a "low safety."

And now my good friend and brother farmer, you should give up and get entirely rid of this foolish idea, this wrong impression that a few of you have got in your minds, in imagining that the laying out, opening up and doing the work on your town roads is going to be interfered with in any way or taken from under your own control and management.

Nothing of this kind is desired, intended, or will in any way be attempted by the good roads' league, the members thereof, nor any one else. But when it comes to the question of planning for, laying out, and the building of the State and county roads, the great public highway, running the length and breadth of the State, the work, must, of course, be let by contract to the lowest, responsible bidder, to be done under the direction and supervision of State or State and county authority, and every dollar's worth of taxable property in the State should, and no doubt will, be assessed to pay for the cost of building these roads and keeping them in good order. Surely, no progressive farmer can reasonably complain of, or find any fault with this proposition, and when the time comes to do this work, I do not believe that any respectable number of them will object."

We heartily commend the good words spoken by Mr. Blackstock, but wish to "call" him on his biblical knowledge. The "Shorn Lamb" quotation is not in the New Testament nor in the Old Testament either. [ED.

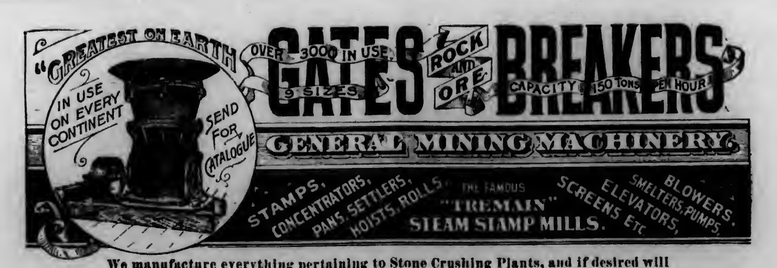
RUM and tobacco are not entitled to very much praise on the score of helping humanity, but bad roads really cost the people more money.

A VALUABLE PRECEDENT.

Several years ago Isaac Beeker, of this place, who had a fine farm several miles from town, died, leaving an only son, who likewise had an only son. In his will was a codicil setting aside a sum sufficient to build a good macadamized road from his farm to town, provided his son dies "without issue." As the grandson died some time ago, and it is not likely he will have any brothers or sisters, it is probable that a pike costing $5,000 or more will in time be built by the bequest of one who acted practically on the matter of "good roads" even before the L. A. W. had succeeded in agitating the country on the subject. What better suggestion could the rich members of the L. A. W. act on than the example of this man who was but a Lancaster County farmer.

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It renders the joints and tendons supple and flexible. It relaxes and strengthens the muscles.
It relieves the pain in the knees experienced by bicycle riders.

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Take a spin at evening,
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TRAVEL WHILE YOU ARE YOUNG.

BY S. W. MATTESON, JR.

NO one can fully appreciate the delights of wheeling until he has experienced it under favorable circumstances, with fair weather, fine roads and an up-to-date mount. Only five years ago, fifty pounds was light weight for a road machine; to-day, twenty-three pounds is the average. Even then the pneumatic tire had scarcely been dreamed of; to-day there is no other.

Some say that the interest in cycling, now so manifest in St. Paul, is but a fad and doomed to short life, as was roller skating. In this they are in error, for all history does not record another such royal sport; sport at once so healthful, so delightful and so practicable. The wheel, with reasonable care, is always ready and anxious to be off; it never wearies and needs no attention when not in use, and no nourishment other than a few drops of oil every three or five hundred miles.

Did some one question the feasibility of a long tour for a summer vacation? He can never have given it a fair trial, and should he desire to do so, no better route could be taken than one followed by a friend and myself, during August, September, October, and November of 1894. Ours was a "Personally Conducted Tour through Brightest America by Wheel and Boat," among the principal resorts and cities of the country. Starting from St. Paul, we visited all places of interest from Duluth to the "Soo"—Collingwood, Niagara Falls, Toronto and Quebec; then back to Montreal, down to Saranac Inn, Saratoga Springs, New York City, Newport, Boston, Springfield, Asbury Park, Philadelphia, Washington, Gettysburg, Luray caverns, Natural Bridge, White Sulphur Springs, Chicago and Decorah, Iowa, all for $201, which was cheaper than living at home. On this and other tours, we have crossed the Rockies, the Belt, Highwood, Moccasin, Adirondack, Blue Ridge, Allegheny and other mountain ranges without serious difficulty, and the cactus of the plains, the sand burs of Wisconsin, the thorn hedges of Indiana and the stony pikes of Virginia failed to steal our "wind" for more than a moment, so easily "were our pneumatics repaired."

In the writer's experience, there are four classes of wet country roads:

First—Jersey sand, over which wheelmen find their very best riding, just after a heavy shower.

Second—Kentucky blue mud, so slippery that one has but to block his wheels and slide down grade, walking and pushing elsewhere.

Third—Virginia red clay, so sticky that one's wheel refuses to be pushed, and must be shouldered, while one's shoes become almost inseparable from the earth.

Fourth—Montana adobe, stuck in which one has no choice other than to stand in his tracks and await the dawn of a brighter day.

Such experiences may be considered as taking the bitter with the sweet, but no long tour is complete without them, and in after years, these often prove the most interesting to recall, and, with a due sense of the ludicrous, may, at the very time, be made quite as enjoyable as they might otherwise be disagreeable.

There is no better way of seeing the country than by wheeling through, and no such way of learning the traits of the people in the different sections, as by meeting them in their own home life. While travelling on trains and over the old beaten paths, you meet only with tourists and people like yourself, out of their ordinary sphere, whereas in wheeling, you stop with the farmers, at boarding-houses, hotels, or wherever else it may be most convenient. Thus, in Lower Canada, when fortunate enough to meet a native who could speak the English language, on learning that we were from St. Paul, he would very likely break forth from a moment's *deep* thought with some such query as this: "St. Paul—why—a that's in Minneapolis, ain't it?" Or in the backwoods of Virginia, where the curious whites seldom venture beyond the horizon as seen from their hilly homes, your arrival will be heralded all up and down the "hollo," and you will be greeted with such honest expressions as "Well, I do declar', I never did see no bicycle befor'!" Many of these people can read while but few can write, and, though never having seen a bicycle, yet readily identified mine and even guessed the purpose of the cyclometer. No part of the wheel or my person escaped their critical inspection, and one man of about thirty years, suddenly thrust his head before me, exclaiming: "What kind of teeth is them you-all got, with gold in?" People often speak of the "wild and woolly West," which may be truly expressive, but if you wish to visit a place more secluded and exclusive than the isles of the sea, and to mingle with a strange people, known only to one another, many a "hollo" less than one hundred miles from our nation's capital will serve you

RICE'S WATERPROOF BELT CAPE

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Folded as a belt 2 inches wide for waist or small package weighing only 11 1-2 ounces, fastened to handle bar or frame of machine. An effective light protection to the rider in case of sudden shower or storm, and protecting machine from wet and consequent rust which is equally important. Will be appreciated by wheelmen and tourists. Sure of a large demand all over the country.

Price, $3.50. ***Will send belt by mail on receipt of price.***

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far better than the most secluded hut of the Rocky Mountains.

Yes, wheeling is the *only* way to *see* the country, and the time to see it is when one is young and full of vim. Besides, if one travels at 25 and dies at 60, he has 35 years' benefit of the trip, whereas, if he travels at 50, he has but 10 years. The two essentials to security and pleasure are: a good and sufficient accident policy, and the best wheel in the market.

To ascertain which *is* the best wheel on the market, the reader should consult the advertising pages of the BULLETIN. [ED.

SHOULD THE WHEELMEN PAY TOLL?

JUSTICE Dean's opinion reversing Berks county in the case of Geiger against the Perkiomen and Reading Turnpike Road, appellant, is one of considerable interest to bicyclers. Geiger was compelled to pay toll at one of the gates of the turnpike company, the gate-keeper demanding from him six cents for a distance of five miles.

He paid the money under protest, and suit followed in which it was contended that there was no method of computation to be found in the law, to justify a turnpike company in collecting toll from wheelmen. The lower court gave judgment for Geiger, the wheelman, but the Supreme Court holds that a bicycle is as much a two-wheeled carriage as a sulky drawn by a horse, and that, as the law makes a turnpike company liable to bicycles, as to others who use a turnpike, for failure to keep a road in a reasonably good condition, it is therefore natural that bicycles should contribute toward the expense of maintaining such road in good repair. The charge of six cents for five miles was also held not to be excessive.

With all due respect for this legal opinion, which for the present seems to settle the question in Pennsylvania, it is proper for the BULLETIN to present the following reasons for questioning the the permanence of this ruling, as applied to the country at large.

In the first place, it is not true that wheelmen, having the modern style of equipment, need improved roads one-tenth as much as such roads are needed by persons using other vehicles.

The wheelman is also a citizen, and in many cases owns horses and wagons. Whenever the wheelman, in his ordinary capacity as a business man or farmer, uses the toll road, he pays for it as he should, because the feet of his horses and the tires of his wagon injure the road very materially, especially if he uses narrow tires.

The toll road is a relic of a condition of things which no longer exists, and in a few years at the most, the toll road will be unknown.

But so long as a toll gate has a legal status, it will be proper to collect toll from those persons, who, in using the road, make its condition worse or tend in that direction. Horses and wagons do injure any road to some extent, but bicycles never.

It is not necessary to submit proof, to show that all roads are benefited by the passage of bicycles; it is a well-known fact.

If all vehicles in passing over the road affected it as the bicycle does, repairing, even on a dirt road, would be unnecessary.

Of course, the wheelman is interested in having the road kept up, but so is the pedestrian, and if the bicycle is to pay toll, let it be on a par with that paid by the man who walks, for the one injures the road as much as the other and no more.

THE pneumatic safety appreciates a good road, but the farmer's wagon absolutely *needs* it.



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IF YOU USE

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Flexible Encased Leather Tire Armors.

Weight, 7 oz. to the pair.

Used on all double tube tires, and on Hose Pipes when leaking. With our armors you can ride with impunity over nails, tacks, glass, growlers, splinters, thorns, etc.

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Umbrella, Flag and Color Bearers.

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Everybody will want holder this '95 hot spell. Don't you?

For $15.00 we will put you on Wood Rims and New Tires on your old machine. For Wood Rims only and use old tires, $7.50. We pay expressage one way. Don't correspond, but **send your wheels with cones and nuts only, not the frame.** Put your name and address on tag, and instructions.

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USE THE **Stanley** **Dry Plate, "50"**

FOR LANDSCAPE WORK

WHERE TIME EXPOSURES ARE REQUIRED

USE THE **Stanley "35"**

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects.

The Stanley Plate is sold by the principal dealers in photographic goods.

If your dealer does not handle them send direct to the factory.

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League of American Wheelmen — Official Department

Boston, May 10, 1895.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

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Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA. — Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.

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GEORGIA.—Chief Consul, Charles M. Rushing, Savannah.

ILLINOIS.—Chief Consul, L. C. Jaquish, 1612 Ashland Block, Chicago. Secretary-Treasurer, A. J. Marrett, 509 Cleveland Avenue, Chicago.

INDIANA. — Chief Consul, Thomas Hay, 70 North Pennsylvania Street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA. — Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, E. Kostomlatsky, Oskaloosa.

KANSAS. — Chief Consul, W. W. Hooper, Leavenworth. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY. — Chief Consul, Edward A. Newhaus, German National Bank, Louisville. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson Street, Louisville.

MAINE. — Chief Consul, James E. Marrett, 448 Commercial St., Portland. Secretary-Treasurer, Percy H. Richardson, 31½ Exchange St., Portland.

MARYLAND. — Chief Consul, J. A. Arnold, 404 S. Eutaw St., Baltimore. Secretary-Treasurer R. H. Carr, Jr., 9 E. Lexington St., Baltimore,

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Charles S. Howard, 15 Crawford St., Roxbury.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA. — Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSISSIPPI. — Chief Consul, W. H. St. John, Yazoo City. Secretary-Treasurer, J. J. Lowrey, Jackson.

MONTANA.—Chief Consul, W. L. Fant, 32 W. Broadway, Butte City.

MISSOURI. — Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA. — Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, Frank H. Siefken, 1223 Harney St., Omaha.

NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Ravlin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT. — Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, J. A. Drain, Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.— Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

IT'S YOUR FAULT?

Letters have been received from a number of Massachusetts towns, asking why local consuls have not been appointed.

In such cases we find that a satisfactory application has not been made. Why not make it?

STERLING ELLIOTT, *Chief Consul.*

RULINGS OF EXECUTIVE COMMITTEE.

MESSRS. GEO. A. PERKINS AND A. CRESSY MORRISON, *Vice-Presidents* L. A. W.:

Gentlemen,—I have been requested to rule on Sections 2 and 6 of Art. III., constitution, by Sec.-Treas. Van Nort of Pennsylvania. Subject to your approval I shall rule as follows: —

ART. III., SEC. 2,—CONSTITUTION.

(1) No application or renewal shall be considered as received by the League until the names, fees, dues and information required shall have been received by the Secretary of the League as required by the section referred to.

(2) Division and local officers may receive applications and, acting as agents of the applicants, forward said applications to the Secretary of the League.

(3) Divisions may offer inducements to persons joining the League and may make the offer subject to any conditions they may think proper, unless said conditions shall be contrary to the constitution and by-laws of the League.

ART. III., SEC. 6,—CONSTITUTION.

League members are allowed sixty days' grace from the date of expiration of membership, and the finable period shall begin at the end of said sixty days.

ARCHIBALD C. WILLISON, *President* L. A. W.

I concur in above opinion.

GEORGE A. PERKINS, *1st Vice-President.*

Approved April 23, 1895.

A. C. MORRISON, *2nd Vice-President.*

April 20, 1895.

RACING BOARD.

For violation of clause C, Amateur Rules, Charles A. Diemann, Cedar Rapids, Ia., is hereby declared a professional.

For violation of clause C, Amateur Rules, Oscar Osen, San Jose, Cal., is hereby declared a professional. Amateurs are warned that to compete with these men will forfeit their amateur status.

For competing at unsanctioned races, P. C. Sisler, C. H. Cookman, M. J. Babb, C. H. Hinchman, F. J. Strawbridge, B. Hay, of Haverford, Pa., and Frank Reeve, George Lewis, William McDonald, Roy Lennon, of Gilroy, Cal., are suspended from all track racing for thirty days. Riders are warned not to compete with them.

The following riders are hereby declared in class B:—
George A. Nissen, Alameda, Cal.
Julius C. Smith, San Jose, Cal.
R. E. McCollough, San Francisco, Cal.
Allan N. Jones, San Jose, Cal.

An additional handicapper (for the State of Maine) has been appointed; his address is Walter E. Toble, Portland, Me.

One mile championship has been assigned to Denver, Col., October 19.

Following sanctions have been granted:—
April 30—University of Pa. A. A., Philadelphia.
May 30—M. E. L. Cramer, Potsdam, N. Y.
June 17—Twadahathlodaque Tribe, Utica, N. Y.
August 24—Albany Bicycle Club, Albany, N. Y.
May 30—O. S. Bunnell, Pitman Grove, N. J.
June 27—Carbondale Bicycle Club, Carbondale, Pa., (National Circuit.)
May 2—Cornell University, A. A., Ithaca, N. Y.
May 4—Union College, A. A., Schenectady, N. Y.
May 4—Princeton University Track A. A., Princeton, N. J.
May 11—Princeton University Track A. A., Princeton, N. J.
June 10—Remington Cycle Club, Ilion, N. Y.
May 30—Y. M. C. A., Charleston, W. Va.
May 4—Columbia College A. A., New York, N. Y.
May 11—Columbia College A. A., New York, N. Y.
May 18—Columbia College A. A., New York, N. Y.
June 8—Phœnix Athletic Association, Phœnixville, Pa.
April 26—Stanford C. C., Palo Alto, Cal.
May 4—San Francisco High School C. C., San Francisco, Cal.
May 18—Pastime A. C., St. Louis, Mo.
May 30—Pastime A. C., St. Louis, Mo.
May 20—Piedmont Wheelmen, Salem, N. C.
May 30—Piedmont Wheelmen, Salem, N. C.
May 3—College City of New York, N. Y.
July 4—Columbia City Cycling Club, Columbia, Ind.
May 1—Capital City Cycling Club, Jackson, Miss.
May 4—Southern Athletic Club, New Orleans, La.
May 11—South Association A. A. U., New Orleans, La.
May 15—Nashville Athletic Club, Nashville, Tenn.
August 2—Fremont Cycling and Athletic Club, Fremont, O.
May 6—Laredo Bicycle Club, Laredo, Tex.
May 3—Chas. Brumfield, Mansfield, O.
July 4—E. J. Kilpatrick, Danville, Ill.
May 11—Swarthmore College, Swarthmore, Pa.
May 6—Princeton University Track Association, Princeton, N. J.
May 11—Cornell Athletic Club, Ithaca, N. Y.
May 18—University Track Athletic Association, Cambridge, Mass.
May 30—F. W. Stowe, East Hampton, Mass.
May 30—Portland Wheel Club, Portland, Me.
May 1—Phillips Andover Academy, Andover, Mass.
May 6—Mass. Inst. Tech. Ath. Association, Cambridge, Mass.
May 4—Harvard Athletic Association, Cambridge, Mass.

GEORGE D. GIDEON, *Chairman.*

KANSAS DIVISION.

The following Local Consuls have been appointed:

Hutchinson, O. K. Leigh. Wichita, M. H. Burt.

W. C. F. REICHENBACH, *Sec.-Treas.*

May 4, 1895.

BE PATIENT.

THE Secretary asks the indulgence of members who have renewed, for any delay that may occur in the issue of tickets. The business of the office for the month of April last passed was more than the combined business of April and May of 1894. The work of writing and issuing tickets is a week behindhand.

So much criticism of the expenses of the Secretary's office has been made, that he is trying to run as close to the wind as possible, and is yielding to a pressure from outside, although he feels that by so doing the service of the office is impaired. If members will have patience they will get tickets in good time.

NEW YORK STATE DIVISION.

Office of Secretary-Treasurer.

The treasurer of the New York State division begs to say a few words to the members of his division in behalf of an overworked official with whom he is intimately associated.

In the BULLETIN of April 12, 1895, the secretary of this division made the following plaintive appeal:—

"The 1893 edition of the 'Road Map' is exhausted. Immediately on receipt of the 1895 'Tour Book' from the printers I will supply all members who are entitled to receive it.

Members are kindly asked to refrain from writing for the 'Tour Book' and to accept this notification that the book will be mailed them as soon as possible. A compliance with this request will relieve the secretary from the burden of answering thirty or forty letters a day at this time when his hands are fully occupied with recruiting and renewing work."

Notwithstanding this request the secretary is being daily bombarded with letters from members who seem to think that either he is neglecting the duties of his office, has nothing else to do but to write long explanatory letters or desires to deprive each particular writer of the Tour Book.

The following letter, while it is a trifle more emphatic in language than some others, expresses the general sentiment fairly well.

———, MAY 1, 1895.

DEAR SIR:—

I have written you several times for an 1895 N. Y. State L. A. W. Tour Book and received a reply to the effect that they would be ready after 1st of May. Such is not the case, as I have seen and partly read through one of these books, sent to a member of my club, who has been in the League for one month and I have been in it for eight years. What I am going to say is that if you do not send me one of these books *immediately* I will withdraw from the League and cause many others to do likewise. I don't propose to be treated in this manner by the L. A. W. or any other organization. Since I have been in the League I have received one book; as for the BULLETIN AND GOOD ROADS paper, they adorn my waste-paper basket, as they do not interest me one particle.

Trusting this letter will reach the negligent party, I am

Yours truly,

———

The secretary requests me to say to the writer of the above and similar letters and to the few remaining members of the division who have not written but are keeping up a thinking, that he is not "the negligent party"; that he has received two shipments of the "Tour Books" from the printers; that he immediately on receipt of these books mailed some 1200 to members whom he knew to be entitled to receive them.

To all old members who have renewed membership the secretary desires me, the treasurer, to say that he has not received a list of the renewing members from Secretary Bassett, probably owing to the rush in the office of the secretary of the League caused by the unprecedented growth of the L. A. W., which growth, by the way, is mainly in the New York State division. Until he does receive this list he can not mail books to renewing members. When he does receive this list he will promptly mail the books to all members who are entitled to receive them. As this list will contain from 1200 to 1500 names, members will kindly exercise a little patience, bearing in mind the fact that it will be a physical impossibility to mail the books to each one in a single day, owing to the limited force of this office, consisting as it does of the secretary-treasurer and our better half. Owing to the housecleaning epidemic now devastating the land this office is deprived of much valuable assistance from the last named.

To correct a seemingly unanimous opinion that the secretary's office is a flowery bed of ease the treasurer begs to state that the secretary, assisted by the above mentioned limited office force, has since the middle of March last addressed, stamped and filled nearly 12,000 envelopes, in most cases placing five circulars in each. All this in addition to the ordinary routine work of the office, which is not inconsiderable.

Applicants for membership do not become members until two weeks after the publication of their names in BULLETIN and are not entitled to the books until that time.

Members who have written regarding failure to receive the Tour Books will kindly accept this notification as a reply, and members who have it in mind to write are again asked to refrain, as the books will in all cases be mailed as soon as possible. After having licked some 12,000 postage stamps in the last month and a half, the secretary desires it to be understood that he is not stuck on his job although it might be considered a sweet one.

All of which is submitted to the fraternal consideration of the members of this division.

W. S. BULL, *Secretary-Treasurer.*

ADDITIONAL CONSULS FOR MASSACHUSETTS.

Adams, F. W. Roberts.
Amesbury, Sam. F. Goodwin.
Brookfield, Henry E. Cottle.
Chicopee Falls, Frank C. Flint.
Egypt, Chas. H. Litchfield.
Fall River, Harry P. Mercer.
Hudson, Hermon E. French.
Lawrence, Thos. S. Webb.
Lexington, John T. Fiske.
Malden, I. N. Chase.
Melrose, Chas. K. Raynsford.
Milton, Jos. B. Hall.
Marlboro, Harrie P. Wood.
Nantucket, Max Wagner.
Norton, Walter H. Talbot.
Oak Grove, G. J. McArthur.
Newburyport, L. W. Piper.
Stoneham, Harry H. Newhall.
So. Deerfield, Chas. B. Patch.
Saugus, Chas. S. Pierce.
Stoughton, James Lohan.
Tapleyville, C. Ernest Perkins.
Taunton, G. Arthur Babbitt.
Tufts College, Frank E. Sanborn.

Local Consuls are still wanted in many places.

Don't be too modest; send in your application to the Chief Consul.

New York is getting too far ahead of us; we *must* get on more headway. Mr. Potter, please don't read this.

STERLING ELLIOTT, *Chief Consul.*

WISCONSIN.

Additional list of consuls who have acknowledged their re-appointment:

Clintonville, L. E. Schroeder.	Utley, C. W. Birum.
Eau Claire, W. W. Jackson.	Winneconne, W. A. Melcher.
Hika P. O., Henry Knoll.	Black Riv. Falls, S. H. Castle
Horicon, Dr. F. S. Forbes.	Otsego, John A. Johnson.
Menasha, H. B. Hewett.	Shullsburg, H. B. Chamberlain
Port Washington, H. L. Coe.	Cedar Grove, L. C. Smith.
Platteville, E. P. Grindell.	Fond du Lac, John E. Reeves.

New consuls appointed for the following year:

Bayfield, A. Lester Hellweg.	Reedsburg, E. G. Stolte.
Oconomowoc, Chas. Osen.	Lake Beulah, C. H. Stephens.

M. C. ROTIER, *Sec'y-Treas.*

Dated May 4, 1895.

MINNESOTA.

Minutes of meeting of the L. A. W. (Minn. Div.) held at Minneapolis, Minn., Jan. 23rd, 1895.

Meeting called to order by Chief Consul Knowlton.

Members present: — M. L. Knowlton, C. C.; Dr. B. C. Cornwell, V. C.; Dr. F. E. Daigneau, Rep.; Wm. G. Gallien, Rep.; J. F. Robinson, Rep.; C. Bell, Racing Com.; A. B. Choate, Highway Imp.

In the absence of the Secretary and Treasurer, and on motion of Mr. Gallien, seconded by Mr. Robinson, Dr. Daigneau was elected temporary Secretary.

Report of the Secretary and Treasurer read and approved subject to correction as to the membership which the Chief Consul reports as being 214.

The communication of a manufacturer in regard to furnishing two bicycles for $100.00 to be used as prizes for securing new members was read but considered inexpedient.

Report of Chairman of Highway Improvement Com. read and on motion of Mr. Gallien, seconded by Mr. Bell, was referred back for correction.

Report of Chairman of Racing Com. will be put in writing and sent to the Sec.-Treas. (But never was. Sec.-Treas.)

On motion of M. Bell, seconded by Mr. Dr. Cornwell, the Chief Consul was instructed (and given full power in the matter) to have printed 500 road maps of Minn., but that they should not cost more than $150.00.

It was the sense of the meeting that these maps be furnished free to members of the Minn. Div. of the L. A. W. as a recruiting measure. And that they be furnished non-members at an advance of fifty cents above the membership and annual dues to the L. A. W., so that it would be cheaper to join the League than to buy the map.

In regard to the suggestion of the Sec.-Treas. to have the State divided into Sub-Divisions, it was the sense of the meeting that it be referred to the Division annual meeting, as it would require constitutional amendment to carry it out.

The place of meeting of the annual Division meeting was left open until Austin was heard from as no application had been made for it.

Committees.

Rights and Privileges.—C. F. West, Duluth; T. M. Slosson, Minneapolis; Chas. C. Clement, Winona.

Highway Improvements.—A. B. Choate, Minneapolis; F. L. Hoxie, St. Paul; D. S. Cummings, Waseca.

Racing.—Collie Bell, Minneapolis; T. L. Bird, St. Paul; J. I. Wilson, Winona.

Transportation.—E. S. Gregory, Winona; E. A. Blomquist, Minneapolis; W. G. Gallien, Waseca.

Membership. J. I. Willson, Winona; E. S. Hill, St. Cloud; T. Duncan, Duluth; Geo. G. Blymyer, Minneapolis; R. Klineman, Rochester; E. S. Macqowen, St. Paul.

On motion of Dr. Cornwell, seconded by Mr. Bell the meeting was adjourned.

F. E. DAIGNEAU, *Sec. Pro. Tem.*

KENTUCKY DIVISION MEET.

The annual meet of Kentucky Division, L. A. W., will be held at Maysville, Ky., on Friday and Saturday, June 14 and 15. A grand entertainment is promised all who attend, and it is expected that the racing and other "festivities" will surpass those of all previous meets. The hundreds of miles of good roads leading toward Maysville will attract many touring parties and the attendance is sure to be large. Every member is expected to be present.

PENNSYLVANIA DIVISION.

I take it from Bro. Elliott's number of copies printed that it will be useless to ask to have Nos. 2, 3, 4 and 5 sent you, and the same with all numbers until you renew, so renew at once, and make him print *a copy of the paper* for you. Want the members in any town not now supplied with a Local Consul to report a good man at once. We want to get list out as soon as possible.

Our politicians, at Harrisburg, are making sport of road legislation. Would urge every member to write their Senator, their Representative, urging him to action in the matter, thus let him know he is being watched. While several good bills have already been defeated, the "Grigsby Bill" is still alive, and now let us up and give it a lift.

This issue of the BULLETIN should go to 2,150 members in Pennsylvania. Remember, we have only this month of May to renew in without fines, and there is a great deal of work to be done. Don't delay, but see that you and your neighbor are in the fold at once.

Fraternally,

JOHN J. VAN NORT.

SCRANTON, April 29, 1895.

WE WANT YOUR NAME.

Of course it is perfectly familiar to you, but don't forget that we are strangers in most cases and it is very important that we have your name spelled correctly. Unless you write very plainly, it is better to *print it.*

To the Minnesota Board, Minn. Div. L. A. W.:

Circumstances over which I have no control will prevent my being with you to-day, and am very sorry indeed, as the meeting had been adjourned to accommodate me.

I enclose with this report a letter from a manufacturer of bicycles, which will explain itself and I am strongly in favor of putting up two of their race wheels as prizes to the two L. A. W. members in this State who get the most new members for 1895, all applications to be sent through Sec.-Treas. and the Sec.-Treas. to notify every member of this plan. Would also suggest having the State divided into sections under the charge of active members who are to file with the C.-C.or Sec.-Treas. monthly reports of the general condition of their Division and the work done to get new members, etc. Also would favor changing the date of annual meeting to some time in January.

We have taken in forty-two new members and our renewals are one hundred twenty-two, making our total membership two hundred fourteen.

I am in favor of any reasonable work for good roads, both from the standpoint of a citizen and a bicyclist, and think this point should be strongly urged as an incentive to join the L. A. W.

We shall have some racing in our part of the State, also shall try this year to combine with La-Crosse, Wis., to have races in conjunction so as to make it pay the riders to visit this section.

The outlook for increase of riders throughout our State is remarkable, "Pops," "Demipops" and even Republicans take to it naturally, and from those people we must increase our membership.

Have offered these few suggestions for what they may be worth, they are simply opinions and extended to the Board for their action.

The following is the report of the financial condition of our Division to date:—

Balance per last statement,	$191.73
June 27, A. Bassett,	12.00
July 14, "	105.50
Oct. 12, "	65.00
	$374.23

Ck. No.			
54.	Roy N. Hoople, expenses to Board Meeting,	$10.50	
55	F. E. Daigneau, $9.00 W. C. Gallien, 5.60, expenses to Board Meeting,	14.60	
56	Mpl's Riders Stenographic report Board Meeting,	3.00	
57	A. B. Choate, good roads,	25.00	
58	A. B. Choate, legal services, Ruse case,	20.00	
59	Jas. Drew, good roads photos.,	10.00	
60	A. M. Hohasson, good roads photos.	6.00	
61	J. A. Wychgram, " " "	4.00	
62	M. L. Knowlton, to settle Ruse case,	19.71	
63	A. B. Choate, good roads,	25.00	
64	M. L. Knowlton, sundry expenses,	10.00	
65	M. L. Knowlton, " "	10.00	
66	E. S. Gregory, " "	10.00	
67	Postal cards, election, 200,	2.00	
68	Envelopes, " "	2.00	
69	Addressing envelopes, Miss Rider,	1.50	
70	E. S. Gregory, sundry expenses,	10.00	
71	Gregory & Co., print postal cards for election,	1.25	$184.56
			$189.67

Wishing the Division a successful and prosperous year I beg to remain

Fraternally,

E. S. GREGORY, *Secretary and Treasurer.*

CONNECTICUT.

Those receiving appointments on committees and as Local Consuls will please send in their acceptances at once, that list may be published.

Mr. Geo. F. Booth of New Haven is now Vice Consul, Mr. Crygier of Hartford having consented so act as such only pending the selection of a permanent Vice Consul. Mr. Booth has been a prominent member of the board of officers in the past and is connected with the New Haven *Register.*

Fraternally,

PHILIP W. WESTLAKE, *C. C.*

THE Mayville (Ky.) Bicycle Club addresses its members in the following unique and effective fashion:

"Having been released from the boreal bonds of the winter king, within whose Arctic domain we have suffered all the rigors in our icy exile that could be endured at the hands of so relentless a despot, and now rest in the fond arms and wooing embrace of gentle, loving spring, "when the spring, springs, the larks lark, and the bees beeswax," and all nature hails us with glad acclaim of welcome back to renewed life and freedom, it is meet and proper that we should give acknowledgment of our happy escape from so severe and protracted a thraldom and show appreciation of the delightful conditions that now surround us. Therefore to that end we extend to you a heart-warm invitation to attend the State meet to be held in our city on June 14th and 15th next.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS which I send in full payment of my initiation fee, one year's dues and subscription fee to the official publication of the L. A. W., under provisions of Articles III and VII of the Constitution. From the sum enclosed I authorize and direct you to pay to the publisher of said publication the regular subscription fee to League members and to enter my name as a subscriber. I certify that I am eligible to membership in the L. A. W. under the provisions of the Constitution and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State,

References, ...

.....

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose ONE DOLLAR for which please renew my membership and subscription to the L. A. W. publication for another year.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

L. A. W. Veteran Bar.

The veteran bar which has been adopted by the L. A. W. to be worn by the veterans of the organization, can be



worn above the League badge, or as an individual pin.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar.

Members holding numbers between 100 and 1656 are entitled to wear the bar at this date.

The bar is of gold with the word "Veteran" in enamel. Each bar must have the owner's name engraved on the back. All orders must be sent to the Secretary accompanied by the price of bar, $2.50.

We can supply any style or form of badge with bar. The standard badge retails for $3.00, and will be sent attached to bar if this sum is added to remittance.

SIXTY DAYS ONLY.

Members are notified that the renewal season is cut down to sixty days. In previous years, renewals were received to July 1st. This year the season ends JUNE 1st. Please remember.

ADDITIONAL BLANKS.

Application or Renewal Blanks may be had of the Secretary on application.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, May 10, 1895.

Total, 814.

Alabama — 1.

Unattached.

74,558 Eggleston, O. P. — Courtland

Colorado — 3.

Unattached.

74,559 Mead, H. W., box 2713 — Canon City
60 Peabody, W. H., box 593 — "
1 Ames, Archie — Fountain

Connecticut — 4.

Unattached.

74,562 Grieb, George, Str. "Rosedale" office — Bridgeport
3 Alpaugh, Alphens A., 49 Ferry st. — Middletown
4 Hubbard, Arthur B. — "
5 Cole, L. B. — Sharon

District of Columbia — 2.

W. R. C.

74,566 Wood, Chas. E., 1609 Riggs pl. — Washington

Unattached.

7 Ellis, Edmund P., 1211 11 st., N. E. — Washington

Florida — 1.

O. B. C.

74,568 Hart, A. C., box 702 — Orlando

Illinois — 15.

C. C. C.

74,569 Abbott, I. R., 112 No. First st. — Petersburg
70 Severing, C. A., 102 Main st. — "
1 Rule, R. R., 123 West 1st — "
2 McCoy, J. P., box 2b — "

Belleville C. C.

3 Hucke, Otto A. — Belleville
4 Hucke, Albert — "

Rushville C. C.

5 Ball, A. W., M.D. — Rushville

Unattached.

6 Hoskins, M. G., 61 No. Jefferson st. — Chicago
7 Geimer, Albert, 104 La Salle st. — "
8 Scheffler, L., 501 Wells st. — "
9 McPherson, A. G. — Highland Park
80 Bennitt, Fred — Joliet
1 Hanson, H. S., 1212 4th ave. — Moline
2 Palmer, A. L., 309 W. Jefferson st. — Peoria
3 Huss, George M. — Western Springs

Indiana — 2.

Unattached.

74,584 Katterhenry, Elias E. — Huntingburg
5 Harrison, John B., box 57 — Lebanon

Iowa — 15.

Cook Co. W.

74,586 Ringland, E. A. — Boone
7 Crary, Fred W. — "
8 Gregory, Homer A., box 216 — "
9 Olmstead, Art J., 301 Tama st. — "
90 Doebel, Chas., 718 Story st. — "

Sac City C. C.

1 Brownell, F. R. — Sac City
2 Early, Q. Gene, box 436 — "
3 Brownell, A. T. — "

Perry W.

4 Diehl, Clarance E. — Perry

Unattached.

5 Bentley, T. W. — Hamburg
6 Lyman, A. M., Jr. — Iowa Falls
7 French, H. A., box 416 — Glenwood
8 Biggs, Clyde C., box 556 — Guthrie Centre
9 Grimwood, E. A. — Oxford Junction
600 Palmer, W. M. — State Centre

Kansas — 7.

T. A. A.

74,601 Smith, Owen, 1411 West 6th ave. — Topeka
2 Ambrose, H. G., 202 East 8th ave. — "

A. A. & C. C.

3 Weinman, Louis, 927 Main st. — Atchison

Unattached.

4 Vroom, C. H., 1418 Atchison st. — Atchison
5 Glancy, A. D., box 344 — "
6 Stephens, M. L., 727 Com'l st. — "
7 Scott, Frank C., 910 Madison st. — Topeka

Kentucky — 5.

Unattached.

74,608 Barr, W. N., 1108 Fulton st. — Louisville
9 Parfitt, F. W., 4th & Hill sts. — "
10 Samuels, L. B. — Bardstown
1 Flaig, Raymond — Danville
2 Pearce, Eugene L., box 382 — "

Maine — 7.

Bridgton W. C.

74,613 Frisbie, Geo. F., box 195 — Bridgton
4 Gray, Wm. C., box 14 — "

Unattached.

5 Buck, S. N. — Bethel
6 Payson, Will S. — Castine
7 Skillings, Geo. E., box 146 — Springvale
8 Hamilton, Benj. P., 62 Main st. — "
9 Stahl, Clinton B. — Waldoboro

Maryland — 10.

Balto C. C.

74,620 Davis, Elmer C., Charles and German sts., Baltimore

Avon C. C.

1 White, Wm. Henry, box 318 — Easton

Frederick B. C.

2 Bielfeld, J. J., box 631 — Frederick

Unattached.

3 Swinburne, Wm. J., U. S. Nav. Acad. — Annapolis
4 Bouchet, Chas. J., 400 E. Chase st. — Baltimore
5 Stinson, John, 326 No. Holliday st. — "
6 Beard, J. F., 803 Lennox st. — "
7 Gelwicks, Wilbur E., 2135 Penna. ave — "
8 *Parlett, Miss Hattie G.*, Hotel Albion — "
9 Coale, W. N., box 16 — Havre-de-Grace

Massachusetts — 125.

Mass B. C.

74,630 Brown, Chas. V., 420 Columbus ave. — Boston
1 Emanuels, Joseph, 3 Winter st. — "

B. A. A.

2 Lincoln, Chas. M., 165 Tremont st. — Boston
3 Bradford, Harold S., 405 Boylston st. — "

Winnisimmet B. C.

4 Fenno, Charles P., box 2408 — Boston

Metropolitan W.

5 Ellis, Wm. S., 12 Summer st. — Boston

Athol C. C.

6 Worrick, Charles E., box 383 — Athol

Grayhound C.

7 Cottle, Henry E., box 54 — Brookfield

Rovers.

8 Kimball, Frank C., 31 Eden st. — Charlestown
9 *Kimball, Mrs. F. C.*, 31 Eden st. — "

Press C. C.

40 Martin, Wilson T., 108 Stoughton st. — Dorchester

Maverick B. C.

1 Pigeon, Edw. N., 147 Meridian st. — East Boston

F. R. U. W.

2 Westgate, Chas. L., box 249 — Fall River

Rollstone C. C.

74,643	Rich, Chas. W., 168 Main st.	Fitchburg
4	Spinney, Chas. W., 131 Main st.	"
5	Coudrey, Chas. F., 5 Main st.	"

N. C. C.

6	Cate, Forrest E., 18 Franklin st.	Haverhill
7	Ricker, Edgar S., 1 Arlington st	"

Haverhill C. C.

8	Friend, Clarence, 16 White st.	Haverhill
9	Johnson, Charles, 16 White st.	"
50	Boggs, A. L., 166 Merrimack st.	"
1	Hall, Eugene H.	"

Hyde Park Rovers.

2	Googins, Elmer A., 275 Hyde Park ave.,	Hyde Park

C. B. C.

3	Fairbairn, T. H., 221 Essex st.	Lawrence

Vesper B. C.

4	Davis, Frank O., 14 Edson st.	Lowell

M. R. C.

5	Draper, A. H., Tileston ave.	Mattapan

N. B. C.

6	Fearing, Fred W., Parker st.	Newburyport
7	Gorman, John W., 7 Ashland ct.	"
8	Burgess, Gorham P., 19 Walnut st.	"
9	Pressey, Geo. H., Jefferson st.	"
60	Tibbetts, William M., Purchase st.	"
1	Barton, Louis F., High st.	"
2	Akerman, J. W., Eagle st.	"
3	Cressey, Charles H., 66 State st.	"
4	Titcomb, Oscar	Rowley

Warren C. C.

5	Healey, W. F., 194 Harrison ave.	Boston
6	McGuiness, M. J., 2 Presby pl.	Roxbury

Unattached.

7	Dakin, Arthur H., 42 Court st.	Boston
8	Jordan, Timothy E., Ames Bldg.	"
9	Kops, Victor, 50 Union Park st	"
70	Knox, W. J., 36 Federal st.	"
1	Morrison, B. T., 129 Washington st.	"
2	North, Wayne H., 33 No. Market st.	"
3	Osgood, Geo. E., 187 West Canton st.	"
4	Pitman, Chas. W., 125 Milk st.	"
5	Rowe, Augustus H., 4 Wellington st.	"
6	Shea, John, 18 Canal st.	"
7	Spring, Arthur L., 605 Sears st.	"
8	Woods, Joseph F., box 3629	"
9	Quigley, John J., 36 India Whf.	"
80	*Swift, Miss Sadie M.*, 438 Exchange Bldg.	"
1	Heintz, Chas. A., 2 Clifton pl.	"
2	Erskine, Frank L., 229 Belmont st.	Brockton
3	Parker, Herbert W., 12 Elm ave.	"
4	Whittum, Norman E., 1098 Montello st.	Campello
5	Sanborn, J. Frank, 1280 Mass. ave.	Cambridge
6	Woodward, E. C., 995 Main st.	Campello
7	Miner, Max H.	Charlemont
8	Clark, Fred E., 178 Lauriat ave.	Dorchester
9	Hervey, M. E., 8 Humphreys sq.	"
90	Laskey, C. W., 40 Monmouth st.	East Boston
1	Ramus, C. F. W., 125 Putnam st.	"
2	McCombie, Wm. A., 38 Mystic ave.	E. Somerville
3	Dodge, W. B., 56 So. Main st.	Fall River
4	Ryan M. J., Berry st.	Fitchburg
5	Parsons, J. Edw., Jr., 123 Prospect st.	Gloucester
6	Winchester, Geo. D., 10 Winchester ct.	"
7	Smith, Albert W., care J. G. French,	Haverhill
8	Fish, Harry G., 7 Beacon st.	Hyde Park
9	Ashworth, Emanuel, 25 Crescent st.	Lawrence
700	Willcutt, Fred C., 142 Howard st.	"
1	Sylvester, F. A., 88 Knox st.	"
2	Gauthier, Alfred J., 706 Lake View ave.	Lowell
3	*Clark, Marion S.*, 84 Lane st.	"
4	Tryon, G. W., Middlesex and Howard st.	"
5	D'Orsay, A. Ernest, 20 So. Elm. st.	Lynn
74,706	Lyman, Thos. J., 74 Johnson st.	Lynn
7	Kenney, James W., 171 Summer st.	"
8	Spalding, Willard F., 174 So. Common st.	"
9	Sutherland, H. J., 106 Oxford st.	"
10	Merrill, H. J., 67 High Rock ave.	"
1	Bailey, Geo. A., 42 Everett st.	Malden
2	Heimer, F. L., 13 Hill Side Road	Medford
3	Wadleigh, Corliss, 7 Valley st.	"
4	Murrant, Adelbert, 10 Cross st.	"
5	McNally, Frank L., box 285	Melrose
6	Rutherford, Lyman, box 120	Needham
7	*Burnham, Mrs. Annie E.*, 25 Park st.	Newton
8	Almy W. T., 65 Summer st.	New Bedford
9	Bourne, E. S. V., 716 County st.	"
20	Baylies, Clifford, 92 Bedford st.	"
1	Baylies, John, 94 Bedford st.	"
2	Fogelstrand, Otto F., 149 Wash. st.	"
3	Potter, Wm. F., 23 Wash. st.	"
4	Gibson, G. B.	Northboro
5	*Lane, Mrs. Ada R.*, Kosciusko st.	Peabody
6	Lane, Dr. Francis A., Kosciusko st.	"
7	Brothers, W. H., box 45	Rochdale
8	*Hill, Miss. E. R.*	Reading
9	Bartholomew, J. W., 707 Shawmut ave.	Roxbury
30	Randall, Geo. P., 180 Thornton st.	"
1	Cotton, Wilbur T., 4 Thornton pl.	"
2	Waldron, Ernest V., 1 Dearborn st.	Salem
3	Pettengill, Wm. S., box 14	Salisbury
4	Hemenway, Chas. M., 40 Central st.	Somerville
5	Vasgue, Julius P., 8 Hillside Park,	"
6	Phillips, C. W., 328 Somerville ave.	"
7	Ames, F. W., 80 Cross st.	"
8	Flanders, F. A., 539 Fourth st.	So. Boston
9	Morris, Maurice, 206 Broadway	"
40	Patch, Chas. B., box 166	So. Deerfield
1	Hale, B. P., Groveland Mills	So. Groveland
2	Chessmore, F. Harding, box 125	Tufts College
3	Kendall, A. J., 539 Main st.	Wakefield
4	Gay, Chas. A.	West Medford
5	Lord, Fred W., box 6	Weymouth
6	White, Dorick, box 132	"
7	Henry, John G., M.D.	Wichendon
8	Morgan, Joseph, box 201	Whitingsville
9	Shepard, Henry M., 134 Main st.	Winchester
50	Searle, F. C., 108 Gold st.	Worcester
1	Allen, C. D., 1 Maple pl.	"
2	Legg, John Francis, 38 Oread st.	"
3	Clark, R. N., 20 Belmont st.	"
4	Swift, Chas. W.	Yarmouthport

Michigan — 17.

74,755	Gutchow, Adolph	Mt. Clemens
6	Keith, H. C., box 770	"

Unattached.

7	Levy, Abram, 261 Jefferson ave.	Detroit
8	Belknap, N. P., 21 Thomas st.	Grand Rapids
9	Jewell, Harry D., 62 Hollister st.	"
60	Roots, Wm. H. P., 80 Madison ave.	"
1	Derby, O. S.	Clare
2	Ruffler, John	"
3	Hutchinson, W. J.	"
4	Paton, Orville	Crosswell
5	Ameel, Henry	Mt. Clemens
6	Fox, J. L., box 103	"
7	Kiels, Caspar	"
8	Kelliher, A. O.	Ontonagon
9	Lemoine, Abe	"
70	Ford, W. S.	"
1	Miswald, Alloyes	Rockland

Minnesota — 3.

New Ulm C. C.

74,772	Kaschau, H. C., box 134	New Ulm

Unattached.

3	Buxton, B. A., 1623 Hawthorne ave.	Minneapolis
4	Strom, Eimar I.	Robbinsdale

Mississippi — 21.

Greenville W.

74,773	Aiken, W. B.	Greenville
6	Blackburn, J. S.	"
7	Clarke, Lew	"
8	Hyner, Lyne	"
9	Ham, C. M.	"
80	Heillbrown, Ike	"
1	Harbison, R. T.	"
2	Hendel, Jake	"
3	Klingman, E. E.	"
4	Kellmer, Ernest	"
5	Graham, H. C.	"
6	Gary, J. A.	"
7	Neal, W. H.	"
8	Robertshaw, W. D.	"
9	Stansell, John	"

Cap. C. C. C.

90	Craft, M. S.	Jackson
1	Enochs, T. E.	"
2	French, Ed.	"
3	Griffith, R.	"
4	Kirkland, A. H.	"
5	Power, J. W.	"

Missouri — 6.

Unattached.

74,796	Wood, Arthur E., box 483	Rolla
00,7	Crafton, Dave, 5074 Minerva ave.	St. Louis
8	Cash, S. E., 111 So. 2nd st.	"
9	Hitchcock, Geo. C., 709 Wainwright B'ld'g	"
800	Meier, E. C., 2842 Henrietta st.	"
1	Woodward, Walter B., 5533 Cates ave.	"

Nebraska — 7.

Unattached.

74,802	Hord, Heber	Central City
3	Clark, H. A., 2517 Harney st.	Omaha
4	Burks, J. R., Jr.	Beatrice
5	Griggs, Geo. L.	"
6	Giddings, R. C.	"
7	Simons, R. M.	"
8	Wheeler, F. E.	"

New Hampshire — 1.

Unattached.

74,809	Sweetser, Wm. H., 24 Middle st.	Manchester

New Jersey — 46.

Essex B. C.

74,810	Douglas, H. C. (P. O., 34 Watts st., N. Y. City) Englewood	
1	Ward, Dr. A. C., 325 Clinton ave.	Newark

Y. M. B. C.

2	Metcalf, Ira G., 182 White st.	Orange

Sahodalaca B. C.

3	Dutton, Willis H., 30 Market st.	Morristown
4	Jacobs, Oliver B., Wash. st.	"

So. O. F. C.

5	Connett, E. R., box 106	So. Orange
6	Connett, E. V., Jr., box 256	"
7	Connett, L. R., box 106	"

Greenville W.

8	Leitz, Geo., 856 Garfield ave.	Jersey City

Jersey City B. C.

9	Brock, P. Anthony, 516 Jersey ave.	Jersey City

Montclair W.

20	Garrabrant, W. J., 56 Park st.	Montclair
1	Jacobus, Jonas S., Park st.	"
2	Trippelt, Harry, 149 No. Fullerton ave.	"

East Side W.

3	Denike, Edward, 626 East 29th st.	Patterson
4	Hopper, Lew, 102 12th ave.	"
5	Horton, R. E.	"
6	Stinson, George, 517 Broadway	"

Bergen Co. W.

74,827	Wright, S. G. H.	Ridgefield

M. C. W.

8	Cadwallader, W. Y., 34 E. State st.	Trenton
9	Eichman, W. S., 70 Spring st.	"
30	Swallow, Charles S., box 420	"

Unattached.

1	Cox, Ralph M.	Beach Haven
2	Ballard, John T., 37 Linden ave.	Bloomfield
3	Moore, Wm. W., 12 Arlington ave.	East Orange
4	Noling, Dr. I. O.	"
5	Ballard, Wm., 79 Lexington ave.	Jersey City
6	Neal, Elmer E., N. Y. S. W. Co.	"
7	Chabriel, Adrian, 171 Pacific ave.	"
8	Glueck, Henry, 171 Van Horn st.	"
9	Steelman, Jesse	Millville
40	Munn, Harry H., 233 Garside st.	Newark
1	Baker, C. T., 191 Market st.	"
2	Fanderbilt, I. S., Jr., 33 Taylor st.	"
3	Lane, John C.	Neshanic
4	Opie, J. B., box 4	Neshanic Station
5	Corle, Geo. S., box 16	"
6	Slater, C. F., box 622	Palmyra
7	Cooper, Eugene, box 312	Red Bank
8	Moore, Chas. E.	Shrewsbury
9	Borden, Harry G.	"
50	Wilmot, Walter A., Jr.	Salem
1	Jones, Elias G.	Vineland
2	Bent, Chas. H., box 60	Westfield
3	Smith, Wm. B., Eagle Rock Road	West Orange
4	Jacobus, Geo. C., 320 Academy st.	Trenton
5	Page, Fred, 152 Passaic st.	"

New York — 289.

Aschenbroedel.

74,856	Lechler, John, 336 E. 55th	New York

Century W.

7	Baker, Rollin R., 226 E. 31st st.	New York
8	Borstmann, John B., 339 W. 44th st.	"
9	Freeman, Wm., 39 E. 22nd st.	"
60	Fisher, Peter J., 938 8th ave.	"
1	Hepburn, Wm. P., 369 W. 23d st.	"

Criterion B. C.

2	Sternberger, Maurice M., 117 W. 74th st.	New York

Dutch Cyclists' Union.

3	Heekeren, J. J. Broes van, 224 William st.	New York

King's County C.

4	Thorp, Frank, 425 Broome st.	New York

Lyceum.

5	Maguire, W. E., 170 W. 10th st.	New York

Metropolitan C.

6	Watrous, Walter W., 5th ave. and 60th st.	New York

Press W.

7	Schwarz, Wm. C., 119 E. 90th st.	New York

Select C. C.

8	Bickel, Jacob F., 985 6th ave.	New York

Albany County W.

9	Ball, Washington J., 124 S. Pearl st.	Albany
70	Cass, Lewis, 82 State	
1	Nostrant, E. E., 119 Lark st.	
2	Wilkins, O. H., The Clinton	"
3	McNeill, Frank	"
4	Converse, Henry T., box 379	"
5	Schuster, Martin, 199 S. Pearl st.	"
6	Snow, Chas. F., 448 Clinton ave.	"

University C. C.

7	Bowerman, Geo. F.	Albany

Red Star W.

8	Lush, C. H.	Amityville

Andover W.

9	Cannon, J.	Andover
80	Herrick, Miles	"
1	Norris, Hamilton C.	"

	Ramblers.	
74,882	Glennie, A. J.	Bolivar
3	Hoffman, Chas. F.	"
4	Hogan, W. J.	"
5	Kreiner, T. C.	"
6	Nichols, W. L.	"
	C. C. of Brooklyn.	
7	Bach, Robert B., 36 Second pl.	Brooklyn
8	Thayer, E. C., 80 Columbia Heights	"
	Brooklyn B. C.	
9	Hickling, C. W., 41 Sidney pl.	Brooklyn
	Long Island Wheelmen.	
90	Arrison, C. T., 90 Fenimore st.	Brooklyn
1	Wood, James H., 20 Court st.	"
	Bohemian W.	
2	Hall, Chas. W., 219 48th st.	Brooklyn
	Paramount W.	
3	Pera, Charles, 231 52nd st.	So. Brooklyn
	Parkside Wheeling C.	
4	Baird, Richard, 1413 Main st.	Buffalo
5	Elsenhaus, J. F., 1428 Main st.	"
6	Simons, E. W., 61 Laurel	"
7	Werick, E. W., Pine Ridge	"
	Imperial C. C.	
8	Grover, Albert B., 577 Perry st.	Buffalo
	Wanderers B. C.	
9	Beeson, F. C., 906 Eagle st.	Buffalo
	Canajoharie W.	
900	Nellis, W. J.	Canajoharie
	C. S. P. A.	
1	Reynolds, Harry G.	Corning
	F. A. C. Club.	
2	Baumgartner, W. C., Hotel Grotrat	Dunkirk
	Mercury.	
3	Case, Leon S., 14 Main st.	Flushing
4	Nichols, E. C., 253 Lawrence st.	"
5	Nichols, E. L., 132 Franklin st.	"
6	Wilson, David L., Jr., 68 Union st.	"
	G. C. W.	
7	Bowne, R. Frank	Glen Cove
	Keystone B. C.	
8	Jay, Wm. H. E.	Hewletts
	R. C. C.	
9	Dyett, F. J., box 561	Illion
10	Bradley, L. H., box 1026	"
1	Ringwood, T. D., box 1023	"
2	Schmidt, F. A., box 976	"
	Hudson B. C.	
3	Benson, Alex. R.	Hudson
4	Benson, Donald R.	"
5	Benson, Lloyd R.	"
6	Van Vleck, Chas. K.	"
7	Hearn, William H.	"
8	Skinner, Freeman	"
	Middletown W.	
9	Royce, Dr. Fred C.	Middletown
	M. B. C.	
20	Fork, S. V.	Mechanicville
	Millbrook B. C.	
1	Smith, Wm. D.	Millbrook
2	Willing, Frank	"
	Oswego Cycling C.	
3	Maltby, Albert E., 73 W. Mohawk st.	Oswego
	Cumberland.	
4	Hickey, Geo. W.	Plattsburg
	Van Cortlandt W.	
5	Hawes, Harry H.	Peekskill
	W. B. C.	
6	Boyce, F. B.	Wellsville
7	Fishen, J. H., Main st.	"
8	Gish, C. L.	"
74,929	Jones, J. B.	Wellsville
30	Rider, Le Roy D.	"
	Unattached.	
1	Adams, Rufus, 152 E. 34th st.	New York
2	Amerman, Rev. James L., 25 E. 22nd st.	"
3	Blagden, George, Jr., 51 Wall st.	"
4	Braden, Geo. C., 445 E. 118th st.	"
5	Briggs, Daniel, 327 Broadway	"
6	Buens, Manuel, 55 Front st.	"
7	Cheesman, Timothy M., 46 E. 29th st.	"
8	Coxe, Dr. Davies, 120 W. 45th st.	"
9	Crawford, Chas. C., 1800 Vanderbilt ave.	"
40	Fallon, Joseph H., 56 E. 118th st.	"
1	Gardiner, Geo. N., Jr., 248 W. End ave.	"
2	Goebel, William, 690 10th ave.	"
3	Goldstein, Abraham, 1763 Madison ave.	"
4	Greene, La Fayette, 327 Broadway	"
5	Haltermann, H., 72 Grand st., W. H. Burgess & Co., New York.	
6	Heibzmann, Dr. Louis, 110 E. 58th st.	New York
7	Jacobus, Dr. A. M., 126 W. 48th st	"
8	James, Harry, 167th st. and 6th ave.	"
9	Kiesel, Geo. C., 292 ave. A	"
50	Lampe, Chris., Jr., 102 E. 105th st.	"
1	Lewis, Geo., 211 W. 117th st.	"
2	Pate, Wm. C., 46 Cedar st.	"
3	Peck, Herbert R., 51 Wall st.	"
4	Pickett, Wm. H., 63 E. 87th st.	"
5	Pleines, Peter, 690 10th ave.	"
6	Powell, Seneca D., M. D., 12 W. 40th st.	"
7	Pritchard, Geo. T., 317 W. 27th st.	"
8	Riehl, Christian H., 153 W. 49th st.	"
9	Schmitt, Conrad R., 57 E. 7th st.	"
60	Sloan, Benson B., box 1510	"
1	Sloan, Sam, Jr., 20 William st.	"
2	Spring, Amasa, 104 W. 55th st.	"
3	Stackpole, Rob't E., 250 W. 15th st.	"
4	Sullivan, M. J., 15 Lawrence st.	"
5	Thorn, Oscar, 524 2nd ave., coal office	"
6	Wachenheim, Robert, 122 E. 79th st.	"
7	Watkins, H. C., 109 W. 71st st.	"
8	Wiencke, Oscar M., 46 Barclay st.	"
9	Winslow, G. B., 51 Wall st.	"
70	Van Demark, Harry S. 111 Broadway	"
1	Van Holland, Dudley, 327 Broadway	"
2	Bradford, W. H., 120 W. 90th st.	"
3	Peck, F. J., 65 Broadway	"
4	Smith, C. O., 354 W. 22nd st.	"
5	Schultz, H. E., 1442 Broadway	"
6	Aldrich, Richard, *Tribune* Office	"
7	Bradford, Ralph, 73 W. 105th st.	"
8	Colver, Geo. W., box 1461	"
9	Cornell, Rob't C., 54 William st.	"
80	Damon, S. F., 208 Fifth ave.	"
1	Douglas, Rev. Thomas, 211 E. 14th st.	"
2	Fink, Martin D., 522 W. 143rd st.	"
3	Foster, Richard S., 104 Worth st.	"
4	Hoeneman, Franklin P., 38 Park Row	"
5	Lenihan, Jno., 18 Cortlandt st.	"
6	McKenna, Robert, 216 W. 107th st.	"
7	Miller, Hugh, 255 West End ave.	"
8	Miller, Peter A., 407 E. 118th st.	"
9	Peck, B. M., 328 Broadway	"
90	Rippe, Frederick H., 830 Tinton ave.	"
1	Roosevelt, J. West, 22 E. 31st st.	"
2	Rumpf, Jno. W., 264 E. 10th st.	"
3	Sayer, Frank B., 22 E. 22nd st.	"
4	Shelton, John D., 51 Wall st.	"
5	Stern, Alfred, 14 and 16 Vesey st.	"
6	Wines, Henry P., 210 Fifth ave.	"
7	Hill, Wm. H., 474 Madison ave.	Albany
8	Venter, Jacob, 233 Lark st.	"
9	Boom, Leonard F., 25 Beaver st.	"
75,000	De Tiere, William L., 231 Hudson ave.	"
1	Latta, Harry C., 17 Daniel st.	"
2	Munson, Edw. G., 84 Lancaster st.	"
3	Munson, Samuel L., 84 Lancaster st.	"

75,004	Hart, A. W., box 151	Altamont
5	Inman, H. A., Spring st.	Amsterdam
6	Greene, H. Sidney, box 345	Andover
7	Ramsperger, Edward, box 94	Arcadia
8	*Wells, Mrs. Cyrus B.*	Auburn
9	Mundle, R., Bay 16th st.	Bath Beach
10	Johnson, Walter L., box 93	Bay Ridge
1	Morrisey, N. N., 20th ave.	Bensonhurst
2	Phelps, William A. G., box 125	Brewster
3	Benger, Ernest, 480 First st.	Brooklyn
4	Betts, Morris, 647 Carroll st.	"
5	Close, Stuart, M.D., 641 Willoughby ave.	"
6	Coller, Claude, C. C., 317 Decatur st.	"
7	Dottling, Geo., 210 Harrison st.	"
8	Dunn, Wm. C., 698 Putnam ave.	"
9	Eriksen, J. Mervyn, 821 Lafayette ave.	"
20	Ganzenmuller, Louis, 229 Lynch st.	"
1	Huntington, Jos. G., 381 8th st.	"
2	Ketcham, John C., 136 Sumner ave.	"
3	Leake, Wm. E., 136 Atlantic ave.	"
4	Provost, V. M., 232 Hancock st.	"
5	Thomas, R. Clayton, 47 Concord st.	"
6	Thornbury, W. G., 339 7th st.	"
7	Wadsworth, Edwin S., 294 Macon st.	"
8	Weinberg, Gustave, 148 Van Buren st.	"
9	*Bockelman, Mary L.*, 99 Skillman st.	"
30	Cavey, M. P., 426 State st.	"
1	Cooper, Walter L., 133 Wash. ave.	"
2	Crowell, E. A., 40 So. Portland ave.	"
3	Dallon, Victor De Paul, 128 Halsey st.	"
4	Davis, Chas. O., 438 Prospect st.	"
5	Delhi, Arne, 155 Herkimer st.	"
6	Eldridge, G. Con., 29 Cooper st.	"
7	Farrington, James G., 101 Adelphi st.	"
8	Foster, James, 240 Berkeley pl.	"
9	Holland, Joseph P., 730 Macon st.	"
40	Hurst, Richard, 395 Third st.	"
1	Ingalls, Chas. H., 384 Clinton st.	"
2	Linington, Stephen W., 297 Ryerson st.	"
3	Moles, F., 417 State st.	"
4	Porter, F. O., 558 Quincy st.	"
5	Schroeder, Wm., Jr., North First & Berry st.	"
6	*Snyder, Miss Tillie*, 1123 Halsey st.	"
7	Nichols, W. C., 244 Prospect ave.	Buffalo
8	Newman, Samuel, 163 College st.	"
9	Saunders, H. Wilson, 469 Virginia st.	"
50	Sharp, J. F., 339 15th st.	"
1	Zickler, James	Carmel
2	Howarth, Marks G., 77 Central Tarrac	"
3	Rice, Philip E.	Corinth
4	Cromwell, Fred M.	Dobbs Ferry
5	Oakley, Ralph	"
6	Castle, Jas. C.	East Aurora
7	Durkee, E. M.	East Patchogue
8	Denton, Otis	Elizabethtown
9	Hand, Richard L.	"
60	Marvin, Walter M.	"
1	Voss, W. H. N.	Far Rockaway
2	Sturr, Arthur	Florida
3	Clarke, John, 243 Sanford ave.	Flushing
4	Dubreuil, Prospere H., 319 Amity st.	"
5	Duryea, John L., 38 Union st.	"
6	French, Rev. J. A., 221 Broadway	"
7	James, W. T., 120 Jamaica ave.	"
8	Lowden, Thomas M., 294 Sanford ave.	"
9	Bergh, Fred P.	Fordham Heights
70	Borst, Wesley M., 7 Church st.	Gloversville
1	Stofford, A. C.	Glowanda
2	Quigley, L. O., box 266	Goshen
3	Cunningham, J. F. L.	Greene
4	Elliott, S. M., box 391	"
5	Ireland, A. B.	"
6	Lynch, B. C., box 714	"
7	Thurber, Charles H.	Hamilton
8	Haller, Casper	Herkimer
9	Munson, G. P.	"
80	Trenbeth, Frank	"
1	Booth, Merwin	Hermon
75,082	Matteson, A. C.	Hermon
3	Robinson, Jas. E., Main and Church sts.	"
4	Groves, Edwin	Hollis
5	Underhill, Chas.	Hopewell Junc.
6	Clark, Chas. J., 140 Main st.	Hornellsville
7	Knox, Geo. Platt, 72 N. Tioga st.	Ithaca
8	Brower, Geo. G., Huestis st.	"
9	Elder, Andrew	Irvington
90	Tiffany, B. G., 207 Jefferson st.	Jamestown
1	Gardiner, Geo. N.	Lawrence
2	Haskell, M. N., 102 Main st.	Lockport
3	Sheehan, Cornelius, 21 Waterman st.	"
4	Kahn, W. H., 483 Jamaica ave.	Long Island City
5	Collins, Chas. W.	Malone
6	Haight, Howard	Millbrook
7	Haight, Walter F.	"
8	Linkletter, Geo. D.	Monsey
9	Lane, Albert W., 239 Fletcher ave.	Mt. Vernon
100	*Marvin, Mrs. Eva L.*,	Newton
1	Cooper, C. E., 92 Montgomery st.	Ogdensburg
2	Botsford, Elmer F., box 103	Plattsburg
3	O'Neill, Rev. Augustine M.	Phelps
4	Prichard, B. F.	"
5	Hiler, D. F.	Prattsburg
6	Laidley, E. T., 76 Pike st.	Port Jervis
7	Peck, Geo. W., 4 Concord ave.	Rochester
8	Miller, L. H., 5 Arthur pl.	"
9	Nichols, W. Otis, 74 Concord ave.	"
10	Walzer, Marsh W., 55 Chattham st.	"
1	Peacock, Geo. W., 218 Hudson ave.	"
2	Hewer, A. C., 268 Lake ave.	"
3	Taylor, A. S., 1 Mason st.	"
4	Buck, E. A., 408 Central ave.	"
5	Seaman, W. B., 22 Merriman st.	"
6	Gwynne, Arthur C.	Rye
7	Samyer, Benj. A.	Sag Harber
8	Beebe, Ira, box 124	Sayville
9	Albin, A. O., box 52	"
20	Wight, Dr. G. D.	Saugerties
1	Stoller, Prof. J. H., Union College	Schenectady
2	Arnold, C. S., 155 Spring st.	Sing Sing
3	*Stott, Mrs. Arthur Curtiss*, Redfarm	Stottville
4	Michael, H. M.	Stuyvesant
5	Furber, J. E.	"
6	Walker, Edward	"
7	Best, Henry A.	Syracuse
8	Salisbury, Bert E.	"
9	Emens, Edgar A., 621 Crouse ave.	"
30	Smith, H. P., box 52	Tarrytown
1	Tolhurst, Burton J., 726 Federal st.	Troy
2	Forrest, Robert, Van Denbergh ave.	"
3	Waldron, Frank A., Mansion House	"
4	Howe, Edwin D.	Valatie
5	Banfield, Harry T.	Van Elten
6	Keohan, Wm. J.	Waterford
7	Schenck, Martin M., 23 Hancock st.	Watertown
8	Ingalls, F. P., box 66	West Brooklyn
9	Jones, W. L., Water st.	West New Brighton
40	Bleecker, W. R.	Whitestone
1	Niemeyer, Herman W.	"
2	Nostrand, Chas. R.	"
3	Baker, Jonathan	Yaphank
4	Novotny, Chas. G.	"

North California — 12.

	Reliance B. C.	
75,145	Smith, J. F., box 65	Oakland
	Unattached.	
6	Atkinson, J. W.	Alvarado
7	Burr, E. W., Jr.	"
8	Foree, Geo. H.	Lakeport
9	Cahill, Geo.	"
50	Bennett, C. A., 35 6th st.	San Francisco
1	Atwood, Henry D., R. H. R.	St. Helena
2	Chinn, H. J.	"
3	Mackinder, F. B.	"
4	Marity, J. M.	"
5	Levy, Nathan	Visalia
6	Combs, J. E.	"

Ohio — 14.

C. W.

75,157 Grieshrum, Henry — Chillicothe

Xenia C.

8 Moore, Frank C., West Main — Xenia

Unattached.

9 Fridley, C. W., box 125 — Ashville
60 Bye, Joe K., 51 W. Tuscarawas — Canton
1 Flohr, James E., 69 W. 5th — "
2 Nickerson, W. A., 102 Mahoning — "
3 Piper, Jacob L, 28 West Lake — "
4 Watt, John M. G., 415 Custom House — Cincinnati
5 Askew, Wesley, Station C — "
6 Miles, Herbert, 43 Lawrence — "
7 Ahrens, J. P., 902 Neave Bldg. — "
8 Ebann, C. K., 902 Neave Bldg. — "
9 Miles, Harry J., 43 Lawrence st. — "
70 Gusdorf, Ike, 211 Main st. — Fremont

Pennsylvania — 91.

Belmont C. C.

75,171 Merkel, Edw. N., 48th and Walnut sts. — Philadelphia

Quaker City W.

2 Huston, Harry W., 2219 Venango st. — Philadelphia

Centaur B. C.

3 Drinker, Henry S., 228 S. 3rd st. — Philadelphia
4 Bailey, Westcott, 1020 Chestnut st. — "

Beaver Valley Cyclers.

5 Eckert, Geo. H. — Beaver Falls
6 Adams, J. Frank — "
7 Bell, Wm. F. — "
8 Wier, Chas. D. — "
9 Moorhead, T. E. — "
80 Zell, Frank, upper 7th ave. — "
1 Blount, Harry W. — New Brighton
2 Spahr, C. L. — "
3 Morrow, A. P., care Eclipse Bi. Wks. — "
4 Ewing, Ed., 7th ave. — "
5 Warnock, W. B. — "
6 Campbell, Robt. — "
7 Kline, C. W. — "
8 Young, W. J. — "
9 Ewing, Jno. E. — "
90 Wisener, Jno. — "
1 Wilson, Wm. — "
2 Ball, Arthur — "
3 Ditheridge, Ed. — "

Mercury W.

4 Cortright, C. H., box I — Mauch Chunk

Mt. Pleasant W.

5 Coder, N. B., box 32 — Mt. Pleasant

Keystone B. C.

6 Owens, Frank T. — Patton
7 Hoy, James W., box 455 — "

Keystone W.

8 Weweler, Jos. A., 1431 S. 4th st. — Philadelphia
9 Corbin, J. Ross, 2402 Thompson st. — "
200 Harman, Duckett, 2219 Frankford ave. — "
1 Krater, George B., 2131 Sears st. — "

F. A. C.

2 Keller, F. A. — Pigeon Forest Co.

Unattached.

3 Dunn, Edw. S., 725 Pine st. — Philadelphia
4 Switzer, Solomon A., 1354 Marlborough st. — "
5 Gourley, Harvey, 635 Walnut st. — "
6 Boyd, Peter, 635 Walnut st. — "
7 Flagg, George, 19th st. and Penn. ave. — "
8 *McCleary, Mrs. Hattie P.*, 1432 N. 12th st. — "
9 Eddy, W. H., *Record* Office — "
10 Parke, Dr. Wm. E., 709 N. 17th st. — "
1 Souder, U. H., cor. 22nd and Hamilton st. — "
2 Shipley, Walter Penn, 404 Girard Building — "
3 *Sharpless, Dr. Anna P.*, 3926 Chestnut st. — "
4 *Goodwin, Dr. A. Helena*, 3926 Chestnut st. — "
5 Reach, A. J., Tulip and Palmer sts. — "
75,216 Schnoor, Henry C. L., 2955 N. 4th st. — Philadelphia
7 Burr, Jno. M., 520 Westmoreland st. — "
8 Beyer, Helmuth, 526 Lambracht st. — "
9 Shaw, Harry L., 522 Westmoreland st. — "
20 Haines, T. L., 1627 Vine st. — "
1 Butler, E. C., 1942 Glenwood ave. — "
2 Hevener, Benj. F., 3430 Longshore st. — Tacony
3 Sauerwen, Frank P., 1110 Walnut st. — "
4 Pains, Edw., Oak Lane — "
5 Schempp, Chas. J., 1018 Frankford ave. — "
6 Missinger, Geo., Jr., 158 Thurs Lane, Philadelphia. — Manayunk,
7 Cross, Milton L., 3417 Smedley st. — Philadelphia
8 Frankenburger, J. R., 11 Pike st. — Alleghany City
9 Ohliger, Chas. F., box 399 — Apollo
30 Stubblebine, W. A. 83 Church st. — Bethlehem
1 Thomas, Wm. H., 4815 Gardner st. — Bridesburg
2 Thomas, Harry — Callery
3 Woods, March W. — Grampian
4 Ehrhart, R. L. — Hanover
5 Ehrhart, H. S. — "
6 Miller, Harry, 101 S. 11th st. — Harrisburg
7 Fitzgerald, Ray — Kingston
8 Smith, C. D., 30 N. Queen st. — Lancaster
9 Armstrong, W. A., Jr., 138 College ave. — "
40 Bryon, M. O. — Lehighton
1 Cameron, E. R., lock box 49 — McDonald
2 Goldschimdt, C. A., 25 N. Oak st. — Mt. Carmel
3 Rumbaugh, Chas. F., box 187 — Mt. Pleasant
4 Smith, J. B. F., 612 Eagles st. — "
5 Zuck, Orray D., Main st. — "
6 Weimer, C. S., Main st. — "
7 Barkley, H. F. — "
8 Green, Ed. Allen, box 268 — "
9 Johnston, Wm. — "
50 Wolfersberger, E. T. — "
1 Smith, A. J., box 503 — "
2 Hill, Geo. G., care Hill & Ean's — Nanticoke
3 Derr, Frank — Norristown
4 Reed, R. A., Eureka Laundry Co. — Scranton
5 Patterson, W. J. — Sharpsburg
6 Carmichael, G. — "
7 Purtle, T. H. — Smethport
8 Long, F. A., box 161 — Spring Mills
9 Gripp, H. A. — Tyrone
60 Magee, D. F. — White Rock
1 Black, Jotham F., Y. M. C. A. Bld. — Williamsport

Rhode Island — 6.

Narragansett W.

75,262 Townsend, H. E., 73 Evergreen st. — Providence

R. I. W.

3 Farrington, James — East Greenwich

Unattached.

4 Johnston, Wm. J., 24 Rutland st. — Providence
5 Shirley, John, 262 Weybosset st. — "
6 Soule, H. C., 147 Doyle ave. — "
7 Staples, James A., 99 Almy st. — "

South California — 6.

Orange Co. W.

75,268 Engel, John A. — Santa Ana
9 Gloege, Henry — "
70 Mead, Ralph W. — "
1 Sanford, E. B. — "

Unattached.

2 Edwards, Albert E., 181 E. Colorado — Pasadena
3 Burnham, Frank E., 136 E. Colorado — "

Texas — 12.

C. C. C.

75,274 Lorenz, C. O., 1005 Main st. — Fort Worth
5 Verney, J. W., Windsor Hotel — "

Unattached.

6 Nunn, N. N., box 347 — Bonham
7 Dickey, Ernest, 192 Exposition ave. — Dallas
8 Garlington, Chas. F., Candy Factory — "
9 Lang, E. C., 280 Main st. — "

75,280 Leddy, J. T., 200 McKinney ave. — Dallas
1 Taylor, Fred H., Patterson ave. — "
2 Peterson, K. J. — Taylor
3 Shaw, Travis — "
4 Hayslip, A. W. — "
5 Hyde, T. B. — "

Washington — 1.

Unattached.

75,286 Ellsworth, Harry, 717 Riverside ave. — Spokane

Wisconsin — 79.

Arrow Cycling C.

75,287 Peirce, Dr. Chas. T. — Janesville
8 Jackson, W. A. — "
9 Smith, Ed. O. — "
90 De Long, J. G. — "
1 Randall, F. — "
2 Pellant, F. E., Sr. — "
3 Pellant, F. E., Jr. — "
4 King, F. P. — "
5 Sanner, F. I. — "
6 Wise, Morgan D. — "
7 Ellis, Chas. — "
8 Pfennig, W. N. — "
9 Watt, W. W. — "
300 Hart, Dr. R. J. — "
1 King, H. R. — "
2 Whiton, E. V., Jr. — "
3 Bliss, Chas. — "
4 Irish, F. G. — "

Milwaukee W.

5 Binner, Oscar E., (P. O. 195 So. Canal st., Chicago, Ill.,) Milwaukee.

Columbus W.

6 Nute, M. B., — Columbus

Wampaca C. C.

7 Whipple, Earle — Wampaca
8 Turnell, Frank, box 8 — "

Marshfield C. C.

9 Below, Hiram F., box 305 — Marshfield
10 Bouldrie, Archibald L., box 387 — "
1 *Denning, Mrs. Ella* — "
2 Harkins, Daniel — "
3 Hunt, John A. — "
4 Keiner, Emil S. — "
5 *Lott, Mrs. Jennie* — "
6 Meffert, Albert E. — "
7 Noll, Chas. F. — "
8 Ridsdale, Albert W. — "
9 Schmidt, Ernst S. — "
20 Seubert, John — "
1 Thomas, John A. — "

Madison C. C.

2 Chapman, A. B., 202 Langdon st. — Madison
3 Schmedeman, Rob't L., 27 S. Pinckney st. — "
4 Wootton, Frank M., State Bank B'ld'g — "

Medford C. C.

5 Wesle, Herman — Medford

Mercury Cycling C.

6 Milbrath, Wm. E., 162 Reed st. — Milwaukee
7 Weimer, John, 426 National ave. — "

North Side C. C.

8 Dehn, Chas. F., 900 5th st. — Milwaukee
9 Dusold, Walter W., 640 Island ave. — "
30 Janson, Fred J., 720 3rd st. — "
1 Neick, Chas. J., 181 Garfield ave. — "

Unattached.

2 Kent, Elmer E., box 223 — Barron
3 Foster, John — Beloit
4 Kunz, F. E., — "
5 Hall, W. D. — "
6 Lathrop, Harry — Browntown
7 Helgison, H. — Deerfield
75,338 Henderson, Fred. — Fort Howard
9 Ringsdorf, W. M. — "
40 Glass, Will, Hubbard st. — "
1 Ray, Fred. O. — Jefferson
2 Howe, R. F. — Kenosha
3 Marr, Robert A. — "
4 Yule, Geo. A., box 403 — "
5 Stephens, C. H., general del. — Lake Bulah
6 Kuhn, R. C. — La Crosse
7 Johnson, B. L. — "
8 Karbula, Charles, 922 Adams st. — "
9 Stangle, Frank — "
50 Rawson, M. A., 100 So. Front st. — "
1 Schlumpf, Robert — "
2 Kaepler, G. A., 1121 So. 8th st. — "
3 Kaepler, Wm. — "
4 Waecker, John W. — "
5 Hussa, Alphons, 201 So. 4th st. — "
6 Pruetz, Chas. — "
7 Oakey, Benj. F., 736 E. Johnson st. — Madison
8 Sedgwick, Clyde H. — Manitowoc
9 McMillen, M. W., 601 Grand ave. — Milwaukee
60 Mallory, Rollin B., 909 Cambridge ave. — "
1 Riemer, J. F. — Monroe
2 Patchin, M. L. — New London
3 Hager, Irving, box 26 — Reedsburg
4 Siefert, E. A., box 39 — "
5 Welty, Harry C. — Stevens Point

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

New Jersey — 5.

Montclair W.

75,366 Heller, T. L., Bloomfield ave. — Caldwell

Unattached.

7 Supp, Henry N., box 434 — Red Bank
8 Borden, A. S., box 182 — "
9 Jackson, Chas. H., Griffith st. — Salem
70 Hilliard, T. G., 99 Market st. — "

New York — 1.

Unattached.

75,371 Powell, Irwin A., 12 West st. — New York

LEAGUE CLUB RENEWALS.

21 Van Courtland Wheelmen — Peeksville, N. Y.
392 Narragansett Wheelmen — Providence, R. I.
294 Lockwood Cycling Club — Jacksonville, Fla.
558 Zumbrota Cycle Club — Zumbrota, Minn.
1 N. Y. Bi. Club — New York, N. Y.
375 Prospect Wheelmen — Brooklyn, N. Y.

NEW YORK.

The semi-annual meeting of the board of officers of the New York State Division will be held at Brooklyn, on Saturday, June 15th, at 10 o'clock.

Particulars will be announced later.

I. B. POTTER, *Chief Consul.*

JOHNSONBURG CYCLE CLUB

was recently organized at Johnsonburg, Pa., with fifteen League members. W. E. Heckendorn, President; J. C. McIntire, Jr., Secretary. They have a neat club house with billiard tables, etc. A racing team will be put on the road; colors, orange and black.

Touring wheelmen are invited to call and be entertained.

ROSEVILLE, NEW JERSEY.

The second annual meeting of the Cycling Department of the Roseville Athletic Association was held at the Club house, corner of Seventh avenue and Seventh street, on Saturday evening, April 6. The annual report of the Captain and of the Road and Racing committee showed the department to be in good condition. The members endorsed the report of the Park Commission.

The election for department officers resulted as follows: Chairman, J. Clifford Woodhull, re-elected; Secretary-Treasurer, Albert W. Pollard, re-elected; Captain, Herbert L. Thowless, re-elected; First Lieutenant, Harry D. Reed, re-elected; Second Lieutenant, Charles E. Brewer; Bugler, Ernest L. Gould, re-elected.

The chairman appointed the following, with the Captain as *ex-officio* chairman, to constitute the Road and Racing committee: William W. Prior and Charles G. Colyer, re-appointed.

Mr. E. W. Ketcham was appointed by President McCormick as Chairman of the Gymnasium and Cycling committee of the Association to take the place of Mr. G. Howard Bailey who had resigned.

NATIONAL ASSEMBLY.

(Concluded from May 3d.)

The Committee reported to the Assembly that a meeting had been held and a special committee had been appointed to consider the BULLETIN matter and the several propositions had been laid before it. They recommended that a contract be made with Sterling Elliott to supply a weekly paper to League members for twenty-five cents a year, each, and that bonds for the faithful performance of the work be required.

On motion of Mr. Cossum the report was accepted and the recommendation adopted.

On motion of Mr. Potter the following amendment to ART. VII., *Sec.* 1, of the Constitution was passed.

Sec. 1. The League shall provide an official organ to be known as the "L. A. W. BULLETIN AND GOOD ROADS," in which shall be printed all official announcements and communications, and which shall be devoted in a substantial way to the encouragement of fraternal co-operation among its readers in the work for improved roads throughout the United States and to the other benevolent objects of the League. The said official organ shall be sent as a regular periodical publication to each member of the League who shall have paid a separate and sufficient subscription fee for the same, excepting however, that at any time when the postal authorities of the United States shall permit the distribution by mail of free copies of an official organ to members of the League upon payment of postal rates as second class matter, the Executive Committee of the League may arrange or provide for such distribution of such official organ to League members without the payment of a separate subscription fee. No Division, Sub-Division, or Consulate east of the Rocky Mountains shall establish or contract for an official organ of its own.

On motion of Mr. Elliott the vote passed by the Assembly to amend ART. III., *Sec.* 4, of the Constitution by making the dues $1 was reconsidered.

Voted to amend ART. III., *Sec.* 4, by causing it to read:—

Sec. 4. Each applicant shall pay to the Secretary of the League an initiation fee of $1 and shall also pay seventy-five cents for his annual dues.

Voted to amend ART. I., *Sec.* 6 of the By-Laws by substituting the following:—

Sec. 6. Any member may, if he chooses, subscribe for the L. A. W. BULLETIN at the club price of twenty-five cents per annum.

Amendment to ART. III., *Sec.* 10, of the Constitution referred to a special committee and a recess taken to allow it to sit. Committee: — Messrs. Willison, Perkins, Bassett, Adams and Van Nort.

Special Committee reported that ART. III., *Sec.* 10, be made to read as follows:—

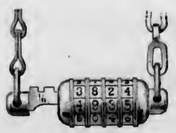
Sec. 10. The Secretary shall retain from the annual dues and from all renewal fees an annual per capita tax of forty cents. The balance of such annual dues and the whole amount of the initiation fee shall be returned to the Divisions, etc., quarterly. He shall return to the Divisions fifty per centum of all back dues.

Motion passed unanimously.

Mr. Willison submitted to the Assembly his resignation as President but withdrew the same after consultation with members.

Adjourned at 6 P. M.

SHEPARDSON'S



Combination Bicycle Lock.

Price, 50 cents, Postpaid. *Liberal discount to Dealers.*

H. S. SHEPARDSON & CO.,

Shelburn Falls, - - - - Mass.

LOST. 1895 Rambler, copper rims, No. 2413, number probably changed to 2418. Lost in Newark, N. J., April 24th. Reward. Apply to C. T. BAKER, 191 Market street, Newark.

LOST. Hired May 1st, by young man giving name Michael Flannigan, of Cambridge. '93 Stearns model "A," red frame, yellow rims, number 1673. Evidently deliberately stolen, as a false address was given. Dealers and riders are requested to watch for this wheel and notify the undersigned. A reward will be given for information leading to the return of the wheel, or capture of the thief. Address GEORGE H. CARTER & CO., 3 Central Sq., Cambridge, Mass.

SPECIAL STATES.

Under the direction of Mr. Gideon, the following States will be governed by: —

California and Nevada. — R. M. Welch, 532 California Street, San Francisco, Cal.

Colorado.—C. H. Hilton, Jr., 1758 Stout Street, Denver, Col.

Oregon. — C. L. Howe, 64 Third Street, Portland, Ore.

Utah. — C. A. Emise, 11 West Second Street, Salt Lake City, Utah.

Washington.—W. A. Van Epps, Olympia, Wash.

Arizona.—W. L. Pinney, Phœnix, Ariz.

Note. — Applications for sanctions should be sent to the above-named, as in charge of the State in which the races are to be held.

NEW ENGLAND CIRCUIT.

THE national circuit in New England will open at Clinton, Saturday, June 8th, when the Clinton Lancaster A. A. will run a big meeting, which will be a fitting opening of what promises to be the most interesting and successful season of cycling ever seen in New England.

The general committee in charge of the meeting has been hard at work for some time past; but the fruits of their labors were not made known until a few days ago, as the association had to wait for the sanction.

The general committee consists of Asa S. Windle, Chairman; Chas. F. Martin, Vice-Chairman; Orra L. Stone, Secretary; Fred H. Wright and Dennis K. Bartlett. The chairman, Asa S. Windle, is a hustler, and the association is fortunate in having so able a manager at its head. His large acquaintance among the racing men assures a big attendance of Class B. men. The following program has been arranged: —

Class A: — One-mile novice, two-mile handicap, one-mile 2.30 class, one-mile handicap.

Class B: —Half-mile handicap, one-mile scratch, one-mile handicap, two-mile five minute class.

The prizes, officials and sub-committees are not yet ready for announcement, but will appear shortly. The entry blanks and programs will be issued soon.

The Clinton track is very fast and an expert will put it in condition for the meeting, so that it will be in record-breaking shape. The committee intends to make the meeting the biggest ever seen in Central Massachusetts.

Yours respectfully,
O. L. STONE, *Secretary.*

A NEW READING ROOM.

A reading room has just been opened at Westboro, Mass., for the use of Humber employees.

The room is light and well ventilated and is supplied with all the cycling publications, also many mechanical and other journals.

The privileges of this reading room are extended to all L. A. W. members on presenting League ticket.

THE CROTON CYCLE PATH.

The proposed cycle path to be built along the Croton Aqueduct, except where it runs through private property, is as follows:

Beginning at 177th street, along the Aqueduct through unimproved land, through Van Cortlandt Park to the outskirts of Yonkers. It will then make a detour through Yonkers streets, rejoining the Aqueduct at the northern outskirts of the town, thence along unimproved land, following the Aqueduct to Hastings. Thence to the Albany Post Road, along the highway through Hastings, Dobbs Ferry, Irvington and Tarrytown. North of Tarrytown it again joins the Aqueduct to Sing Sing, through the streets of Sing Sing and then along the Aqueduct to Croton Dam.

COME TO BOSTON MAY 30th.

The sport of cycling is spread out too thinly. This is the fact and this is the trouble. Division meetings are of little importance.—*Cycling Life.*

This is written from the latitude of Chicago. It would not have been written if the writer had ever seen a Boston or a Coney Island meet.

The "Mercer County Wheelmen" of Trenton, N. J., took their first club run of the season on Sunday, "April 21st," to Bristol, Pa. Sixty-five members took part in the run.



The Lightest and Best Bicycle Clock Made.

Sent by mail on receipt of price. **$2.25.**

Speed calculator included.

Levy Cycle Clock Co.,
1817 Ridge Avenue,
Philadelphia, Pa.

Oil for the trade in 10c. and 25c. bottles. Lititz Oil Co., Lititz, Pa. Trade taken.

QUERIES AND ANSWERS

"Perplexity," New York:

We are advised by Chairman Gideon that the Board does not propose to do any injustice, but will transfer to Class B, only such riders as may be considered by the Board to be receiving some advantage from their connection with the trade that would assist them in track racing.

"W. F. H.," New York, asks:

1. With a League membership of say 50,000, of whom possibly ten per cent. are "racing "men, how long will the L. A. W. continue to blow in three-quarters of its revenue on racing matters?

The League membership is not 50,000, but it soon will be; not ten per cent. are racing men; probably one per cent. would come nearer the mark. The League does not now "blow in" any part of its income for racing. The expenses of the racing board are paid, as they should be, by those for whose benefit the board exists, viz., the racing men and the race promotors.

2. How long do you think the membership can be kept up with such a system?

A thousand years.

3. With the record of the New York division for the last year before you, who are the men who "pay the freight," the racing men or the roadsters?

So far as the New York division is concerned we understand that the freight is paid by a party in Binghamton.

4. What is an amateur?

An amateur is a person who has no income, or any desire to have an income; who has in his make-up no selfishness or any covetous desires, and who is willing to sacrifice his personal convenience and comfort to the end that a lot of howling citizens, who for the time being toil not nor spin, may sit in the shady grand stand and see what they are pleased to term fun.

A correspondent writes: "Why don't you offer a prize for the best guess on what the next color of the BULLETIN will be?

We don't want to encourage any such wild speculation on the part of our readers.

HALF a million organized wheelmen could control legislation in this country.



"THE LIGHT-RUNNING DOMESTIC."

The company which is advertised by this cut will please send us $9.80.

AN APPRECIATIVE CONTEMPORARY.

The good work which the L. A. W. has done and is doing, in the way of securing good roads is not appreciated as it should be by the cycle trade. It is not appreciated as it should be and not supported as it ought to be supported by the public. The point we wish particularly to make, however, is that the cycle dealers throughout the country benefit perhaps more than anybody else by the work done by the L. A. W. Good roads sell wheels, the more wheels the dealer sells, the better his business, and yet, strange to say, an extraordinary apathy is observable among our dealers in the matter of supporting the L. A. W., even to the paltry extent of paying into its treasury the sum of one dollar a year dues. The trade should wake up to the importance of this matter, and if every dealer who is not a member of the L. A. W., and who happens to read this article, will send his one dollar initiation fee, and one dollar dues to this office at once, the same will be transmitted at once to the L. A. W. treasurer. — *American Cycling.*

THE happiest man is the one who helps pay for the advantages he enjoys.

"ON, STANLEY, ON."

FOR SNAP SHOTS

Stanley

USE THE

Dry Plate, "50"

FOR LANDSCAPE WORK

WHERE TIME EXPOSURES ARE REQUIRED

USE THE Stanley "35"

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects.

The Stanley Plate is sold by the principal dealers in photographic goods.

If your dealer does not handle them send direct to the factory.

Address,

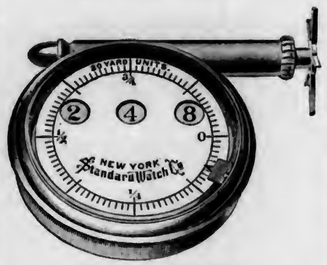
THE STANLEY DRY PLATE CO.

NEWTON, MASS.

Boom!

It seems as though every Bicycle rider in the United States and Canada wanted a and "wanted it awful quick." The immediate and enormous popularity of this device is one of the surprising facts of these dull times. It is entirely within the limits of a conservative statement to say that *more "Standard" Cyclometers have been ordered in the last two weeks than have been heretofore sold by all other American manufacturers combined, in all the years that Cyclometers have been made!*

"Standard"



Two-Thirds Size.

Cyclometer.

And "for most excellent reasons, i' faith." First, it is indisputably *the best;* second, it is far-and-away *the cheapest*—both in the respect of the price itself, and in consideration of the relation of the quality *to* the price; third, it is backed by a responsible *guaranty* that it will stand continuous wear throughout the life of its buyer, and any injury in a mishap to the bicycle will be repaired without charge.

The price? Not $5.00 (though it is worth more), nor $3.50 (though it would be cheap at more), but **$2.00**—Two dollars! Considering the satisfaction it will give you, it's like *finding* money!

The New York Standard Watch Co.,

11 John St., NEW YORK.

103 State St., CHICAGO.

PACIFIC COAST AGENTS:

POPE MANUFACTURING CO., 344 Post St., San Francisco.

OVERMAN WHEEL CO., Larkin and McAllister Sts., San Francisco.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.

ABBOT BASSETT, Associate Editor.

MAY 17, 1895.

SOME NEW BLOOD.

This is the season when the radiant four sheet poster announces the coming of the three ring hippodrome, *greater, grander* and more stupendous, in its magnificent multiplicity, combining as it does all the real talent of two hemispheres. (Of course "two hemispheres" sounds rather limited but it must stand, for while we have much else we are a little mite shy on hemispheres for the present.)

We read that new features have been added, two, three or four large shows combined in one, and of course next year this one will be combined with others, and so on, until we wonder how soon we may expect to see *everything on earth* "for the small sum of one dollar."

The L. A. W. BULLETIN AND GOOD ROADS doesn't wish to be understood as claiming everything. We don't intend to run a performance in three rings, or attempt a monopoly of all the available talent so as to prevent the publishment of other papers.

We *do* want, however, to run a show in our one little ring, which will be well worth the trifling price of admission, and if perchance there be friends who are willing to think that our performance is worthy, even as some of the more antique shows are worthy, we shall be well satisfied.

Total number printed this week, . . . 16,000
Sent to paid subscribers, ... 15,122
Samples to Advertisers, Exchanges, etc., 878

It is not our purpose to make a large paper, nor yet a thick paper. Care will also be used to avoid having it too thin.

We like fun but we realize that man may not live by fun alone.

An attempt will be made to avoid anything which is wildly hilarious as well as those subjects which tend to depress.

We have for some time been negotiating with a man who combines a large amount of philosophy and worldly wisdom with enough fun, of a wholesome sort, to make his writings more widely quoted than those of any writer living to-day with possibly one exception.

The man is Nixon Waterman. For the past six months Mr. Waterman has been engaged in another direction and has written but little for newspaper publication.

We have just concluded arrangements by which, beginning June 8, he will act as associate editor of the BULLETIN and write exclusively for this paper.

Everybody doesn't know of Mr. Waterman. That is no fault of his.

Everybody doesn't know about Mr. Longfellow or Steve Brodie.

This new associate editor of ours is a modest man, he really doesn't want us to make any claims for him and we must respect his wishes.

Every American reader knows of him and we may only say that we congratulate the readers of the BULLETIN on the probability of being very much entertained.

The cash outlay incident to the control of such a writer is an item of no small interest to the publisher and beside that we propose to add much to the BULLETIN in other ways.

As before stated we still believe that nothing is too good for the official organ of the L. A. W.

Mr. Bassett, whose name will still appear as one of the associate editors, is a very busy man. His time is taken up with the constantly increasing duties of the secretary's office. The actual work which he does for the paper is small and the compensation he receives is much smaller. This information is furnished for the benefit of any League member who may have imagined (as has been intimated) that the secretary was leading a double life and drawing a salary for each.

The New Clippers

are said to be among the finest productions of this year. One of Bay City's oldest and most prominent wheelmen recently remarked after having tried his brother's 20 lb. special built Clipper, "My —— runs like an ice wagon compared with that Clipper." This blank wheel is one of the best known "record breakers" on the market. Our *New Clippers*

Are Built Like Bicycles.

We test our wheels on the road. All our factory space is utilized in getting out bicycles for those who know a good thing when they see it. Our office force and 90% of our workmen are practical riders. We test our wheels by practical riders on the road.

Makers of



Business Bicycles

Grand Rapids Cycle Co.

Mich.

A LETTER.

WILKES-BARRE, PA., April 29, 1895.

THE STERLING CYCLE CO., Chicago, Ill.

GENTLEMEN: My new Sterling has now been in use a week. It is a beautiful wheel, none handsomer in the city—so the old wheelers say—and it runs like a winged Mercury.—In fact it is so remarkably easy that I tell my friends that I shall have to take long distance rides in order to get the requisite effort for exercise. My previous observation is confirmed by experience—that the Sterling is the king of them all. It is built like a watch and gains time.

Very truly yours,
W. E. WOODRUFF,
City Editor, "Wilkes-Barre Leader."

The Solid Sterling

(Built like a Watch.)

STERLING CYCLE WORKS,

236-240 Carroll Avenue, c

CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York City.
Sieg & Walpole, 285 Wabash Ave., Chicago.
Johnston & Bryan, 314 Post St., San Francisco.

A TRUMP CARD.

THE UNION CRACKAJACK,

IS THE

JACK O' HEARTS.



THIS WINS.

UNION CYCLE MFG. CO.,

Branches:
Philadelphia, Milwaukee.

239-243 Columbus Ave., Boston, Mass.

Mr. Bassett does in his editorial capacity whatever he thinks might be for the best interest of the League, and so far as the BULLETIN office is concerned he does it without hope of reward.

Of course Mr. Waterman's well and widely known ability as a writer is responsible for our desiring to consummate the present arrangement, and yet it must be confessed that one of his qualifications which was considered very favorable, was the fact that he knows nothing of wheeling nor the L. A. W.

He has, however, applied for membership in the League, and expresses a desire to learn to ride. He also inquires as to which is the best wheel and we have referred him to the advertising columns of the BULLETIN.

THE PRICE OF BICYCLES.

SEVERAL letters have come to this office asking what we think of the present price of bicycles and whether it is likely to be lower.

The present price of bicycles is fixed as the price of most other commodities is fixed, namely, by the combination of several conditions.

As applied to other lines of goods the selling price depends upon:

(1) The cost of manufacture and selling.

(2) The demand, and

(3) The supply, or in other words the number of people who are in a position to furnish the supply.

These conditions must always govern except where combinations are formed or where patent rights or other special rights keep out free competition.

Although many makers of bicycles have certain exclusive points of more or less value which they alone are privileged to use, the bicycle prices of to-day are not held up by any patents, trusts, or agreements of any kind so far as we know.

There are a large number of manufacturers in this country, also a considerable number of importers; each is pushing his product in competition with all others, and each machine has its good points, to which the maker and his salesman call special attention. And each machine has its believers to whom that particular make is best.

So far as we have been able to observe, there is between the various makers about the usual amount of brotherly love and no more.

So we assume that the questions of demand and supply are at present governing the price.

A few years ago when the entire shape and style of bicycles must be changed every year and the price was from twenty-five to fifty dollars higher than at present, makers did not make proportionately larger profits than are made now.

Whoever takes risks must be paid, is a rule of the commercial world. More than one bicycle season has opened with a demand for something which could hardly be sold at the end of the same season.

The trade is beginning to settle down now so that a maker dare predict in August what the market will take in April, consequently he may order stock and put labor with it without a reasonable doubt that he can sell the product when the time comes.

One of the things which have tended to keep up the price of high grade bicycles is the fact that expensive racing teams with trainers, etc., have been kept on the road all summer at heavy expense, and of course the maker who pays this expense necessarily must get it out of the wheels which he sells.

It is to be hoped that a time will come when the retail customer will purchase a bicycle because of its adaptability to his purpose and not because some specially trained athlete riding a specially constructed wheel of the same name has been able to do a wonderful performance.

The commercial racing team is an expensive luxury and you, dear reader, have to help pay for it.

Will bicycles be lower in price?

Well, that depends.

There are many lines of goods now sold on which a greater percentage of profit is realized than is made on any regular bicycle in the market. It is also true that many bicycles are now sold at a margin of profit too small to warrant a permanent continuance.

In view of the peculiar conditions under which the bicycle must be made and sold, I am not looking for much, if any, further reduction in the price of strictly high grade machines for the present.

If however, the making and marketing of bicycles should come to more closely resemble other and older lines, so that goods may be made without material change from year to year, and sold as most other goods are sold, then we may look for a still further reduction in price.

Show your ticket.



POSTERS AND **HANGERS** FOR BICYCLE, BASE BALL, TROTTING, RUNNING, FAIRS, ETC.

CALVERT LITH. CO., Detroit, Mich.

A marvel of artistic design and substantial construction. . . . . PRICE $1.50



—•—

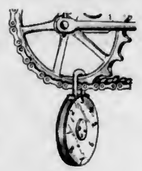
The New TOURIST CYCLOMETER.

Send for Circular.

W. S. BIGBY,

31 and 33 Fulton St., Brooklyn, N. Y.

BICYCLE COMBINATION LOCK.



Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.

PACKARD & CARTER MFG. CO.,

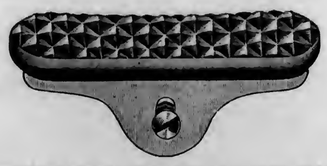
Agents wanted. *Malden, Mass.*

DIXON'S 679 CYCLE LUBRICANT

Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced.

Mention THE L. A. W. BULLETIN.

DIXON CRUCIBLE CO., Jersey City, N. J.



REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.

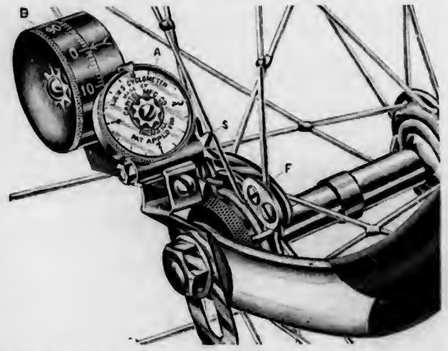
THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

Weight, 4 oz. **LOEW** Price, $2.60.

10,000 MILE CYCLOMETER.

The only cyclometer with independent trip to single mile dials, giving mileage for each day or trip in addition to a total recorder which adds every turn of the wheel up to 10,000 miles and repeats or can be set back. '95 patterns with black enameled dials and prominent silvered figures visible from the saddle in any position.

Satisfaction guaranteed or money refunded. Absolutely Accurate. Dust, mud and water proof.



CAPITOL MFG. CO., Sole Manufacturers and Licensees,

125-137 Rees St., CHICAGO, ILL.

See ad. of Speedometer in this space next week.

Heath Ball Valve Pump

AND

Universal Coupling.

The Standard Bicycle Pump the World Over.



Do not accept some other pump "just as good as the Heath," but insist that you get what you pay for and not some inferior infringing pump that costs you as much or more money.

Order from your jobber, and if he will not supply Heath Pumps, write direct to the sole manufacturers.

S. F. HEATH CYCLE CO.,

Minneapolis, Minn.

N. E. Agents—ELASTIC TIP CO., - BOSTON.

Mention The L. A. W. Bulletin.

SHALL WE HAVE A LADIES' DEPARTMENT?

The L. A. W. has a constantly increasing number of lady members. As a rule the father, husband, brother or lover is an L. A. W. member, and the mother, wife, sister or sweetheart has become interested in the "cause" and added her name, in italics, to our fast growing list.

We have been assured that the BULLETIN should take some specific measures to interest, amuse, or instruct these members who have taken interest enough in our organization to join it and who presumably differ from the majority of its members only in the matter of sex.

We do not at this time propose to express a definite opinion on this subject, for it is our purpose to run the BULLETIN so as to interest the largest possible percentage of L. A. W. members.

We shall hope to print more or less matter which will interest both sexes alike. It is not unlikely that we may start a department devoted to ladies exclusively. This is a matter for discussion. Brief letters advocating either side of the question may be printed.

We believe in the ladies, God bless 'em, and would like to hear what they think.

As a sample of what we *don't* like to have happen we submit the following:

TO THE L. A. W. BULLETIN, LADIES' DEPARTMENT:

I do not see why the ladies should not have a column or even a page in the BULLETIN. I should like to tell you about a race we had here. There were six entries and three starters. On the first turn, one of the young ladies lost her pedal and was thrown, and on the second turn—it was a two lap track—the second young lady, who was ahead, lost her pedal, but being more used to a diamond frame wheel she did not lose her balance. The race was one-half mile and they had not gone a quarter yet. However, the second lady, who, by the way was only thirteen years old, made the one-half mile in 1.47 and kept ahead until the last turn, where she was passed by the third and beaten, to everyone's great astonishment. The young lady beaten immediately challenged the one who defeated her, but the challenge was not accepted. This is the first ladies' race ever held in this State. The first prize was a bottle of perfumery, $5.00, and a gold pen and holder, $2.50.

Yours,

NEW YORK:

Massachusetts is watching you. We are glad to see you come in so numerously.

This is said partly because it is true, and partly because we want to have you feel the same way when we get ahead of you, as we expect to later.

THOSE BOSTON POST REPORTERS.

An example of reportorial persistence which deserves more than a passing mention has just come to the surface.

John L. Sullivan, the ponderous puncher, had just done an heroic act which consisted in a very commendable though unsuccessful attempt to save the life of a woman whose clothing was on fire.

The account of it closed as follows:

"A *Post* reporter called at 51 Dover street late last night to inquire for him (Sullivan). He was met with rebuffs at the door by a stout woman, who was presently joined by a heavy-built man who aided the woman in shutting the door in his face."

Such a man as that need not remain long a reporter. There is a vastly wider field open to him.

EXPERIENCE IS A GREAT TEACHER.

In delivering his first inaugural address Lincoln used the pronoun "I" forty-three times. When he was inaugurated the second time he used it but once.

The editor of this paper is often in doubt whether 'twere better to use the editorial "we" or the more personal, and oft-times apparently egotistical "I."

This doubt is liable to manifest itself at any time and should be overlooked by the more charitable of our readers. We trust that I may be excused.

THANKS FOR THE SUGGESTION.

Here is something for the BULLETIN. I just want to suggest to you that when you are crowded for space, you might condense your column of queries and answers by putting the queries in a single bouquet at the head of the column and the answers in another, immediately below it. I am led to make this suggestion by reading a little extract from a western paper which runs as follows.

The minister was expected to make a visit. The mother called her young hopeful and told him, if the minister asked his name, he was to reply, Jack, his age, he was to say, five years old, where bad children went to, he was to answer, to hell.

The good man arrived and asked his age, and wishing to show his mother how well he had remembered his lesson, he replied, "Jack, five years old, go to hell."

If you can use this plan it might add to the interest.

POTTER.

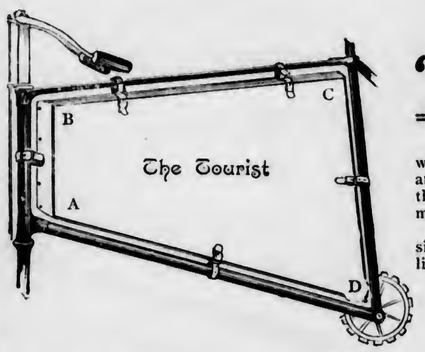
[That's a fact, it might. ED.]

ATTENTION

A lways P erfectly A djusted.

FIBRE LUGGAGE CARRIER

"THE TOURIST"



The only practical bicycle carrier made, being light, waterproof and durable, weighing less than two (2) pounds, and adjusting the weight where it should be, directly on the wheels. It is a general favorite, made to fit any machine.

Be careful and give us correct measurements of four sides, A-B, B-C, C-D, A-D, with diagram and diagonal line, A-C, from corner to corner.

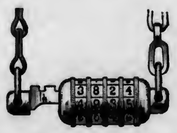
BLACK FIBRE, - - - - - $3.00
WHITE " - - - - - - 3.00
RED " - - - - - 2.50

KENNEBUNK MANUFACTURING CO.,
KENNEBUNK, MAINE, U. S. A.

ROAD RIGHTS OF WHEELMEN,
—BY—
GEORGE B. CLEMENTSON.
The right to use highways, streets, alleys, sidewalks, etc.
Liabilities of others for injuries to wheels and wheelmen.
One volume, pocket size. Price: paper 50c., cloth 75c. For sale by all booksellers, or sent prepaid on receipt of price.

CALLAGHAN & COMPANY,
114 Munroe Street, - - Chicago, Ill.
N. B.—Wanted, an agent in every cycling club and town, to whom special inducement will be given for selling.

SHEPARDSON'S

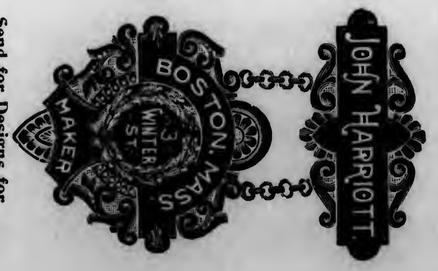


Combination Bicycle Lock.

Price, 50 cents, Postpaid. *Liberal discount to Dealers.*

H. S. SHEPARDSON & CO.,
Shelburn Falls, - - - - Mass.

Send for Designs for Club Pins or Prize Medals.





An L. A. W. Member
WHO IS SLY,
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DETACHABLE CLEAT CO.,
302 Washington St., Boston, Mass.

A DELIGHTFUL RUN UP THE HUDSON.

BY ARTHUR P. STANLEY-HYDE.

ONE of the pleasantest rides to be had in the neighborhood of New York city is that up the noble Hudson to Tarrytown. The road winds through a country abounding in beautiful scenery as well as historic and literary interest.

One fine April day, recently, the writer started out bright and early to explore the country between New York and Tarrytown. The weather was delightful, the temperature being at that point where one can ride without becoming over-heated and yet not feel uncomfortably cool. The start was made at nine o'clock, the route lying through the park and up Lenox and Seventh avenues to the viaduct leading up to Washington Heights, then along St. Nicholas and Amsterdam avenues to the Washington bridge, that fine steel structure spanning the Harlem river at One Hundred and Eighty-First street. Here the first stop was made in order to enjoy, for a few minutes, the beautiful view to be had from this point. Far below, lies the valley of the Harlem, where the little river winds in its tortuous course.

To the northward, as far as the eye can reach, the greenclad hill on either side show signs of cultivation. On the right are the villages of Morris Heights, Fordham Heights and Kingsbridge, with here and there a large, handsome house and grounds, the residence of some wealthy citizen; while on the left are to be seen the summer resort at Fort Wendle and the village of Marble Hill. Immediately to the southward is the High bridge, built nearly fifty years ago, to carry the water in the Croton Aqueduct into the city of New York. Beyond lies the great metropolis stretching away as far as the eye can reach. To the west, a view is had of the Palisades of the Hudson; while to the east, beyond that section known as North New York, one obtains a glimpse of the Long Island Sound, with the blue hills of Long Island in the far distance.

Beyond Washington bridge, the road turns sharply to the left, down one hill and up another, along the beautiful McComb's Dam road, shaded by trees that arch over-head, past the Berkeley Oval, where many an athletic contest has been held, on by the way of Sedgwick avenue through Fordham Heights, past the new buildings of the university of New York and a little further on the Webb Ship Building School and the Old Sailors Home, to Kingsbridge where a business engagement detained the writer until nearly two o'clock in the afternoon.



The Andre Monument.

From Kingsbridge, the route is by the way of the old Albany post road or Broadway, which was completed from New York to Albany in 1644, two hundred and fifty-one years ago. We spin rapidly along, past the old Van Cortlandt mansion, which is said to have been used at one time by General Washington as his headquarters, and the Van Cortlandt Park parade ground, up a long hill and into Yonkers, where a stop for dinner was made at the Getty House, the League hotel in Yonkers.

To avoid the long hill out of Yonkers to the north, a detour is made through Warburton avenue, which is moderately level and paved with asphalt for most of the way, to Bollmer avenue, where, having heard so much about the Croton Aqueduct as a cycle path, the writer thought he would try it. Accordingly, having lifted his wheel over one of the numerous fences which cross the aqueduct at right angles, he spun along to Hastings. There were some ten or twelve fences which had to be climbed in a distance of three miles, but, on the whole, the aqueduct is not a bad place to ride. At this particular place it is much nearer the river than Broadway and commands an unbroken view as far up as Haverstraw bay.

At Hastings the route returns to Broadway, having avoided a series of bad hills by following the aqueduct, for which the writer was not ungrateful.

At Hastings the beautiful residences begin, for which the Hudson river is famous. Here we pass the Moore, De Garmendia and Villard places, while a little further on at Dobb's Ferry, we come to another of Washington's headquarters, an old stone house back from the road, which looks to be a hundred and fifty years old, the Westminster school for boys and Miss Master's young ladies' school. At Irvington, named in honor of Washington Irving, is "Tiffany Park," the delightful summer home of Mr. Charles L. Tiffany, the jeweller, while just beyond, on the outskirts of



The Home of Washington Irving.

Tarrytown, are "Sunnyside," the home of Washington Irving, and "Lyndehurst," the old Paulding manor, now the property of the heirs of Jay Gould, perhaps the most conspicuous of the many fine residences in this vicinity.

The country we are now passing through was made famous by the immortal Irving. Scarcely a mile of the very road on which we are travelling that has not some story connected with it. Here, just beyond Tarrytown, is Sleepy Hollow, where Ichabod Crane and the headless horseman had their famous race; here is the Pocantico with the old bridge over it, and the little old school house just beyond, where Ichabod ruled with an iron hand.

The country here is famous from an historic standpoint as well as from a literary one, for this was the scene of many desultory encounters between small parties of the British and the patriots. We pass the very spot where Major Andre was captured and the treachery of Benedict Arnold exposed. Had the traitorous plans of the brave but faithless American been carried to a successful issue, the whole succeeding history of our country would doubtless have been materially changed. There is a monument erected on the site of Andre's capture in Tarrytown, surmounted by a bronze statue of that famous British spy.

We also pass the Sleepy Hollow cemetery, which is one of the points of interest in this part of the country. In it is a small stone building, erected in 1690 and formerly used as a chapel, though now being unused. Here lie the ashes of generations long since passed away. The remains of some illustrious persons lie mouldering beneath the sod in Sleepy Hollow cemetery, among them being Washington Irving.

But I fear the reader may have tired of this description, so let us retrace our steps. The journey home was fully as interesting as the one out, the route being substantially the same, several small detours being made through Dobb's Ferry and Yonkers in order to avoid hills. It was seven o'clock when the writer reached home, having spent one of the pleasantest days on a wheel that he can recall; and permit him to say in conclusion, that it will more than repay anyone who can find the time to take this little trip. The distance from the upper end of the park to Tarrytown is twenty-five miles.

A BELIEVING DOCTOR.

A doctor in the *Popular Science Monthly* says, "As a matter of health, which is of the first importance, the writer has made many inquiries among women who use the wheel regarding the effect of the exercise upon them, and has not discovered a single case of injury or poor health resulting from its use. On the contrary, the universal testimony is that the effect is healthful and exhilarating. From the standpoint of a symmetrical exercise, the position is preferable to that on a horse. The movement is unlike that of a sewing machine in several important respects. Instead of being bowed over in a cramped position which restricts the action of lungs and digestive organs alike, the woman rider sits erect, with a full opportuuity for chest expansion, while the difference between the environment of the sewing woman and the riding woman as regards indoor and out-of-door life is most important.

[The statement above made, to the effect that ladies who ride the bicycle sit erect, ought to be strictly true, but it lacks confirmation in some localities.

Ladies who do not sit erect when they ride should be talked to about it, and dealers who sell ladies machines should be subject to a fine of not less than a thousand dollars and imprisonment for life, if they allow a ladies' machine to go out without being properly adjusted.—ED.]

A JUST COMPLAINT.

A correspondent writes that he has read every number of the BULLETIN so far and has not seen the bicycle called a "silent steed."

This omission is not right, of course, and it will be attended to in the future.

WHEN is wheat worth most?

Ans. When you can't haul it to market.



RUBBER CARRIAGE TIRES.

WHILE it is believed that nothing better than the band of steel has yet been offered as a general-purpose tire for wagon and carriage wheels, and that it will not for many years, and perhaps never, be entirely superseded, there has been within a short time a remarkable increase in the use of rubber tires. This is especially noticeable in the larger cities. When first introduced they were received with considerable questioning, and adopted only by individuals among special classes of the driving public. They were furnished only upon the order of the purchaser of the carriage. Now that their utility and the positive advantage they possess in eliminating many of the discomforts of driving, as well as in the lengthened life they give to the vehicle, has been satisfactorily demonstrated, the rubber tire has taken so prominent a place in vehicle construction that its decided development as an adjunct of all pleasure carriages, may be looked for in a very few years. All of the prominent manufacturers of carriages now include a large number of rubber tired vehicles in their annual product, and find ready sale for them. The extent to which these tires have already been adopted is possibly not appreciated by the general observer or by the carriage trade at large, for the clatter of carriages over the stone paved streets of our cities is apparently just as loud and nerve racking as ever, and there are no published statistics on the subject. An enthusiastic advocate of rubber tires has, however, made a special observation in New York city, and reports to the *India Rubber World* that of the vehicles other than business wagons passing through Fifth Avenue to Central Park, he found that eighteen per cent. were rubber tired. He included in his count old vehicles and new, cheap and high priced, and there is little doubt that the percentage of the better class of new vehicles having rubber tired wheels was very much higher than the figures he gives. The public benefit which the more general introduction of rubber tired carriages will confer, in greatly abating street noises and in reducing the wear on roadways, would seem to offer sufficient inducements to municipal bodies to prevent legislation adverse to the use of rubber tires. The city council of Omaha, however, seems to feel that the advent of carriages thus equipped on the streets of that city, is fraught with great danger to foot passengers, and is about to prohibit the placing of rubber tires on the wheels of buggies and carriages. It is proposed that drivers of such vehicles put a bell on the horse to warn pedestrians of the approach of the team. Such legislation is unwarranted, and is not in harmony with the spirit of this age of improvement. It is based on the false assumption that a rubber tired carriage driven through the streets of the city, is a noisless as a bicycle. This would be true of a rubber tired motor carriage, but the clatter of horses hoofs is as effective a warning as is needed, and it is as useless to bell the horse as to perfume a polecat. The rubber tire has come to stay, and enlightened public sentiment will not submit to obstructing legislation when no better reason exists for it than in this instance. Rubber tires are a luxury to the individual user, and at the same time serve a useful public purpose, and their more general adoption should be encouraged by lawmakers, and will be when an advanced public spirit prevails in such bodies.—*Carriage Monthly.*

"HOW ARE THE ROADS IN YOUR TOWN?"

MY text is taken from the first number of the new BULLETIN and the question is a most pertinent one.

"The Oranges" in New Jersey have had, for years, the reputation of having as good as the best roads in the country, but oh, "how are the mighty fallen." The once smooth and clean macadam pavement has become cut and worn. To mend(?) it the holes have been filled in, in many places, with gravel and broken stone.

The gravel is thrown in and left to the tender mercies of wagons and carriages to roll it into place. The stone is given a little more thought, as a light roller is put over it a few times.

The first heavy load, however, that goes over on narrow tires usually cuts through and it is weeks

before the road or street is as smooth as before it was repaired(?).

There are some twelve to fifteen thousand wheelmen in Essex County, and on many streets and roads can be seen the effect of the wheel.

On either side of the street or road there will be a smooth hard path from eight inches to a foot or more wide.

This has been made by wheels following in the track of the man who picked out the best road.

The rolling is so well done that even when the path so laid out crosses the road to the other side, wagon or carriage wheels have little effect on it.

If the wheels make such a good path by themselves how much would they improve a road where they could run on any part?

L. A. W. 59,110.

[This verifies what we have often claimed, viz., that the pneumatic tire, whether used on a horse-drawn vehicle or on a bicycle, is a positive improvement to the road.

The narrow iron tired wagon should be taxed out of existence, while the bicycle should — well, it shouldn't be taxed anyway.—ED.]

ROAD ITEMS.

Fargo, North Dakota has organized a Good Roads Club.

The effort to secure wide tires on heavy wagons in the interest of better roads has again been defeated in the Legislature, which leads the Springfield Republican to remark:—

Some things are tolerated simply because we are so wonted to them. We shall never maintain good roads until heavy wagons are regulated so that when loaded they will not cut the ordinary road-bed to pieces. If our long time policy of repairing roads only to see them cut into ruts every year were proposed as an original proposition it would be rejected as too foolish for serious consideration. Yet because we began the wrong way it takes a long time to bring about the right thing. But it must come, and the modern agitation for better roads ought to hasten its advent. Here is a pointer for wheelmen and all the rest of us who want to get out of ruts.

Justice and Road Improvement.

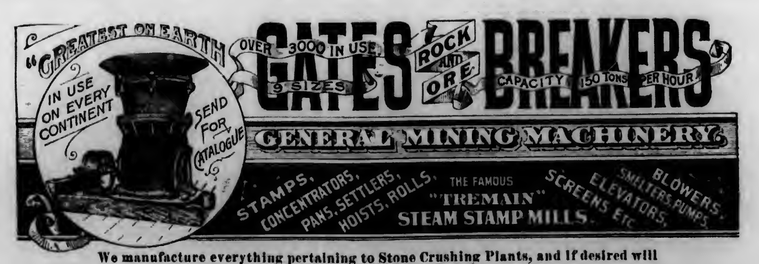
More than thirty prisoners are incarcerated in the Lafayette county jail, says the Kansas City Times, and last Friday a chain gang was put to work on the roads leading to Lexington, building them up and making access to the town easier for the farmers. It is the first time in the history of the county that the experiment has been tried.

There is a growing demand on the part of the taxpayers that prisoners who receive jail sentences shall be put to work. Mere imprisonment for a few days is no punishment to many of these petty criminals, but 30, 60 or 90 days of hard work would make them shun the jail.

A Chicago man proposes to clean the streets by sweeping the dirt from the gutters into the middle instead of the opposite plan which is pursued at present. There are some points in favor of the proposed innovation. It is a good thing for street departments to think over.

Warren Co., Ky., has purchased some road machinery and propose, to use it.

"THE wicked flee when no man pursueth," but a bad road stops them both.



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New York, 136 Liberty St.—London, E.C., 73 A Queen Victoria St.—Butte, Montana.—City of Mexico, 8 Calle de Ganta.

A Prominent Road Man Dead.

Edward Burrough, State road commissioner, and a prominent man in agricultural circles, fell dead on May 3rd after delivering a patriotic speech to the veterans of the Twenty-third New Jersey Volunteers, who were holding their annual reunion on Gen. E. Burd Grubb's lawn, at Edgewater Park. The cause of death was brain exhaustion. The reunion was abruptly brought to a close.

Mr. Burrough's address was prophetic of his death, for he began with the expression of the thought that it would be the last opportunity he would have of saying a few tender words to old comrades in arms.

Edward Burrough was for nine years the president of the State board of agriculture and recently resigned because of his pressing duties as State road commissioner. He was an authority on stone roads, and was freely quoted in the United States and Europe. He had supervision of the building of all stone roads in the State, where State aid was given.

He was commissioner of the World's Fair at New Orleans and Chicago, and travelled through Europe studying the various systems of road-building. He was president of the New Jersey Forestry association, and the State Road Improvement association, and was for two terms the county clerk of Camden County. He was a well-known speaker at agricultural and grange gatherings. He was born in Camden County, and was about sixty years old.

Maine wheelmen have caught the good roads fever, and the division is agitating in favor of a State highway commissioner. Secretary-treasurer Percy Richardson of the Maine Division, L. A. W., says of the movement:

"We are in the fight to stay. I am just getting out a circular letter now, to send out to wheelmen all over the State, soliciting their assistance and organization in favor of road reform. I shall suggest that the 7,000 bicyclists of the State stand together in this matter, and see to it that the legislative nominations a year hence fall to those who are in favor of better roads than most Maine towns can boast of to-day."

IF gold was as plenty as iron it wouldn't be worth ten cents a pound, and if iron was as scarce as gold it would be entirely worthless.

On May 15, the *Wisconsin Agriculturist* will issue an illustrated good roads edition. Thirty thousand copies of this number will be circulated among the road officers and citizens of Wisconsin. Able articles are being contributed by Gov. Upham, ex-Governors Hoard, Peck and Fairchild and others, and the paper will contain practical talks upon roads and road building by experienced road overseers and engineers, which will be elaborately illustrated.

Those desiring to secure one or more of these copies can do so by addressing Otto Dorner, secretary Wisconsin League for Good Roads, 505 East Water Street, Milwaukee, and enclose stamp for mailing.

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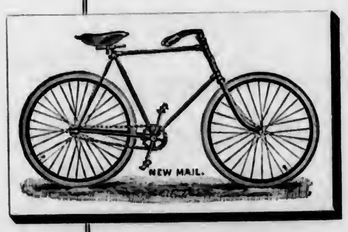
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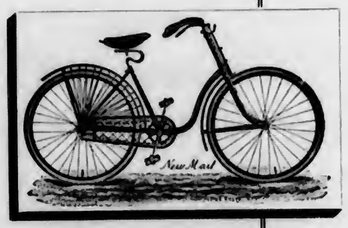
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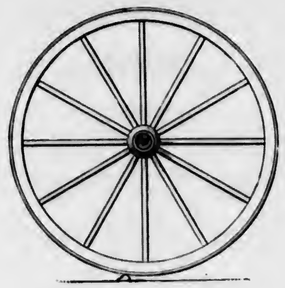


Fig. 1.



Fig. 2.



Fig. 3.

WHY A PNEUMATIC TIRE IS FAST.*

BY STERLING ELLIOTT.

THE shortest and most comprehensive answer to the question would be to say that it isn't, *i. e.*, only relatively.

The success of the pneumatic tire of to-day is due to poor roads, for if the roads were perfect the air tire would be among the very slowest.

Presumably that tire is "fastest" which rolls along its path with the least resistance. The pneumatic seems to be faster than others simply because the track over which it runs is rough.

On a smooth track or one which is as smooth as the surface of a railroad rail, the pneumatic tires require nearly double the force to haul them that is needed to haul a similar load on wheels having rigid metallic tires.

The reason for this is that the motive power required to haul vehicles over any surface is mostly used up, not in overcoming axle friction, nor what is strictly road friction, but in constantly lifting the load over minute obstructions.

Given a perfectly smooth, hard surface and a perfectly round and non-elastic wheel and road friction becomes but a small part of the problem. This is well demonstrated by the fact that the lowest cost per ton per mile for hauling freight overland with wagons and horses is about twenty-five cents, while a railroad can do the same work many times quicker and at a cost of but one half cent per ton per mile.

Much of this difference is popularly supposed to be due to the greater economy of steam power over that exerted by horses, but I feel justified in assuming that the difference is almost wholly due to the reduced friction between the wheels and road.

According to last report of the railroad commissioners showing relative cost of equipping and operating street railroads, it is found that the net results favor horse power. Of course there are many reasons why the "trolley car" is preferable and why it deserves the great popularity which it already has, but the fact remains that when all items are taken into account a given load may be hauled a given number of miles on steel rails at a less cost when horse power is used than if propelled by steam.

It is well understood among steam engineers that the locomotive is the least economical of any type of steam engine.

The stationary engines used for driving street cars through the medium of electricity, may be, and usually are, of the most approved form, so much superior in fact to the locomotive that the loss by transmission through the dynamos, wires and motors can well be afforded and still compare favorably with the traveling engine.

As I have stated, if roads were smooth the pneumatic tires would be a positive disadvantage, but as roads, *i. e.*, earth and stone roads, are not smooth, and it is not probable that they ever will be, the pneumatic tire is fast as compared with others simply because it prevents the necessity of raising the entire load over the little obstructions, by allowing its surface to be indented by them and so, in a certain sense, smoothing the road.

The elastic tire of whatever kind lies upon the ground in a flattened position (see Fig. 3) which means that the material composing it is distorted from its normal shape.

To accomplish this distortion requires force.

To haul an elastic tired wheel along a perfectly smooth surface requires as much force as would be needed to haul a rigid wheel, plus whatever is required to distort the elastic surface. This would amount to about one hundred per cent. of added and unnecessary resistance.

This resistance is always present and is always acting as a resistance.

The surface of the best road is made up of innumerable points and obstructions, and it is over these little obstacles that the pneumatic tire shows enough advantage to outweigh its inherent resistance and leave upon the other side a balance in its

*[This article was written for the *India Rubber World* with an understanding that it could be used in the BULLETIN. The copyright is owned by the India Rubber Pub. Co., Times Building, N. Y.].

favor amounting on a gravel road to approximately fifty per cent.

The difference between the force required to lift a given body or to move it forward on rollers needs no emphasis to those who have tried it, and here comes in the practical effect of the elastic tread. Fig. 1 shows a rigid wheel rolling over a small stone; the entire weight of the load must be lifted, while with the elastic tire, as Fig. 2, the tire is indented and the load lifted but slightly.

On a so-called smooth road, stones of this size would not often be encountered, and in the case of the smaller obstructions which do exist, the yielding nature of the tire will receive them without lifting the load perceptibly. Hence the force of the team is exerted, not in constantly raising the vehicle over obstructions but in hauling it forward against the much less resistance due to the compressing of the rubber and air.

The hard tire goes over the tops of all obstructions while the elastic tire goes over an *average* surface which is below the high points, and which in effect is equal to a very material leveling of the road.

At a slow speed the difference between the pneumatic tire and a tire consisting of a mass of solid rubber is comparatively small, but as the speed increases the superiority of the pneumatic becomes more apparent for the following reasons:

Assume that the wheel (see Fig. 3) is rolling in the direction of the arrow. At the point A a constant compressing of the tire takes place, as all parts of the tire on reaching that point must at once be flattened by contact with the road. If there were no compensation for this, any elastic tire would run exceedingly hard, but the compressed rubber, air or whatever constitutes the elastic portion, has an inherent tendency to react, and this tendency is exactly equal to the force required to compress it.

So that at the point B we have a force acting to push the wheel forward, which force is the same in amount and exactly balances the resistance at A so long as the wheel remains at rest; but on moving the wheel a resistance is met which comes from the force needed to indent, bend or change the shape of the rubber in a new place, and this resistance amounts, as stated above, to fully double that met with in rolling a rigid faced wheel over a strictly smooth surface.

Many attempts have been made to devise a tire which should combine with the advantages of the pneumatic a greater degree of durability and immunity from what was at first the greatest bugbear, *viz.*, the danger of puncture, but in nearly all such experiments the real excuse for the pneumatic's existence has been overlooked.

If ease of draft — which is the other name for speed — is looked for, then the principal requirement in an elastic tire is that it shall be elastic *on its surface* so that pebbles may become imbedded at any point while allowing the surrounding material of which the tire is composed to bear on the *average* of the road surface instead of its highest points. This much may be had in a rubber tire which is not a pneumatic.

But the solid rubber tire is not to be compared with the pneumatic when speed is desired, for the following reason:

The compression of the rubber at A is forced by the power applied to haul or drive the tire; the reaction at B is simply the natural tendency of the compressed rubber to regain its normal shape, and this action takes a certain interval of time.

If you press your thumb into freshly risen bread dough and then quickly remove it, the indentation will remain long enough so that you may easily see the swelling back into shape of the dough. Now, if a tire were made of a material which had this sluggish sort of elasticity it would run extremely hard even at slow speed, because the compression at the point A would occur so rapidly that the reaction could not occur promptly at B, but would take place after the compressed part had left the ground, so that it would not act to push the wheel forward, but would leave the constant resistance at A with nothing to offset it.

Exactly this reasoning applies to the solid rubber tire. So long as it is hauled at a speed which is slower than the expansive action at B, that action will count toward overcoming the resistance in front, but as soon as that speed is exceeded the tire loses much of its value.

To sum up the reasons why a pneumatic is fast: 1st. It is faster than a rigid tire because of the roughness of the road as already explained. 2nd. It is faster than other forms of elastic tires because the elasticity of compressed air reacts more quickly than does that of the more solid materials.

As between the various forms of pneumatic tires, that construction would be fastest which confines the air with the least resistance to lateral pressure; for instance, a pneumatic tire could be made with walls so thick and firm that while it would be comparatively safe against puncture the real pneumatic elements would be practically lost. While the other extreme, the fastest possible tire, would be one which confined the air in the thinnest and softest possible envelope; but such a tire would be a constant source of danger.

Many experiments have been made with a view to the discovery of a material which would combine the two desirable elements of speed and safety, but the best that has been done so far is a compromise in which the question of every day practical utility is most considered.



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CORRESPONDENCE

EDITOR L. A. W. BULLETIN:

Sir:— Reading the article in your issue of April 26th, on the subject of what to drink on the road, leads me to recite my experience on long runs, which may probably not be news to a good many, but which will, no doubt, benefit many others of less experience. I was on a sixty-mile run one hot day last summer, with my two sons, and they were stopping at every drinking fountain on the road and swallowing almost a quart of water each time. I had done the same thing before and knew it did very little good besides producing a highly disagreeable sensation of fullness, until the water "sweated out." At my suggestion on coming to the next fountain, we bared our arms to the elbow, letting the water flow over the forearm and wrist, across the palm and run off the ends of the fingers for a minute or more. I do not know of anything that will cool the whole body more rapidly than this. Having repeated this operation once or twice to each arm, rinse the mouth with water, and *then* drink. The result will be a delightful surprise to those who have never tried it before. A rider will not drink a quarter as much as he otherwise would, and the sensation of coolness will last for the next five miles, where the operation may be repeated at the next pump. It is not necessary to use a towel; the skin dries rapidly enough without it.

J. A. E.

EDITOR BULLETIN: —

The article on "diet" was very good; now give us one on training, rubbing down, etc.

Parties caught throwing tacks, breaking bottles, etc., on the roads should be indicted for assault with intent to kill (a pneumatic tire).

Yours truly,

NEW YORK. C. C. EARL.

ED. BULLETIN:

I think something might be said on the high frame craze.

A high frame is all right as compared to some of the low ones we used to have a few years ago. When makers had only one height of frame and a tall man had to have a long saddle post projecting above the frame, thus creating a big leverage and straining the machine and looking ill. There is such a thing as going to the other extreme, and now you see people buying wheels who never rode before and who have somehow got the idea that they must get the highest frame they can ride and still reach the pedals with their toes and keep the saddle tight down to the frame with a stiff rod.

The consequence will be that when they ride over a rough place their leg is so straight that they cannot ride in their stirrups, so to speak. They cannot raise up slightly in the saddle and rest their weight on the pedals, but the whole jolt comes down on the saddle, thus injuring themselves and the machine too, by such violent shocks, especially as they have a stiff saddle post.

Some makers seem to encourage this idea, as they do not make a frame less than 23 inches high, so that a person of medium stature can not get a spring or goose neck post under the saddle, even if they wanted to, though most makers can furnish any height of frame.

A ROCHESTER (N. Y.) RIDER.

ED. L. A. W. BULLETIN: —

Responding to your invitation to send in anything of interest, I submit this:

You know how difficult it is sometimes to locate a squeak in a bicycle. A friend of mine hunted for such a squeak for weeks, took his machine apart and formed all sorts of theories and worried much, until one day it dawned upon him that the noise came from the buckle of his suspenders.

J. F. BRAYER.

ROCHESTER, N. Y., May 1, 1895.

EDITOR GOOD ROADS: —

"Cord wood as a road material" in your issue of April 19th, is good; but cord wood would be too small for our roads. We use whole trees. We hope the Chinese will prohibit American trees for we can't afford to lose our foundation.

L. A. W., 66,080.

MALVERN, PA.

BLESSED is the man who has "got the rocks," for he may crush them and build a macadam road.

$1.00 per year; The BULLETIN.

"SETAGEC."

WHO has not heard of "Setagec"? He was formerly on the *Detroit Free Press*, and later on the *San Francisco Examiner*. He is a cycling worker of no ordinary capacity.

His physician thought best to move him to Los Angeles, Cal., where he is now running the cycling department of the *Los Angeles Record*. We clip as follows from Setagec's column:

* * *

Present indications point toward the building of a cement third-of-a-mile track in this city by private parties. If this comes about, which we all hope, then cycling here will begin in earnest. This town has not yet woken up to the situation. For every wheel now being sold there should be three bought. A track built at once will make just this difference.

* * *

Three thousand bicycles were sold in this State last year, yet that number has already been disposed of this year and fully ten thousand will be sold in California before this year ends. It hardly seems possible, does it?

* * *

Lester Hickok is expected home from the South in a few days.

* * *

Tandem bicycles are coming into general use all over the country. Nearly a hundred have already been sold in and near San Francisco.

* * *

The —— bicycle won first place in the Pasadena road race. The seventeenth, thirty-sixth and thirty-seventh men also rode ——'s.

A POKE AT THE ANIMALS.

"The majority of readers, however, prefer to suffer the ills we inflict upon them, rather than stir up the animals and perhaps get something worse."—*Editorial in* L. A. W. BULLETIN AND GOOD ROADS.

Of course the majority are easily satisfied, but it is to be hoped that Sterling Elliott and his associates will "stir up the animals" in a number of ways and in numerous places. Our organization, to begin with, in various localities, needs to be "got after," that it may be kept up to its work. It is all right to expatiate upon bright prospects, increased membership, and cover ourselves with glory as to what the League has done and may do. With no disposition to find fault, but only a desire to spread the gospel of good roads and unity of interest among wheelmen, we suggest, now that we have an organ, spread out into something more than a mere chronicle of race meets, and observe a dignity in "puffing," (if it is compelled to do that.)

In some localities there is a want of organization — notably so in this portion of Connecticut. League members are hardly known to or by each other, save in the club. Probably three thousand wheelmen are inhabitants of this city and its immediate vicinity, and of that number possibly two or three hundred are members of the L. A. W. We pass and repass each other daily; unknown and unknowing, unless accident makes us acquainted; and what is true of this locality is, without doubt, of like truth as to other places, where no form of organization exists.

Why can't the matter be remedied by the Consul of the Division taking action, by instructing Local Consuls to inaugurate some plan to get the unattached members of the League together, form an organization — not for club purposes — and find out "where we are at" in League business.

We appreciate your work, Messrs. Editors, and wish for long life and success for you in the future, and sincerely hope, also, that you will *not* make a *newspaper* patterned after the style of to-day.

L. A. W., 35,831.

BRIDGEPORT, CONN., April 24, 1895.

WATCH US COAST.

A correspondent in Lowell, Mass., writes: "I like the BULLETIN. You have had a heavy load to carry, but you carried it well up the steep grade of adversity; now put your feet on the coasters of success and take an easy run down the hill of prosperity."

A NEAT PRESENT.

Every chief consul in the country has just been presented with a handsomely finished Standard cyclometer, bearing on its face an L. A. W. emblem and the name of the recipient. We have no doubt it is safe to speak for the others as well as the writer and say that these little instruments are gratefully accepted and that they are as good as they look, which is saying much.

We have to thank the Standard Watch Co. of New York.

STAMSONVILLE.

"D'YOU know what I'm going to do when I get home?" queried the lounger, as he entered the studio, one day when Nature had put on her white robes—the days were short and the cold was long.

I paid no special attention to him, for he seized the best orange in my basket and devoured it in silence, so far as words were concerned, while partly hidden behind a copy of the BULLETIN AND GOOD ROADS, which he pretended to be much interested in, just then. Then, as if there had been no lapse of time nor break in his remarks, he continued:

"I'm going to make believe we are touring, and have stopped for lunch at a farm house in Waybackton, and shall slash into the comb honey and bread, and go for the sweet milk with cream an inch thick on it. Yes, sir, great thick chunks of yellow Alderney scum that old tourists have a weakness for and are always willing to pay for, too. That's the sort, — honey and bread and milk, and any good fruit to be had at the time! No headaches nor indigestion, no regrets nor misery after such fare as that.

"Know what I do? Have a big pocket lined with oiled silk, from which I extract, as I ride, big black cherries, or great white oxhearts, luscious plums, grapes, peaches, pears, etc., whenever the spirit and the wheel moves me to do so. Come home healthy? Should say I did! Pile up the miles? Guess not; that is no way for me to get pleasure out of cycling.

"Say, a neat leather lunch box, lined with oiled silk, is a good thing to have on long tours, so you can take along anything you like best, and have it handy, in case your sketching takes longer than you thought, or you get wafted to dreamland on some grassy bank, to the rasping song the crickets sing, while the sunny hours go flitting by. Don't mention it, but that's one of the ways that Al. and I used to get joy out of wheeling in the old days on the 'Star and Facile,' days of pleasant memories, considering what we had to contend with in the way of weight, roads and prejudice."

"Look here," said the lounging visitor, as I kept on at work, at the easel, and let him do all the talking, "do you know that for all round use on our hilly roads, I would like and mean to have 2½ x 26-inch single tube tires, long wheel base, fifty-seven gear, low frame and lots of spring in saddle, upturned handlebar, foot brake, coasters. Easy and good in every way, you can wager — there! I have to meet a man, — good-by."

And he was gone. STAMSON.

Subscriptions and Renewals.

A SPLENDID OFFER.

Send 75 cents and you will receive

Bicycling World, 1 year;
80 Selected Halftones of America;
Binder for the World;
All for 75 cents.

The 80 FAC-SIMILE PHOTOS OF AMERICA are 11x13, and are selected for their beauty and interest. They cover the Continent from Alaska to the Gulf. Also include splendid set of Halftones of THE WHITE SQUADRON—Eighteen modern ships of war.

☞The above Offer is for New Subscribers and also Renewals.☜

HOW TO REMIT.—Don't send Postage Stamps; send Check, Post Office or Express Order. If you send coin, cut holes the size of coins in thick card and paste paper over both sides; in that way it is likely to come through safe.

In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

We have other PREMIUMS to offer. Send for SAMPLE COPY. Address,

WHEELMAN COMPANY,
167 Oliver Street, BOSTON, MASS.

Mention THE BULLETIN.



New Celluloid **L. A. W. Lapel Buttons.**

Sent by Mail, 12 cents each.
$1.00 per Dozen.

We can make up any special club design in celluloid. Prices on application.

RIBBON BADGES
for Bicycle Meets, Balls and Receptions.

BICYCLE FLAGS AND BANNERS.
Correspondence solicited. Please mention this paper.

KNIGHTS TEMPLAR UNIFORMS.

THE BOSTON REGALIA CO., 7 TEMPLE PLACE, BOSTON, MASS.



The Lightest and Best Bicycle Clock Made.

Sent by mail on receipt of price. **$2.25.**

Speed calculator included.

Levy Cycle Clock Co.,
1817 Ridge Avenue,
Philadelphia, Pa.

THE BOARD OF TRADE

Of cycle manufacturers and the L. A. W. seem disposed to lie down together like unto the lion and the — but of course we couldn't call either one a lamb, so let us assume that a couple of lions would come nearer the mark.

Whatever else may be accomplished, there is one important matter in which this combined influence may do effective work. We refer to the finding of stolen wheels.

With members and officers covering the entire country it can be made extremely difficult for the cycle thief to flourish.

A PAVING EXPOSITION.

The Merchants' Association of San Francisco, intends to hold a paving exposition, at which it is expected to show all systems of paving now in use, together with such instructive and entertaining matter as would naturally relate to the general subject of streets and paving.

Such an exhibit would certainly be interesting, and ought to be well supported.

INDIA RUBBER WORLD AND ELECTRICAL TRADES REVIEW

Is confessedly **the authority** on rubber matters the world over. It has subscribers and correspondents in every civilized country, and has the reputation of being up with the times on all matters pertaining to rubber manufacture. From the beginning it has followed the growth of the tire business with ever increasing interest, and has repeatedly been appealed to to answer questions, decide disputes, and furnish information for both tire makers and tire users. Hence we believe that the series of articles here announced, founded upon a knowledge of all branches of rubber manufacture dating back many years, and of the tire industry from its beginning, should have an exceptional value to tire manufacturers, tire dealers, and especially tire users — the men who pay the bills, ride the wheels, and know what they want.

Trial Subscription six months, Embracing this Tire Series, { **$1.00**

Practical Talks on Tires

A series of timely leading articles by rubber and tire experts, written without prejudice, and designed to impart knowledge, not to boom any particular type of tire. To appear in

THE INDIA RUBBER WORLD,
FEBRUARY TO AUGUST, 1895.

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THE INDIA RUBBER PUBLISHING CO.,
Times Building, New York, U. S. A.

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The League Official Tailors,

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Send Stamp for Sample of ∴ ∴ ∴
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THE NATIONAL ASSEMBLY

In February should be held in the city which has the largest number of L. A. W. members Jan. 1st. This suggestion comes in good faith from a prominent official. The present custom is for the president to name the place of meeting. The proposed plan would seem to have some advantages.

Will those interested please consider the matter and discuss it; and we would like particularly to hear the objections.

Oil for the trade in 10c. and 25c. bottles. Lititz Oil Co., Lititz, Pa. Trade taken.

A NEW BOOK.

PLEASURE-CYCLING. By Henry Clyde. With 34 silhouettes and vignettes. 16mo. Cloth, $1.00.

This book, which has been carefully prepared, is intended to serve as a full manual of useful information and instruction for cyclers in their first season on the wheel, and to promote a sport which the writer believes easily leads all others as a means of pleasure and health. It is intended for the use of amateur riders, or those who intend to become such, and does not treat of racing, or the training therefor. Following is the table of contents: I. The Poetry of Motion. II. Choosing a Bicycle. III. How to ride. IV. Taking Care of a Bicycle. V. Dress and Equipment. VI. Cycling and Health. VII. On the Road.

THE happiest man is the one who helps pay for the advantages he enjoys.

League of American Wheelmen — Official Department

Boston, May 17, 1895.

LEAGUE HEADQUARTERS,
12 PEARL STREET, - - BOSTON, MASS.

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1st Vice-President, GEO. A. PERKINS, 15 Court Sq., Boston, Mass.

2d Vice-President, A. C. MORRISON, Pabst Brewing Co., Milwaukee, Wis.

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Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

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Executive and Finance.

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EVERETT SMITH, Schenectady, N. Y.
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ALBERT MOTT, Baltimore, Md.
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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

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FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

IT'S YOUR FAULT?

Letters have been received from a number of Massachusetts towns, asking why local consuls have not been appointed.

In such cases we find that a satisfactory application has not been made. Why not make it?

STERLING ELLIOTT, *Chief Consul.*

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:— Enclosed find the sum of TWO DOLLARS which I send in full payment of my initiation fee, one year's dues and subscription fee to the official publication of the L. A. W., under provisions of Articles III and VII of the Constitution. From the sum enclosed I authorize and direct you to pay to the publisher of said publication the regular subscription fee to League members and to enter my name as a subscriber. I certify that I am eligible to membership in the L. A. W. under the provisions of the Constitution and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State,

References, ...

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose ONE DOLLAR for which please renew my membership and subscription to the L. A. W. publication for another year.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

L. A. W. Veteran Bar.

The veteran bar which has been adopted by the L. A. W. to be worn by the veterans of the organization, can be



worn above the League badge, or as an individual pin.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar.

Members holding numbers between 100 and 1656 are entitled to wear the bar at this date.

The bar is of gold with the word "Veteran" in enamel. Each bar must have the owner's name engraved on the back. All orders must be sent to the Secretary accompanied by the price of bar, $2.50.

We can supply any style or form of badge with bar. The standard badge retails for $3.00, and will be sent attached to bar if this sum is added to remittance.

SIXTY DAYS ONLY.

Members are notified that the renewal season is cut down to sixty days. In previous years, renewals were received to July 1st. This year the season ends JUNE 1st. Please remember.

ADDITIONAL BLANKS.

Application or Renewal Blanks may be had of the Secretary on application.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, May 17, 1895.

Total, 743.

Colorado — 24.

Pike's Peak Roadsters.

75,372 Corsen, J. C., 4 S. Tejan st. — Colorado Springs
3 Duncan, John A., box 32 — "
4 Gamble, S. B — "
5 Long, James H., 707 S. Sawatch st. — "
6 Sargent, Clyde L., 432 S. Tejan st. — "
7 Smith, Frank F., 25 S. Tejan st. — "
8 Taylor, Charles E., 10 S. Tejan st. — "
9 Wyatt, Alfred — "

Leadville C. C.

380 Berjerman J., box 143 — Leadville
1 Burton, H. E., Elgin Smelter — "
2 Bannister, Chas. O., box 143 — "
3 Daniels, E. L., 300 E. 7th st. — "
4 Casey, Geo. W., 229 E. 5th st. — "
5 Horner, Joseph F., 422 E. 10th st. — "
6 Keefer, P. S., 126 W. 8th st. — "
7 Ross, J. L., box 422 — "

Unattached.

8 Hurst, J. H. — Colorado Springs
9 Estey, E. Ward, 358 Lincoln ave. — Denver
390 Gifford, R. G., 543 S. 14th st. — "
1 Lapp, John M., 1729 Arapahoe st. — "
2 Spillane, Jerry L., 634 28th ave. — "
3 Postlewait, Mark F., 2430 Humboldt st. — Eaton
4 Eaton, A. J. — Loveland
5 Spence, J. H.

Connecticut — 4.

Hartford W. C.

75,396 Puglisi, Philip, 50 Asylum st. — Hartford

Y. M. W. C.

7 Houghton, Fred M., 45 Summer st. — Stamford

Unattached.

8 Davenport, James B., 193 Atlantic st. — Stamford
9 Price, Walter C., box 196 — "

Illinois — 34.

Bloomington Bi. Club.

75,400 Agle, Chas. F., 209 S. Centre st. — Bloomington
1 Davison, Harry D., 209 N. Main st. — "
2 Goelger, Chas. P., 207 S. Centre st. — "
3 Kays, Henry B., 1101 N. West st. — "
4 Kegler, Edward, Jr., 320 N. Centre st. — "
5 McColm, E. H., 505 S. West st. — "
6 Hamilton, L. H., 1011 N. East st. — "
7 Peeler, Wm. L., 316 S. Main st. — "

Lockwood B. C.

8 DePew, Clarence L., 331 E. North st. — Jacksonville

Unattached.

9 Helm, George — Algonquin
410 McFarland, A. C., Folsom Hotel — Bloomington
1 Thomas, Wilbur, 116 N. Main st. — "
2 Sturgis, Joel N., 246 Lake st. — Chicago
3 Armstrong, Wesley — Clinton
4 Bowles, David — "
5 Barnett, Ellis R. — "
6 Bailey, Arthur — "
7 Byerly, Harry — "
8 Briggs, M. E. — "
9 Connor, Benjamin — "
420 Drury, James — "
1 Day, John, Jr. — "
2 Hoyt, Roy — "
3 Hughes, Perry — "
4 Jameson, Stewart — "
5 Nicolai, Adolph — "
6 Porter, Elmer — "
7 Taylor, Walter — "
8 Vandervort, H. M., box 85 — "
9 Wall, Sam.

75,430 Wilson, Harry H. — Clinton
1 Watson, D. D. — "
2 Warner, John — "
3 Patterson, H. E. — La Grange

Indiana — 6.

Unattached.

75,434 Black, Owen J. — Albion
5 Eells, Charles B. — "
6 Eagles, A. E. — "
7 Lewis, Lee L. — "
8 Leiser, Ben. F., box 372 — Madison
9 Robinson, Marion

Iowa — 16.

Centreville C. C.

75,440 Crego, G. D., box 23 — Centreville
1 Groh, Geo. A., box 167 — "
2 Hukill, Ralph — "
3 McCreary, H. B., W. State st. — "
4 Rinehart, David — "
5 Stone, W. J. — "
6 Smith, G. W., box 415 — "
7 Smith, M. P. — "
8 Baker, C. S. — Walsh

Oskaloosa C. C.

9 Hayes, Harry — Oskaloosa
450 Lukens, Dr. C. J. — "
1 Porter, Ed. K. — "
2 Pickett, Col. J. H. — "
3 Warriner, Will — "

Unattached.

4 Darling, W. B., 208 E. 4th st. — Davenport
5 Smith, Geo. W. — Clarence

Kansas — 5.

T. A. A. W.

75,456 Bowman, C. S., box M. — Topeka

L. Co. W.

7 Peaper, Alex J. — Leavenworth
8 Parke, Dana — "
9 Shoyer, Charles C. — "

Unattached.

460 Walker, Joseph S. — Leavenworth

Kentucky — 19.

L. W. C.

75,461 McFarlan, J. E., Upper st. — Lexington
2 Carter, J. H., Jr., box 243 — "

Maysville B. C.

3 Ballenger, John — Maysville
4 Egnew, James A. — "
5 Williams, M. F. — "
6 Russell, Thos. M. — "

Unattached.

7 Pearce, S. Dodd, — Danville
8 Smith, James B., 708 E. Broadway — Louisville
9 Clark, J. W. — Millersburg
470 Bedford, W. H. K. — Owensboro
1 Daugherty, W. H., box 92 — Owingsville
2 Kimbrough, Lawrence O., box 54 — "
3 Lacy, J. J. — "
4 Nesbitt, C. W., box 60 — "
5 Nesbitt, J. J., box 28 — "
6 Smoot, W. T., box 53 — "
7 Thompson, S. D., box 33 — Paris
8 Ingels, James W., box 263 — Richmond
9 Avery, Christopher L., Jr.

Maine — 10.

Twin City C. C.

75,480 Adams, D. S., 9 Union st. — Auburn
1 Robbins, E. E., 86 College st. — Lewiston
2 Faunce, George E., 80 College st. — "

Unattached.

75,483 Irish, Luther M. — Buckfield
4 Irish, Lewis M. — "
5 Atwood, Edwin F. — "
6 Wing, Stephen, Newhall st. — Fairfield
7 Costello, Fred A., 149 Newbury st. — Portland
8 Plummer, C. A., 50 Union st. — "
9 Batchelder, Geo. A. — Sanford

Maryland — 10.

Avon C. C.

75,490 Willson, S. Denny — Royal Oak

Unattached.

1 Chittick, W. J., 506 N. Gilmer st. — Baltimore
2 Hatter, C. W., Jr., 129 Asquith st. — "
3 Hughes, G. Milton, 15 N. Charles st. — "
4 Ash, Walter H., 1824 Orleans st. — "
5 Holbrook, E. Gorden, 714 N. Carey st. — "
6 Leonard, Arthur C., 1108 W. Fayette st. — "
7 Ticknor, Wm. E., 902 N. Gilmor st. — "
8 Vordenberge, H. H., 1417 W. Lombard st. — "
9 White, George B. 1432 Harlem ave., — "

Massachusetts — 146.

Athol C. C.

75,500 Davis, George L., box 1164 — Athol

A. B. C.

1 Swan, Roland A. — Arlington
2 Stevens, Charles H. — "
3 Gorham, Henry A. — Arlington Heights
4 Ellison, Bert P. — Belmont
5 Barnes, Harry G., George st. — Medford
6 Wilmot, Alfred G., 4 Orchard st. — No. Cambridge
7 Homer, G. Gray — Arlington
8 Freeman, Geo. T., — "
9 Wyman, Joseph P. — "
510 Fowl, Samuel A., Jr. — "
1 Cutter, Arthur W., 20 Fairfield st. — No. Cambridge
2 Trafton, M., 2nd — West Somerville

Shoe City W.

3 Tebbetts, Geo. B., 37 Belmont st. — Brockton
4 Thompson, Arthur F., 127½ Main st. — "
5 Huss, Harry C., 333 No. Main st. — "
6 Charlton, Will H., 160 School st. — "
7 Messick, L. R., Warren ave. — "
8 Allen, Harry R., 25 Wales ave. — "
9 Spurr, Chas. O., 149 Main st. — "
520 Hamblett, Harry A., 100 Court st. — "
1 Swift, Geo. H., 105 Ash st. — "
2 Clark, Alonzo H., 621 Main st. — "
3 Holmes, Geo. N., 90 Main st. — "
4 Lord, H. Merton, 8 Essex st. — Campello

Press C. C.

5 Boutwell, Horace K., 27 Alaska st. — Roxbury
6 Lawrence, Amos E., Jr., Exeter Chambers, Exeter st. — Boston
7 Guptill, Roderic P., 38 Kilby st. — "

Boston College A. W.

8 Morrissey, Jno. F., 714 Mass. ave. — Boston
9 White, Jno. J., 22 Congress st. — "

Alpha B.

530 Smith, William H., 44 Woodward ave. — Boston
1 Sessler, Chas. H., 68 George st., — Roxbury

Shawmut B. C.

2 Davidson, R. L., 34 Springfield st. — Boston

Diamond B. C.

3 Shepard, William Henry, 36 Perkins st. — Charlestown

C. S. A. A.

4 Hamilton, Wm., 253 High st. — Clinton

Acton C. C.

5 Noll, Charles, box 214 — Concord Junction

Rollstone C. C.

75,536 Gilson, E. W., 135 Main st. — Fitchburg

Lynn C. C.

7 Webber, J. A., 382 Boston st. — Lynn
8 Anderson, S. W., 173 Washington st. — "
9 Barnes, J. Edger, 51 Burrill ave. — "
540 Duthie, James, 210 Broad st. — "
1 Gorham, E. E., 31 Whittier st. — "
2 McNichol, T. T., 474 Chatham st. — "
3 Rollins, C. M., 10 Silsbee st. — "
4 Trafton, W. J., 31 High Rock ave. — "
5 Greenhill, W. H., 21 South st., — "
6 Barnes, E. W., 59 Johnson st. — "
7 Haskell, J. William, 12 New Park st. — "
8 Campbell, M. S., 145 Munroe st. — "
9 Cheever, F. H., 49 State st. — "

Commonwealth C.

550 Philbrick, George A., 9 Clement st. — Malden

Newtonville C. C.

1 Sargent, Addison G., 8 Morse st. — Newton

Garden City W.

2 Higgins, W. E., box 102 — Newtonville

Newburyport B. C.

3 Randall, Frank A. — Newbury
4 Pressey, Charles W., Jefferson st. — Newburyport

F. C. C.

5 Holmes, Wm. B., 67 Union ave. — So. Framingham

Somerville C. C.

6 Haley, Fred., 130 Walnut st. — Somerville
7 Lincoln, W. Arthur, 41 Franklin st. — "
8 Houghton, Chas. J., 16 Lee st. — "
9 Flemming, James Y., 18 Delaware st. — "

Taunton C. C.

560 Snow, B. F., 34 Tremont st. — Taunton

Turners Falls B. C.

1 Fournier, C. N. B., lock box 86 — Turners Falls

Warren B. C.

2 Bennett, A. S. — Warren
3 Lewis, W. H. — "

Dedham C. C.

4 *Winshman, Annie*, box 52 — Walnut Hill

Unattached.

5 Bradlee, Thomas S., 60 Congress st. — Boston
6 Carpenter, R., 87 Milk st. — "
7 Dade, Clarence S., 85 Milk st. — "
8 Davis, Philip S., 40 Water st. — "
9 Derby, Dr. H., 182 Marlboro st. — "
570 Hennessey, John J., 89 Chauncy st. — "
1 Hall, R. D., 86 State st. — "
2 Mandell, H. F., 42 Beacon st. (Somerset Club) — "
3 McRobert, Wm. S., 34 E. Springfield st. — "
4 Morrill, Charles, 48 Franklin st. — "
5 Preston, Wm. Gibbons, 186 Devonshire st. — "
6 Pierce, Frank L., 31 Milk st., — "
7 Richardson, Benj. P., 4 St. James ave. — "
8 Taylor, J. L., 1458 Tremont st. — "
9 Wall, Clarence H., 31 Bowdoin st. — "
580 Kimball, E. R., 135 Cambridge st. — "
1 Waterman, Nixon, 12 Pearl st. — "
2 Des Marais, Joseph D., 200 Columbus ave. — "
3 Goss, Harry H., 37 Belmont st. — Brockton
4 Ballance, J. D., 27 Pleasant st. — "
5 Stevens, Chas. E., 2nd., 6 Holyoke pl. — Cambridge
6 Bates, George, 268 Broadway — Cambridgeport
7 McCorvison, J. H., 981 Main st. — Campello
8 Alden, D. W., box 285 — "
9 Cormier, L. R., 3 Pleasant st. — Charlestown
590 Walker, Lorin B., 149 High st. — Clinton
1 Kimball, Clarence L., 1 Robin Hood st. — Dorchester
2 Daloz, Laurent E., 19 Mt. Vernon st. — "
3 Bell, Geo. K., 25 Exchange st. — "
4 Latham, Fred. A., box 67 — E. Bridgewater

75,595 Whitmore, J. Howard, 335 High st. — Holyoke
6 Miller, Geo. W., box 226 — Indian Orchard
7 Dudley, Robert G., box 958 — Lowell
8 Case, Elmer, 24 Chase st. — Lynn
9 Turnbull, Fred. H., 44 Collins st. — "
600 Vigeant, Joseph, 337 Union st. — "
1 Whitten, U. S. C., 39 Williams st., — "
2 Burnell, H. L., lock box 7 — Lunenburg
3 Eaton, W. D., Engine 19 — Mattapan
4 Butman, W. C., 45 Centre st. — Middleboro
5 Higgins, N. V., 30 Franklin st. — Milford
6 O'Brien, Jno. J., 20 West st. — Medford
7 McCullough, J. Edw., 435 Main st. — Melrose
8 Coughlan, Michael, 3 No. Oak st. — New Bedford
9 Sweet, Alton H., 238 Acushnet st. — "
610 *Willson, Ella C.*, Irving st. — Newton Centre
1 Savage, A. A., box 447 — Newtonville
2 Lynes, Edw. M., 23 Orchard st. — No. Cambridge
3 Earle, T. P. — Peabody
4 Williams, Otis L. — "
5 Hills, Chas. C. — "
6 Simon, Milton S., box 870 — Pittsfield
7 Shaw, Henry E., 36 Cohassett st. — Roslindale
8 Lyons, Jno. W., 25 Hillside st. — Roxbury
9 Smith, Roderick O., 17 Bainbridge st. — "
620 *Lakeman, Miss Mary R.*, 21 Linden st. — Salem
1 Millner, Sam'l W., 39 Prescott st. — Somerville
2 Hillson, Eli, 43 Temple st. — "
3 Raybold, Frank S., 18 Everett st. — "
4 Willis, C. W., 79½ Hudson st. — "
5 *Willis, Mrs. Lillian*, 79½ Hudson st. — "
6 Goodwin, Simeon F., 34 Washburn st. — So. Boston
7 Park, H. S., White st. — Taunton
8 Morse, W. L., B. F. Morse & Co. — "
9 Sproat, Clinton, 2 Union blk. — "
630 Hutchinson, L. J., 591 Main st. — Waltham
1 Pember, John — Walpole
2 Spear, Elmer S., Lewis ave. — "
3 Marcoux, Rev. J. E. — Williamstown
4 Hall, D. C., 53 Thomas park — So. Boston
5 Estabrook, Wm. F., 79 Winn st. — Woburn
6 Estabrook, Ernest T., 79 Winn st. — "
7 Partridge, L. R., 18 No. Merrick st. — Worcester
8 *Whitney, Ada S.*, 31 Clinton st. — "
9 Davidson, Walter, 22 Lancaster st. — "
640 Marcy, C. G., 503 Main st. — "
1 Baldwin, Bertha M. — West Upton
2 Hill, Walter H. — "
3 Oakes, James E., box 750 — Westboro
4 Blake, G. E. — "
5 O'Brien, Thos. J., box 44 — West Medford

Michigan — 10.

T. C. C. C.

75,646 Slaymaker, S. R. — Alma

Carson C. C. C.

7 Mosher, George F., Main st. — Carson City
8 Karcher, D. E., Main st. — "
9 Lyon, E. D., Main st. — "
650 Luce, C. F. E., Abbott st. — "
1 Millard, Glenn N., box 2 — Pewamo

Unattached.

2 Adams, C. H. — Allegan
3 Carnahan, Chas. A., box 725 — Mt. Pleasant
4 Robinson, Ernest R. — Standish
5 Hine, A. W., 101 Trust Building, — Grand Rapids

Minnesota — 8.

Unattached.

75,656 Gochnaury, Jay, box 255 — Kenyon
7 Bennett, R. M., 604 N. Y. Life Bldg. — Minneapolis
8 Carter, A. O., 232½ Nic ave. — "
9 Crowell, A. B., 1216 Mary pl. — "
660 Norris, George B., 825 Guar. Loan Bldg. — "
1 McMullen, W. H., 528 S. E. 5th st. — "
2 Murray, H. L., 1708 Nicollet ave. — "
3 Kennedy, J. C., Lowry Arcade — St. Paul

Missouri — 34.

B. C. C.

75,664 Martin, Will W., — Linneus

Victor B. C.

5 Hyman, Jos., 405 N. 12th st. — St. Louis

P. A. A.

6 Barada, J. G., 1039 N. Grand ave. — St. Louis
7 Chard, Dave C., 4014 Cook ave. — "
8 Costigan, Edw. J., 3630 Garfield ave. — "
9 Cooper, W. A., 2131 John ave. — "

Unattached.

670 Halsey, Chas. R. — Kirkwood
1 Judkins, M. T., 829 W. Phelps ave. — Springfield
2 Prather, Walter, box 100 — Browning
3 Rigg, N. C., box 372 — El Dorado Springs
4 Flint, W. P., 1011 Faraon st. — St. Joseph
5 Werner, Julius K., 524 N. 4th st. — "
6 Cazayoux, F. A., 1724 Olive st. — St. Louis
7 Espenschied, Chas., 3500 Wash. ave. — "
8 Hildenbrandt, Ernst A., 619 Chestnut st. — "
9 Heuer, H. D., 3620 Cook ave. — "
680 O'Byrne, J. W., 906 Bayard ave. — "
1 Ramsay, W. W., 5223 Ridge st. — "
2 Burden, W. F., 704 Olive st. — "
3 Cram, F. B., 1115 Belt ave. — "
4 Riddle, R. M., 1400 Hogan st. — "
5 Riddle, H. F., 1404 Hogan st. — "
6 Wilson, W. H., 217 N. Broadway — "
7 Degraff, H. E., 906 Bayard ave. — "
8 Donovan, Daniel C., 7 Equitable Building — "
9 Field, Frank, care O. H. Peckham & Co., 7th and Spruce st., St. Louis.
690 Lampheimer, S. J., 3222 A St. Vincent ave. — St. Louis
1 Mayburg, C. S., care Shapleigh Hd'w Co. — "
2 Misselhorn, H. C., 2132 Alice ave. — "
3 Perry, Lewis, 12 Vanderventer pl. — "
4 Weidner, Jacob C., 1619 Wash. st. — "
5 Young, Arthur, 4479 Laclede ave. — "
6 Johnson, J. C., 4168 W. Belle pl. — "
7 Knapp, E. A., 602 Fagin Building — "

Nebraska — 5.

C. C. C. C.

75,698 Kuenneth F., box 088 — Minden

McCook Co. W.

9 Gage, W. U., M.D. — McCook
700 Pennell, F. A. — "
1 McConnell, L. W. — "
2 Sutton, H. P. — "

New Jersey — 30.

Essex Bi. Club.

75,703 Foster, Raimond D., 219 Market st. — Newark
4 Woodhull, D. E., 26 E. Kinney st. — "
5 Ward, Wm. C., Clinton ave. — "

Jersey City C. W.

6 Allaire, I. H., 109 Bergen ave. — Jersey City
7 Meyer, Chas. T., Jr., 74 Claremont ave. — "

Mercer Co. W.

8 Taylor, H. C., box 54 — Trenton
9 Raisch, Wm. L., 23 Lincoln ave. — "

Y. M. B. C.

710 Metcalf, George H., 182 White st. — Orange

T. C. C.

1 Huntoon, E. D., 95 Bridge st. — Paterson

Unattached.

2 Deakin, C. O., 42 West 37th st. — Bayonne
3 Harrison, C. A., box 135 — Dunnellen
4 Higgins, Judiah — Flemington
5 Ernst, J. C., box 101 — "
6 Ompleby, W. S. — "
7 Dickeson, J. Hildreth, box 46 — Hancock's Bridge
8 Taylor, S. F., 128 Claremont ave. — Montclair

75,719 Owens, W. T. Nordhoff
720 Ackerman, Chas. H. Orange
1 Leap, John P. Penns. Grove
2 *Mendell, Mrs. Ambrosia*, 276 Springdale ave., East Orange.
3 Mendell, L., 276 Springdale ave. East Orange
4 Newkirk, L. H., 418 Summit ave. Jersey City
5 Day, Oliver K., Park pl. Morristown
6 Lindsley, J. Frank, Park pl. "
7 English, W. J., 209 South st. "
8 Day, Wilbur F., Jr., Park pl. "
9 Carrington, E. T., 801 High st. Newark
730 Hedenberg, John E., 755 Broad st. "
1 Fischer, William C., 138 Mulberry st. "
2 Hay, Earnest G. C., box 417 Rutherford

New York — 213.

Criterion B. C.

75,733 Housman, Arthur A., 52 Exchange pl. New York

C. C. of Brooklyn.

4 Barry, Thomas B., 585 Broome st. New York
5 Purdy, I. O., 311 W. 87th st. "
6 Robb, Alex., 346 Washington ave. Brooklyn
7 Sinclair, Frazer U., 28 E. Broadway, Flatbush "
8 Jordan, Edward B. Jr., 873 Union st. "

C. T. C.

9 Marshall, Tully, Lyceum Theatre New York

Keystone B. C.

740 Wilson, G. A., 51 W. 37th st. New York
1 Combs, Alexander Jr., box G Hewlett
2 Smith, E. C., box 14 Woodsburg

Michaux C. C.

3 Cleveland, Dr. Clement, 59 W. 38th st., New York
4 Hadden, John A. Jr., 379 5th ave. "
5 Morris, Lewis R., 35 W. 36th st. "
6 Boyd, Charles S., 267 5th ave. "
7 Pelton, Frank, 267 5th ave. "

New Manhattan A.

8 Euler, Henry Charles, box 2617 New York
9 Denniston, H. A. Woodside

N. Y. A. C.

750 Faulkner, Francis E., 35 E. 17th st. New York
1 Schaeffler, Frank, N. Y. Athletic C. "
2 Donoghue, H. O., 79 Grand st. "
3 O'Donohue, Joseph J., 101 Front st. "
4 O'Donohue, Thomas J., 101 Front st. "

Press W.

5 Hutchings, Herbert E., 128 W. 124th st., New York
6 Clapham, John H., *Tribune* composing room "

N. Y. Turn Verein W.

7 Bayer, Carl, 1043 Prospect ave. New York

S. B. C.

8 Hodgson, Wm., Morris ave. and Ash st., New York

Triangle W.

9 Bucher, Henry, 384 Broadway New York

Union C.

760 Smith, Roland W., 21st st. and 5th ave., New York
1 Stevens, Byam Kerby, 33 W. 32d st. "

Crescent A. C.

2 Sage, J. G., 204 Dean st. Brooklyn

King's County W.

3 Powell, H. L., 205 S. 9th st. Brooklyn

S. Brooklyn W.

4 Londerback, D. D. F., 366 6th ave. Brooklyn

Buffalo Ramblers.

5 Chamberlin, H. L., 276 Summer st. Buffalo

B. A. A.

6 Ackerman, Robt. M., 210 Court st. Binghamton
7 Crary, T. B., 90 Oak st. "

75,768 Hecox, Wm. H., 82 Court st. Binghamton
9 Knapp, F. Percy, 185 Court st. "
770 Morse, Walter H., 153 Chapin st. "
1 Smith, D. A., 189 Water st. "

C. C. C.

2 Jenkins, L. B. Chateaugay

G. C. W.

3 Bowne, William H., Glen Cove
4 Skinner, E. D., Jr. "

Yonkers B. C.

5 Hunter, Lewis B., 316 S. Broadway Yonkers
6 May, Charles F., 18 N. Broadway "
7 Tackman, Julius, 5 Oak pl. "
8 Gilman, Fred Otis, 88 Riverdale ave. "

Oswego C. C.

9 Cullinan, E. S., care of N. Y. O. W. Ry. Oswego

P. B. C.

780 Weeks, C. S., 372 Main st., Poughkeepsie
1 Pero, Louis N., 143 Cannon st. "

Rouses Point W.

2 Balch, Fred J. Rouses Point

Syracuse A. A.

3 McMahon, James H., 306 N. Geddes st. Syracuse

Rover W.

4 Groh, Frank J., 142 Garson ave. Rochester

Amaryllis C.

5 Clark, W. E., box 341 Woodhaven

W. B. C.

6 Sale, Charles T. Wellsville

Unattached.

7 Adams, H. E., 408 W. 14th st. New York
8 Agatston, Emil, 108 E. 90th st. "
9 Alexandre, I., 2721 3d ave. "
790 Behr, Fred'k, 73 W. 11th st. "
1 Benger, William J., 151 W. 35th st. "
2 *Berrian, Miss Eliza R.*, 339 Edgecombe ave. "
3 *Blacque, Mrs. V. A.*, 116 E. 39th st. "
4 Blumenfeld, G., 21 W. 30th st. "
5 Bowne, Peter T., box 954 "
6 Calkins, W. J., 408 W. 14th st. "
7 Cayron, A., 1 Greene st. "
8 Cowperthwaite, Howard M., 195 Park Row "
9 Dewey, Chas. M., 183 Elm st. "
800 Dixon, Geo. A., 15 W. 49th st. "
1 Ely, James, 346 Broadway "
2 Guinevan, P. F., 383 9th ave. "
3 Gunther, Chas. J., 225 E. 52d st. "
4 Halsted, E. B., 80 Broadway "
5 Harper, John, 183 Elm st. "
6 Hertz, Pincus, 230 W. 25th st. "
7 Jerome, Wm. Travers, 55 William st. "
8 Lincoln, Lowell, 216 Church st. "
9 McCord, H. H., 54 William st. "
810 McMahon, J. B., M. D., 266 E. Broadway "
1 Meyer, Jos. L., 213 E. 51st st. "
2 Moller, Charles Geo., Jr., 54 E. 55th st. "
3 Penfold, Edmund, 10 E. 40th st. "
4 Poor, Ruel W., 355 W. 145th st. "
5 Putnam, Irving, 306 W. 77th st. "
6 Rea, James, 51 E. 29th st. "
7 Riehl, Charles Theo, Jr., 153 W. 49th st. "
8 Ritterman, M. I., 1770 Madison ave. "
9 Rogers, Wm. O., 314 Broadway "
820 *Silva, Miss Maude*, 5th Ave. Hotel "
1 Snowber, John L., 145 W. 98 st. "
2 Smith, J. D., 112 W. 94th st. "
3 Borland, J. Nelson, 116 E. 37th st. "
4 Stabler, Walter, 355 W. 145th st. "
5 Sykes, W. F., 85 Water st. "
6 Symonds, Dr. Brandreth, 128 W. 59th st. "
7 Thieriot, F. M., 50 Wall st. "
8 Tobias, F. H., 68 W. 82nd st. "

75,829 Walter, Thos. C., 1385 Bristow st. New York
830 Way, Collins, M., 43 Sutton pl. "
1 Wood, Miss Anna, 17 E. 83rd st. "
2 Wood, J. Walter, Jr., 46 Exchange pl. "
3 Voorhees, J. Stanley, 427 4th ave. "
4 Hays, William H., 13 E. 54th st. "
5 Bayne, L. P., 97 Front st. "
6 Bayne, E. N., 119 E. 40 st. "
7 Bayne, C. E., 133 Front st. "
8 Edgar, N. L. R., 133 Front st. "
9 Jackson, David L., 267 5th ave. "
840 Harvey, Alexander, 267 5th ave., "
1 Chauncey, Elihu, 22 E. 22nd st. "
2 Clapp, W. M., 107 Beekman st. "
3 Curitz, L. F., 3410 3d ave. "
4 Finch, Jas. W., The Girard, 44th st. and Broadway, New York
5 Lombard, Wm. A., Box 1870 New York
6 Moschcowitz, Joseph, 364 W. 55th st. "
7 Parsons, Chas. S., 17 Hudson st. "
8 Pierrez, J. C., 65 Read st., "
9 Ranger, G. J., 45 W. 57 st. "
850 Ranger, Julian, 45 W. 57th st. "
1 Schaeffler, Joseph, 315 W. 31st st., care W. Schlegel, New York
2 Schermerhorn, Edw. G., 74 W. 68th st., New York
3 Schlegel, Gustavus, 315 W. 31st st. "
4 Smith, Jas. E., 26 E. 116 st. "
5 Speyers, James B., 415 W. 23 st. "
6 Tietjen, Geo. H., 78 8th ave. "
7 Troughton, Arthur E., 28 E. 28th st. "
8 Turtle, Jos. W., care Standard Oil Co., 26 Broadway, New York
9 Howell, Geo. R., Capitol Albany
860 Wilson, Howard B., 3 Hall pl. "
1 Platt, Dr. C. N., 156 Franklin st. Astoria
2 Arnold, James H., Jr. Babylon
3 May, Lewis H., Bath
4 Titus, Melville, 78th st. Bay Ridge
5 Martin, Charles, 3rd near Bay Ridge ave. "
6 Elliot, Joseph, Jr., Bay 29th st. Bensonhurst
7 Clark, T. Lovier, 56 S. Elliott pl. Brooklyn
8 Crook, Ott H., 678 Fulton st. "
9 Emerson, L. H., 87 Division ave. "
870 Grace, Jno. J., 155 St. Marks ave. "
1 Jopwert, G. W., Parkville "
2 Kemble, William F., 527 Dean st. "
3 Knight, Joseph F., 622 McDonough st. "
4 Marsh, Howard F., 64 Montague st. "
5 McKay, Wm. J., 254 Vanderbilt ave. "
6 Mock, Howard A., Stuyvesant ave. "
7 Neil, James W., 43 Irving pl. "
8 Packard, R. G., Jr., (P. O. Hill School, Pottstown, Pa.,) Brooklyn
9 Robinson. William, 238 Carroll st. Brooklyn
880 Smith, Karl M., 877 Driggs ave. "
1 Speidel, C. Fred, 201a 6th ave. "
2 Whitney, Arthur E., 65 S. Oxford st. "
3 Brown, T. N., 92 6th ave. "
4 Burrell, David W., 67 Adelphi st. "
5 Jurvie, Dr. William, 105 Clinton st. "
6 Roberts, Ellwood W., 46 Macon st. "
7 Smith, Geo. A., 993 Fulton st. "
8 Townsend, F., 56 2d pl. "
9 Valentine, R. K., M., D., 25 8th ave. "
890 Cook, P. G., Jr. Buffalo
1 Rollins, M. W., box 69 Bronxville
2 Rogers, William H. Campbell Hall
3 Burt, Fred G. Catatonk
4 Dohs, John "
5 Carpenter. H. K., Clifton Springs
6 Adams, E. V. Cooperstown
7 Walsh, Jos. M., box 162 Cornwall on Hudson
8 Van Dusen, Geo. W. Davids Island
9 Kuhfeldt, Henry F., box 377 Ellenville
900 Bayes, C. W. 364 Midwood st. Flatbush
1 Murphy, M., Maple st., near N. Y. ave. "
2 Lapham, Mortimer, 34 Ridge st. Glens Falls

75,903 Stiles, F. A., lock box 156 Fulton
4 Bogardus, O. S. "
5 Smith, Walter H., box G Hewlett
6 Terpenning, Paul M., box 71 Highland
7 Humphrey, R. O., 54 Elm st. Hornellsville
8 McGill, C. M., 45 Maple st. "
9 Gage, S. H., 4 South ave. Ithaca
910 Fosdick, Morris M., Herriman ave. Jamaica
1 Armstrong, Charles W., box 273 Jamesville
2 Bliss, H. Jerome, box 644 Malone
3 *Curtis, Miss J. Louise G.*, 242 S. 1st ave. Mt. Vernon
4 Hogeboom, J. W. Nassau
5 Hall, Lewis, 250 5th st. Niagara Falls
6 Yerks, Bruce, Broadway No. Tarrytown
7 Ashley, Charles H., Norwood
8 Jones, Alton A. "
9 Martin, Chas. H. "
920 Nichols, P. E. "
1 Harrington, J. W., lock box 665 Oxford
2 Jones, Lewis E., lock box 54 "
3 Corey, W. E., 41 Brinkerhoff st. Plattsburg
4 Howard, A. C. Ripley
5 Gilliard, Chas., 196 N. Clinton st. Rochester
6 Greene, James G., 36 Tracy pk. "
7 Mueler, Carl A., 59 Front st. "
8 Steinmann, John, 120 Wilder st. "
9 Macdonell, A. Masters, German-American Bank, Rochester
930 Kickland, W. C., box 151 Rockaway Beach
1 Lamb, Otis, Round Lake
2 Le Doux, Louis "
3 Pearse, F. W. "
4 Simpson, W. J. "
5 Stevenson, Wm. D. "
6 Tefft, Allen F., 96 Broadway Schuylerville
7 Keeney, H. T., box 653 Saugerties
8 Bauder, Frank, 118 Wall st. Schenectady
9 Foster, L. F., 211 McLennan ave. Syracuse
940 Holt, Thomas, Main st. Tarrytown
1 Garnsey, Brownell, 20 Gale pl. Troy
2 Hartsfeld, Louis, 212 River st. "
3 Divine, B. H., 12–18 Fayette st. Utica
4 Statham, W. H., lock box 53 Weedsport
5 Hicks, Frederick Cocks Westbury

North California — 13.

Unattached.

75,946 Dinsmore, Louis H. Benicia
7 Horton, Rabzamon M. "
8 Martins, J. D., box 128 Haywards
9 Hyde, Crosby O., 820 13th st. Oakland
950 *Hyde, Mrs. Crosby O.*, 820 13th st. "
1 Drynen, Wm. J., 227 10th st. "
2 Simmons, W. A. Half Moon Bay
3 Mason, Jas. F., 10 Post st. San Francisco
4 Edmonds, Harry W., M. D., 913 Bush st. "
5 Longden, Charles E., 731 Capp st. "
6 Waterman, Julius M., 14 Battery st. "
7 Brown, Manuel San Lorenzo
8 Myers, Ed. P., box 113 Visalia

Ohio — 7.

Carey C. C.

75,959 *Theal, Lida*, 108 York st. Cincinnati

Porkopolis W.

960 Geis, Gus, 22 Peete st. Cincinnati

Fostoria B. C.

1 Shoupe, John A. Fostoria
2 Stockberger, E. M. "

Unattached.

3 Keith, D. R. Coshocton
4 Groppenbacher, Frank, box 152 Ripley
5 Hanna, Julius A. (P. O. 1050, Drexel bldg., Philadelphia, Pa.), Wauseon.

Pennsylvania — 105.

Pa. B. C.

75,966 Freese, F. G., 646 N. 43d st. Philadelphia
7 Griffith, W. P., 776 Union st. "

Centaur B. C.

8 Coxe, H. B., Jr., 109 S. 21st st. Philadelphia

North East C.

9 Tomlin, Jos. F., 2310 N. 3d st. Philadelphia

Century C.

970 Meyers, C. C., 886 Perth st. Philadelphia

Quaker City W.

1 Saylor, H. Clay, 1909 N. 13th st. Philadelphia

Bellefonte W.

2 Meusch, Chas. F. Bellefonte

Carnegie C. Cyclers.

3 Edmunds, Cyrus, 719 Braddock ave. Braddock
4 Wilson, W. N., 726 " " "

Arrow C. C.

5 Hill, Chas. H. Du Bois

Allen W.

6 Arner, Roland L. (P. O. Phillipsburg, N. J.) Easton

Y. M. C. A. W.

7 Francis, A. Heber, 32½ S. Duke st. Lancaster

Oil City W.

8 Maitland, Arthur S., 11 E. 3d st. Oil City

Mountain W. C.

9 Case, Geo. M. Phillipsburg
980 Gray, Victor "
1 Wolfe, William "
2 Hoffer, Ben. F. "
3 Friday, Geo. B. "
4 Hoffer, Harry K. "

Clover C. C.

5 Cant, Geo. F. Reynoldsville
6 Bell, Will H., Jr. "
7 Hoffman, Casper F. "
8 Gooder, Edward "
9 Scofield, Jno. H. "
990 Boesing, Wm. "
1 Kah, Chas. "
2 Sutter, Frank "
3 Millinger, Lewis "
4 Coffing, Harry "
5 Reynolds, Woodward "
6 Davis, Ernest C. "
7 Voight, Geo. "
8 Cox, Bert "
9 Fuller, Jno. "
76,000 Crowley, Dan'l "
1 Koehler, Roman E. "
2 Johnson, Mat "
3 Swartz, Amon "
4 Beck, Alfred F. "
5 Reynolds, Clarence "
6 Hoover, B. E. "
7 Rhoades, Geo. "
8 French, Chas. "
9 Alexander, Frank "
010 King, Port "
1 Louther, Gordan "
2 Butler, Fred. "
3 Reynolds, Frank "
4 Herple, Henry "

Unattached.

5 Pack, W. M., 137 N. 2nd st. Philadelphia
6 Price, Geo. T., 2204 Ontario st., Tioga "
7 Bredan, Fred., 3200 Arch st. "
8 Bailey, Jno. M., 2015 N. 32nd st. "
9 Blackman, J. L., 4504 Pine st. "
020 Carver, Chas., 707 Walnut st. "
1 Cox, Geo. S., 2820 N. 9th st. "
2 Goodnow, Fred L., 3111 Dakota st. "
76,023 Harris, J. Campbell, 119 S. 16th st. Philadelphia
4 Heiland, Louis, 1909 N. 13th st. "
5 Jacoby, Alfred D., 2521 N. 7th st. "
6 Kuehn, Emil, 2303 Jefferson st. "
7 Kremer, Ivan F., 2139 N. 32nd st. "
8 Leonard, Walter M., S. E. Cor. 2nd and Race sts. Philadelphia
9 Lee, Irvin, 2815 Hutchison st. "
030 MacCabe, Thos. F., 400 Chestnut st. "
1 Miller Jos., 2552 Lawrence st. "
2 Morris, F. Hollingsworth, room 926 Drexel bldg., Philadelphia
3 O'Brien, Michael, 2859 N. 6th st. Philadelphia
4 Perronot, E. A., Lancaster and Girard ave. "
5 Schuehler, Edw. H., 2069 E. Dauphin st. "
6 Woerthle, Harry, 2549 Franklin st. "
7 Seeger, Chas. N., 47 S. 3rd st. "
8 Schenke, Ed., Front st. Berwick
9 Keutcher, G. W., 812 Braddock ave. Braddock
040 Sloan, Geo. A., 812 Braddock ave. "
1 Brooks, C. M., 48 Main st. Bradford
2 Fohl, B. F., 321 E. Queen st. Chambersburg
3 Thompson, Charles, box 4 Chester
4 Reid, William Eddystone
5 Miles, R. H., 163 E. 16th st. Erie
6 Davis, Geo. H., box 105 "
7 Brown, Clarence M., 302 Earlham ter'ce, Germantown
8 White, Augustin J., 5807 Main st. "
9 Reiber, Joseph N., 5709 Main st. "
050 Kenerdine, H. J., 4949 Rubicon ave. "
1 Hard, Chas. S. Kingston
2 Rebhun, Frank, box 135 Natrona
3 Layman, Prof. S. E. North Wales
4 Hughes, M. E., Phillipsburg
5 Elliott, Jno. B., 544 Wylie ave. Pittsburg
6 Given, T. H., Farmers Deposit Nat'l Bank, "
7 Porter, O. R., Port Perry
8 Stackhouse, Chas. P., lock box 19 Shickshinny
9 Strickler, M. E. South West
060 Shantz, J. K. L. Spring City
1 Kline, Wm. G., box 211 "
2 Latschar, F. Linwood, box 16 "
3 Newhall, Thos. Strafford
4 Chapman, A. L., *Tarentum Herald* Tarentum
5 Kennerdal, E. H., S. Canal st. "
6 Boyer, D. A., box 84 Tower City
7 Brooks, Macy, University Club West Chester
8 Eisenhart, Sam'l Chas., box 72 York
9 Faulkner, Dr. R. B., 23 Ohio st. Allegheny
070 Williams, Filson D., 422 Rebecca ave., Wilkinsburg

Rhode Island — 8.

Narragansett W.

76,071 Rooney, James E. East Providence

W. C. C.

2 Loomis, George E., Jr., 169 West Broad st., Westerly.

Unattached.

3 Fagan, Francis, box 500 Pascoag
4 Cushing, Samuel D., 50 Waterman st., Providence
5 Kinnicutt, Elmer H., care of Stone, Carpenter & Wilson, Providence.
6 Butts, Chas. H., box 87 Providence
7 Belcher, Wallace Edgar, 133 Chester ave. "
8 Kenyon, Alvin S. Westerly

Southern California — 4.

Crown City C. C.

76,079 Hewitt, C., 34 W. Colorado st. Pasadena
080 Canfield, A. F., box 784 "

San Diego W.

1 Leonard, C. N., 951 Sixth st. San Diego

Unattached.

2 Sullivan, F. R., 431 So. Spring st. Los Angeles

Texas — 1.

Star W. C.

76,083 Nichols, C. Falley, care of A. Theackston & Co., Houston.

Utah — 5.

Social W. C.

76,084 *Pembroke, Mrs. H.* Salt Lake City
5 Ruse, Isaac, Barlow Thompson & Co. "
6 Kersten, Frank L., U. S. Land Office "
7 *Moffatt, Miss Mattie*, 55 West 6th So. st. "

Unattached.

8 Cortez, W. F., 4 City Block Ogden

Vermont — 1.

Unattached.

76,089 Cleveland, H. D., 13 Lincoln ave. Rutland

Washington — 1.

Spokane W. C.

76,090 Schoonmaker, B. E. Spokane

Wisconsin — 23.

No. Side C. C.

76,091 Pollitt, Wm., 703 Winnebago st. Milwaukee

Marshfield C. C.

2 Lerrum, John Marshfield

Waukesha W.

3 Wigginton, John N., 123 East ave. Waukesha

Waupaca B. C.

4 Jardine, John F. Waupaca
5 Anderson, Nels. "

Princeton C. C.

6 Yahr, Fred E. Princeton

Unattached.

7 Moerke, A. W., box B Colby
8 Proctor, B. G., 9 South Barston st. Eau Claire
9 Proctor, F. R., 9 South Barston st. "
100 Staiger, W. J. Fort Howard
1 Barclay, Ed., box 3012 "
2 Chesebro, Frank Grafton
3 Petersen, Charles, box 382 Kewaunee
4 Brunckhorst, Louis "
5 Huntzicher, Geo. A. Neillsville
6 Stange, Carl "
7 Pulsifer, J. B. "
8 Kunnery, C. "
9 Brooks, O. J. Appleton
110 Holbrook, Frank E., 864 Prospect st. "
1 Halladay, W. S., 865 Appleton st. "
2 Luckey, C. M., 818 College ave. "
3 Pearson, Harvey, 884 Prospect st. "

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

New Jersey — 1.

Unattached.

76,114 Brady, Chas. A., 220 Spruce st. Bloomfield

LEAGUE CLUB RENEWALS.

010 Yonkers Bi. Club Yonkers, N. Y.
388 Hudson Bi. Club Hudson, N. Y.
026 Maryland Bi. Club Baltimore, Md.
137 Roxbury Bi. Club Roxbury, Mass.
541 Rockville Wheel Club Rockville, Ct.

NEW LEAGUE CLUB.

602 Warren Cycle Club Roxbury, Mass.

RENEWAL LIST No. 2.

Renewals received from April 23 to May 11, inclusive. Second column shows total renewals to date, May 11.

	Apr. 23 to May 11.	Total to Date.
Arkansas,		65
Colorado,	61	178
Connecticut,	117	177
Delaware,	3	5
District of Columbia,	13	32
Florida,		4
Georgia,	1	3
Illinois,	266	396
Indiana,	31	61
Iowa,	38	122
Kansas,	20	87
Kentucky,	81	193
Louisiana,	1	4
Maine,	43	87
Maritime Provinces,	2	4
Maryland,	88	132
Massachusetts,	698	1,671
Michigan,	76	113
Minnesota,	37	107
Mississippi,	6	7
Missouri,	80	212
Montana,	1	2
Nebraska,	16	50
New Hampshire,	16	32
New Jersey,	123	326
New Mexico,	2	6
New York,	535	1,829
North California,	68	101
North Carolina,		4
North Dakota,	1	5
Ohio,	191	363
Oklahoma,	1	1
Oregon,	1	5
Pennsylvania,	480	1,546
Rhode Island,	93	286
Southern California,	21	24
South Carolina,		2
South Dakota,	1	6
Tennessee,	35	37
Texas,	21	63
Utah,	30	32
Vermont,	2	10
Virginia,	4	17
Washington,	3	5
West Virginia,	1	1
Wisconsin,	102	218
Wyoming,	5	5
Canada,	2	7
Idaho,		1
Mexico,		1
Germany,		1
	3,417	8,646

MAINE LOCAL CONSULS.

Auburn, H. L. Burr.
Augusta, Julian Wilder.
Bath, S. Cuyler Greene.
Bangor, Chas H. Barstow.
Biddeford, N. D. Colcord.
Belfast, William M. Thayer.
Bethel, S. N. Buck.
Bridgton, H. C. Gibbs.
Brunswick, George F. Tenney.
Buckfield, Fred H. Atwood.
Calais, Horace G. Trimble.
Castine, Guy A. Sargent.
Cornish, W. T. S. Morrison.
East Pittston, H. A. Clark.
Eastport, S. P. Bradish.
Ellsworth, John A. Hale.
Fairfield, John P. Lawry.

Gardiner, John W. Berry.
Guilford, S. C. Bennett.
Hallowell, John Robinson.
Houlton, W. S. Lewin.
Kennebunk, George W. Larrabee.
Kittery, Fred E. Dixon.
Lewiston, J. W. Hartley.
Lisbon Falls, Alfred R. Brendel.
Morrill, H. Merriman.
New Vineyard, Bruce C. Jacobs.
Norway, L. P. Swett.
Oakland, J. Henry Morse.
Oldtown, L. A. Farrell.
Paris, George M. Atwood.
Portland, C. M. P. Steele.
Presque Isle, Leon S. Howe.
Richmond, T. J. Southard, 2d.
Rockland, C. M. Robinson.
Saco, N. D. Colcord.
Sanford, C. A. Bodwell.
Skowhegan, Roland T. Patten.
South Norridgwock, Dr. W. F. Brown.
South Paris, F. E. Kimball.
Springvale, F. C. Bradeen.
Vinalhaven, Frank H. Wharff.
Waldoboro, E. A. Glidden.
Waterville, H. C. Prince.
Yarmouthville, Frank A. Pendexter.

JAMES E. MARRETT, *Chief Consul.*

LEAGUE HOTELS IN MAINE.

Augusta, Augusta House
Bangor, Windsor Hotel
Belfast, Crosby Inn
Bridgton, Bridgton House
Brunswick, City Hotel
Buckfield, Hotel Long
Calais, Border City Hotel
Cornish, Lincoln House
Eastport, Quoddy Hotel
Ellsworth, Hancock House
Fairfield, Fairfield House
Gardiner, Evans House
Guilford, Turner House
Houlton, Snell House
Lisbon Falls, Maine Central House
Norway, Beal's Hotel
Portland, Preble House and West End Hotel
Richmond, Richmond Hotel
Saco, Saco House
Sanford, Hotel Sanford
Skowhegan, Hotel Coburn
South Norridgwock, Sawyer House
South Paris, Andrews House
Vinalhaven, Central Hotel
Waldoboro, Riverside Hotel
Yarmouth, Royal River House

JAMES E. MARRETT, *Chief Consul.*

RACING BOARD.

In accordance with the recommendation of the racing board of 1894, the suspensions placed upon the following named riders, will be removed June 1, viz.: John L. Brower, Thomas Brown, W. B. Farley, F. S. John, Ed. Morris and F. Schrack, all of Phœnixville, Pa., and vicinity.

The Buffalo Track Association has postponed its date on National Circuit to September 5 and 6. The Canadian loop of the National Circuit commences August 24 at Toronto; 26th at Brantford; 27th at Stratford; 28th at London; 29th at Woodstock; 30th at Peterboro; 31st at Montreal, from which latter place the racing men can easily get to Hartford, September 2.

Official referees have been appointed as follows: Al. Col, San Jose, Cal.; Sanford Plummer, San Francisco, Cal.; L. W. Ripley, Sacramento, Cal.; Albert Mott, Baltimore, Md.

By vote of the board, a deposit of $1.00, to be returned if the referee's decision is reversed, or forfeited if his decision is sustained, will hereafter be required from any rider appealing from the decision of the referee of a meet.

For competing at unsanctioned races the following are suspended for thirty days from May 7: J. G. Barada, A. B. Nichols, G. T. Priest, J. Humphreys, T. Bond, F. R. Hattersly, R. T. Atkinson, H. Potter, W. Grayson, A. Powell, W. G. McRae, T. S. McPheerer, S. McCluney, S. Markle, B. Nugent, Jr., F. Amlar, O. Kohr, H. McK Jones, Jr., of St. Louis, Mo., and D. H. Schuyler, J. S. Reeves, E. Fretz, C. H. Cavin, of Philadelphia.

Louis, William and Davis Coburn, all of St. Louis, Mo., are transferred to class B.

Following sanctions have been granted:

May 30 — Babylon Wheelmen, Babylon (L. I.), N. Y.
September 7 — Norristown Wheelmen, Norristown, Pa.
May 18 — State Inter-Collegiate Sports, State College, Pa.
May 11 — L. I. Inter-Scholastic League, Eastern Park, Brooklyn, N. Y.
May 18 — E. C. Stearns & Co., Syracuse, N. Y.
September 5-6 — Buffalo Cycle Track Association, Buffalo, N. Y.
May 25 — Century C. C., Baltimore, Md.
May 30 — York Wheel Club, York, Pa.
May 18 — Rexleigh Athletic Club, Denver, Colo.
May 30 — Delta Wheel Club, Delta, Colo.
May 7 — A. O. Foresters of America, San Jose, Cal.
May 30 — Sons of St. George, San Jose, Cal.
June 25 — Pacific Coast Turner Band, Los Angeles, Cal.
June 22 — Y. M. C. A., Binghamton, N. Y.
June 1 — West Pa. Inter-Collegiate Association, Meadville, Pa.
July 20 — Riverside Wheelmen, N. Y.
July 27 — Riverside Wheelmen, N. Y.
August 3 — Riverside Wheelmen, N. Y.
May 30 — H. G. Householder, Charleroi, Pa.
May 23 — Elkland Bicycle Club, Elkland, Pa.
May 30 — Arbor Athletic Club, Albany, N. Y.
May 14 — Delancey School, Philadelphia, Pa.
May 16 — Hot Springs C. C., Hot Springs, Ark.
May 11 — Kansas University A. A., Lawrence, Kan.
May 14 — University of Pennsylvania, Philadelphia.
July 4 — Young Men's Temperance Society, South Bethlehem, Pa.
May 30 — Independence Cycle Club, Independence, Ia.
May 30 — W. J. Dugra & Co., Bay City, Mich.
May 18 — University of Chicago, Chicago, Ill., Field day.
May 8 — University of Chicago, Athletic Association, Chicago, Ill.
May 18 — Cheyenne High School Athletic Club, Cheyenne, Wyo.
May 30 — Capital City Cycling Club, Lincoln, Neb.
May 30 — E. W. Hewitt, Boone, Ia.
September 18, 19, 20 — Fairbury Fair Association, Fairbury, Ill.
June 8 — Rambling Wheelmen, Bridgeport, Conn.
September 2 — Rambling Wheelmen, Bridgeport, Conn.
May 30 — R. H. Brigham & Co., Hudson, Mass.
May 9 — Worcester Polytechnic Institute, Worcester, Mass.
May 30 — Lee Driving Club, Lee, Mass.
May 18 — Thornton Academy Athletic Association, Saco, Me.
May 15 — Portland H. S. Athletic Association, Portland, Me.
May 20 — W. M. Pryce, Mt. Hermon, Mass.
May 13 — Trinity College Athletic Association, Hartford, Conn.

MEETING MASS. DIVISION BOARD OF OFFICERS.

THE regular quarterly meeting of the Board of Officers, Mass. Div. L. A. W., was held at Young's Hotel, Boston, March 13, 1895. Chief Consul Elliott presided and the following members of the board were present: D. Edward Miller, J. Fred Adams, Chas. L. Barker, J. S. Dean, W. C. Dillingham, W. S. Doane, F. I. Gorton, J. C. Kerrison, F. S. McCauseland, A. D. Peck, C. G. Percival, A. K. Peck, G. A. Perkins, L. W. Piper, A. W. Robinson, J. B. Seward, F. E. Shute, G. L. Sullivan, A. W. Swan, J. E. Tippett, A. B. Totten, F. H. Williams, S. T. Williams, W. B. Chipman, D. J. Chisholm, W. C. Toppan, N. W. Starbird, C. W. Fourdrinier, L. E. Freeman, L. P. Jackson, A. M. Child, James Keltie, R. S. Swan, E. M. Thayer, H. E. Morine, H. W. Robinson, D. J. Dwyer, F. O. Dean, L. A. Bowers, J. S. Grey, A. G. Frothingham.

On motion of Mr. Dean it was voted to dispense with the reading of the minutes of the previous meeting and that the full report be published in the first issue of the L. A. W. BULLETIN.

Chief Consul Elliott presented a verbal report telling of the work accomplished since the last meeting of the board and outlining the plans which he had arranged for advancing the interests of the division.

The report of the secretary-treasurer showed that the expenditures since December 1, 1894, had been $617.42, and that the cash on hand was $168.33. There had been no receipts during that time.

On motion of Mr. Dean it was voted to reconsider the vote of the meeting of December 12, 1894, relating to appropriation of $180 for rental of division headquarters, $120 for furnishing the same, and allowance of $500 for clerk hire in the chief consul's office.

When the original motion was again voted upon it was lost.

On motion of Mr. R. S. Swan it was voted "That the chief consul be empowered to employ such clerical force to attend to the affairs of the division as he and the secretary-treasurer may deem necessary, at an expense not exceeding $350."

Chief Consul Elliott moved an amendment to the by-laws providing for the division paying an indemnity of $500 to the heirs of any member of the Massachusetts Division who shall be killed while riding a bicycle. After a lengthy discussion the motion was lost.

On motion of Chief Consul Elliott it was voted "That the sum of $200 be appropriated for prizes to be given to local consuls who shall secure the largest number of new members during the year 1895, the same to be expended under the direction of the general committee of the division."

On motion of Mr. Perkins it was voted "That the general committee of the division be authorized to expend a sum not exceeding $1,000 for the entertainment of League members attending the spring meet of the Massachusetts Division, to be held May 30, 1895."

The meeting then adjourned.

CHAS. S. HOWARD, *Sec'y-Treas.*

CINCINNATI BICYCLE CLUB.

In the absence of President Conklyn, Mr. M. G. Heintz presided at the regular monthly meeting of the Cincinnati Bicycle Club Saturday evening. Twelve new members were elected and no resignations were presented. The names of the new members are: Adolf Weis, C. W. Crummill, W. A. Jones, J. W. Pine, Dr. E. Freeman, R. T. Pattison, John Dolph, Chas. T. Coppock, George Ormond, G. M. Snyder, Howard H. Hynes and C. B. Stewart.

After the transaction of some regular business, Mr. Heintz called Dr. Gray to the chair and addressed the meeting on the subject of the L. A. W. helping hands or guide boards, which are supplied at cost by the good roads department of the League. Upon motion of Mr. Heintz, the club resolved, without a dissenting voice, to devote the amount of the rebates to be received from the Ohio division for League renewals to the purchase and erection of these guide boards at various cross roads and forks in Hamilton County. A committee of three will be appointed to attend to the matter.

AUGUSTA, ME., has a new cycle club. Its officers are as follows: President, Dr. Julian Wilder; first vice-president, C. A. Milliken; second, C. S. Hichborn; third, A. S. Bangs; secretary and treasurer, W. C. Miller; executive committee, W. C. Miller, Dr. A. C. Titcomb and E. H. Jenkins; captain, Guy O. Vickery; first lieutenant, Arthur D. Libby; second, C. E. Shorey; color bearer, E. B. Richards.

QUERIES AND ANSWERS

"D. E. R.," New Orleans, asks:

1. Which is the best pneumatic tire?

Ans. We are negotiating with several makers of inflated tires, with a view to obtaining their advertising patronage, just at this time it would be unwise, possibly fatal, to express any personal preference. Of course it stands to reason that sooner or later the more worthy makers of such things will advertise in this paper, meanwhile we would advise extreme caution.

W. M. B. and R. D. G.; Philadelphia:

Your kind criticism is appreciated.

ELLING.

"A friend of the BULLETIN" sends us an article on apple tree lice.

We realize that at times we have wandered far, far from the subject of bicycling, but really it doesn't seem as though this article is quite the proper thing for these columns.

Still there is no telling what we *may* have, so here is the remedy:

"Dissolve one-half pound of hard soap in one gallon of hot water, after which add one gallon of kerosene or coal-oil and mix thoroughly."

HOW TO LOAD THE TOOL BAG.

Take a strip of cloth as wide as the bag is long, or if the cloth is thin have it twice as wide and fold it; take that article which you use most seldom (let us hope that it is the repair outfit), and roll it once over in the cloth, then add another article and roll the cloth around the whole, leaving the wrench and oil can for the last; use as long a piece of cloth as you can without overcrowding the bag. This method insures the "tools" against rattling, and wearing each other.

The cloth may in an emergency be used to wipe the machine, though a particularly tidy rider would prefer to keep it clean, and use cotton waste for the other purpose.

ASK and you shall be answered.

HORSES seem to eat the most fodder when there is nothing for them to do.

The Gas Company Uses It, But They Don't Sell It.

Gas Man (to consumer): Well, Mr. Childers, if you expect your gas bill to be smaller, you should use more economy.

Consumer: And what do you charge for that?—*Ex.*

How It's Done.

THE ORIGINAL.

Oldtime Friend: Now that you are married, are you happy, Mrs. Newlywed?

Mrs. Newlywed: Well, yes, I am very happy compared with some people.

Oldtime Friend: Compared with whom?

Mrs. Newlywed: Well, with my husband, for instance.—*Texas Siftings.*

THE ADAPTATION.

Chum: Well, Mr. McRacer, now that you have signed to ride the ——— wheel, I suppose you are well satisfied.

McR.: Well, I am well satisfied compared with some people.

Chum: To whom do you refer?

McR.: Well, the manufacturer of the ——— wheel, for instance.

How About the Fiddle Strings?

"That cat made an awful noise in the back garden last night."

"Yes, father; I suppose that since he ate the canary he thinks he can sing."—*Ex.*

The Next Street Isn't Far.

Friends (from the next street, to happy father): Halloa Jills! Let me congratulate you. I hear that you have a new boy at your house.

Happy Father: By George! can you hear him all that distance?—*Tid-Bits.*

THE BLOOMER WE HAVE ALWAYS WITH US.

IF we judge by the cuts in the cycle papers the bloomer costumes worn by wheelwomen are far from being handsome. The different shapes are the result of individual ideas influenced by hereditary prejudices. Is the progress of common sense inverse to that of art?



This represents the chief consul of Massachusetts as he felt when he learned that this State was again ahead of Pennsylvania in numbers.

How he will feel when Massachusetts again leads New York cannot even be imagined.



THE WHEELWOMAN

ANNOUNCEMENT.

The time is ripe for a woman's paper devoted to wheeling for women.

A medium is needed for the dissemination of instructive and interesting articles on the subject upon which the existing cycling press is almost unanimously silent.

THE WHEELWOMAN gathers items of interest from all possible sources pertaining to the sport. Fashions in wheel dress and accessories will be given special attention.

THE WHEELWOMAN is in the field, not as a competitor with other cycling papers, but to extend and broaden a work begun years ago: that of bringing women to a realizing sense of the importance of out-door exercise.

THE WHEELWOMAN advocates the highest standard of cycling from a healthful and artistic standpoint.

THE WHEELWOMAN is in no sense a trade journal.

THE WHEELWOMAN advertises and recommends nothing which cannot receive personal endorsement.

Interesting articles by and about prominent women who advocate the wheel, appear each month in the WHEELWOMAN. Able writers contribute to its columns. THE WHEELWOMAN is conducted by

MARY SARGENT HOPKINS.

We offer all Women Members of the L. A W., one year's subscription to THE WHEELWOMAN for 50 cents. The same offer holds good to any woman joining the League within three months of this date. After she has joined, to make the inducement still greater we offer Frances E. Willard's new book, "A Wheel Within A Wheel" (which will be put on the market about April 1st, at 50 cents), with one year's subscription to THE WHEELWOMAN, for 75 cents. This to woman League members. All others can have the book and a year's subscription to WHEELWOMAN for $1.25.

THE WHEELWOMAN PUBLISHING CO., ***131 Tremont St., BOSTON.***



The L. A. W. Helping Hand

Designed and Furnished only by the

League of American Wheelmen.

$1.00 Each. Lettered Both Sides, $1.80.

Please be particular to give the correct number of miles to the place toward which the hand is to point, and **write very plainly** all names, including your own. Also, state whether it is to point to the right or left as you stand facing it.

Full payment must come with all orders, as prices are made too low to include any book-keeping or unnecessary correspondence.

Time required after we receive your order is from five to seven days.

DESCRIPTION.

The length of this sign is 20½ inches. It is made of tough steel, No. 18 gauge, and is thoroughly painted and varnished.

The wheel in the L. A. W. emblem is gold on a black background. The wings are of aluminum, and the initials red.

The weight of a single sign, ready to ship, is forty ounces.

All orders for the Helping Hand should be sent to

STERLING ELLIOTT,

12 Pearl Street, BOSTON, MASS.

Boom!

It seems as though every Bicycle rider in the United States and Canada wanted a "Standard" and "wanted it awful quick." The immediate and enormous facts of these dull popularity of this device is one of the surprising times. It is entirely within the limits of a conservative statement to say that *more "Standard" Cyclometers have been ordered in the last two weeks than have been heretofore sold by all other American manufacturers combined, in all the years that Cyclometers have been made!*

"Standard"



Two-Thirds Size.

Cyclometer.

And "for most excellent reasons, i' faith." First, it is indisputably *the best;* second, it is far-and-away *the cheapest*—both in the respect of the price itself, and in consideration of the relation of the quality *to* the price; third, it is backed by a responsible *guaranty* that it will stand continuous wear throughout the life of its buyer, and any injury in a mishap to the bicycle will be repaired without charge.

The price? Not $5.00 (though it is worth more), nor $3.50 (though it would be cheap at more), but **$2.00**—Two dollars! Considering the satisfaction it will give you, it's like *finding* money!

The New York Standard Watch Co.,

11 John St., NEW YORK.

103 State St., CHICAGO.

PACIFIC COAST AGENTS:

POPE MANUFACTURING CO., 344 Post St., San Francisco.

OVERMAN WHEEL CO., Larkin and McAllister Sts., San Francisco.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.

ABBOT BASSETT, Associate Editor.

MAY 24, 1895.

Total number printed this week, . . . 18,500
Sent to paid subscribers, ... 17,640
Samples to Advertisers, Exchanges, etc., 860

THE L. A. W. AND THE RACE.

SOON after people began to ride bicycles it was discovered that some were able to ride faster than others. This discovery naturally led to some rivalry among those who had claims to superior leg motion, and the inevitable race followed.

These contests to determine which of several riders possessed the most "get there" soon became popular, not only with those whose merits were at stake; but also among their less speedy friends.

The originator of the remark, that "the race is not alone to the swift," must have had in mind a bicycle race, for it soon developed that the rider who started out and rode hardest, stood little chance of winning against the more crafty contestant who was willing to "watch and wait."

The general spread of this bit of wisdom has reduced the modern bicycle race to about one or two hundred yards, except in the case of novices whose very greenness sometimes causes them to give the audience "the worth of their money."

However, it is the "finish" that is exciting and nearly everybody likes to witness the honest struggle between two or more well trained athletes as they come down the stretch each with the purpose of winning if it be a possibility.

"All up" is the cry in the grand stand, and up it is, until the tape is crossed and for the time being the all important question of which is the best man, is settled.

While there are very few people, among those who themselves ride the wheel, who do not enjoy *seeing* a bicycle race, we have reason to believe that there are very few indeed who care anything about *reading* of a race which they didn't see except in rare instances where some of the great lights of cycledom are involved.

In the long ago when race programs contained the now honored names of Bassett, Dean, Pitman, Hodges and Stall it was no uncommon thing to see business, so far as it depended on wheelmen, entirely suspended, and the contents of the shop and counting room emptied into the grand stand and the bleachers. The anxious crowd of sympathizing personal friends of each would sit in breathless nervousness and watch the perspiring efforts of their favorites as they flew around the horse track at the rate of a mile in four seventy-eight and a quarter. The game was concentrated, the talent was all there, even the thought of a race somewhere else was not to be entertained.

Now the sport is widespread, not one of the old timers mentioned above can ride fast enough to break the law, but we have in their places thousands of riders of all ages, sexes and conditions, who can ride faster than what was the world's record then.

Then, if newspapers paid any attention to cycling it was only in the same spirit in which they might notice a two-headed calf or a prohibitionist.

Now there is not a newspaper in the world which does not give space to cycling matters.

We believe that the breaking of a record should be widely heralded, and the name of the rider who has thus distinguished himself should go with the record, but when it comes to also telegraphing the name of the machine he rode, we believe the line should be drawn.

A certain racing "team" has just arrived at the Waltham track. They evidently have a shrewd manager. In order to illustrate our meaning without still further spreading the disease, we will call them the Henhawk team. Upon their arrival the big dailies of Boston announced in scare heads that the "Henhawk team has arrived in Waltham," "The Henhawk riders were enter-

"YOU CAN ALWAYS TELL
which bicycle is the most popular, most satisfactory, most pleasing to the fastidious eye, and the keenest competitor, by what its business competitors say about it. The dealer

WHO IS HURT BY
such competition as our customers are able to put with our line of **New Clippers**, generally tells you that **Clippers** are "no good," they "run hard," are "ice wagons," etc., etc. We have been

NOTICING WHO HOLLERS"
lately; it's those who can't find a better line to compete with those "ice wagons"; they hurt because they stand up and give satisfaction. If you want a Bicycle Built for Business, just **try** a **New Clipper** before you buy. We'll be willing to submit to your unprejudiced judgment.

Makers of



Business Bicycles

Grand Rapids Cycle Co.
Mich.

Fastidious
People
Ride

THE STERLING

Because it is built like a watch.

Magnificently illustrated catalogue free at agencies, or mailed for two two-cent stamps.

STERLING CYCLE WORKS,

**236-240 Carroll Avenue, c
CHICAGO.**

**Schoverling, Daly & Gales, 302 Broadway, New York.
H. T. Mot & Cie., Paris.**



There's Something Stately

ABOUT THE

UNION CRACKAJACK

*that places it in advance of the most advanced.
It is no particular feature but an "all round"
excellence that defies equalling.* ∴ ∴ ∴ ∴

UNION CYCLE MFG. CO.,

**Branches:
Philadelphia, Milwaukee.**

239-243 Columbus Ave., Boston, Mass.

tained at a certan theatre," "The Henhawks are looking well," etc.

Now this reflects the greatest credit on the Henhawk manager but it is a disgrace to the papers which permitted themselves to be thus imposed upon.

The L. A. W. BULLETIN would like to be a standing advertisement for every maker of bicycles in the world if two other points could be gained at the same time. To do a general free advertising business, it would be necessary in order to succeed to do exact justice to each advertiser and at the same time to please readers.

Our refusal to print "trade notes" except at a price is not because we would not like to benefit the advertiser or even one who was not an advertiser, but because every one so favored would be given an unfair advantage over others, and to equalize the matter would be impossible.

Racing does much to foster and promote an interest in cycling, and hence we believe in racing.

The L. A. W. is the only organization which could properly control cycle racing, hence we believe it should continue to exercise that control.

Professionalism has existed and has been controlled to some extent by the League, for years. Professionalism is absolutely necessary to the success of modern cycle racing and hence we approve of professionalism.

There has existed a strong prejudice against the word and so our worldly wise ex-chairman of the racing board called it class B.

This prejudice is being outgrown to an extent that professionalism will not always sound as it has.

Cycle racing is, or at least it may be, a perfectly honorable and legitimate occupation and it is the duty of the L. A. W. to take care of it to the end that it may be purified and special restrictions and inducements made for that purpose.

The above, in brief, is our position on the racing question. As before stated the BULLETIN will make no attempt at being a newspaper and yet we shall give brief accounts from time to time of the more important events. We shall take especial pains to bring out the names of riders who have done notable things, but the wheels they rode, the few clothes they wore, the particular gum they chewed, the liniment in which they bathed, or the tires, toe-clips and tonic which they used are not legitimate matter for the reading columns of the BULLETIN.

A TALE OF TWO BIRDS.

While looking about the floor of a granary some years ago, I found two dead sparrows lying cold but eloquent in the midst of a lot of tiny feathers.

A broken window pane explained the entrance of these little pugilists and a close examination showed that the conflict, which had resulted fatally to both, had been a bitter one. All four of the eyes had been destroyed and both heads were covered with blood.

As I went for a dustpan and broom, I thought of what this seemingly trivial conflict might mean.

The weather was cold, very cold, snow covered the ground and the pasturage for sparrows was not of the best.

These diminutive waifs were but two of many thousands which were living as best they could amidst the winter's frosts, and had been picking up what could be but a precarious livelihood so far as food went, while they slept, if birds could sleep under such circumstances, upon the cheerless limbs of the trees.

These two, more fortunate than the others, had found their way into a comfortable building.

Here was more wheat and oats than they could eat in a thousand years. They had no reason to suppose that they would be disturbed in the indefinite enjoyment of what to them should have seemed a paradise.

As compared with what they had been accustomed to, it was luxury of no ordinary kind and yet they had shown no more wisdom than people sometimes do.

They were well off and didn't know it.

Let us think this over and each fix up a moral for himself.

SPEAKING OF RECORDS,

Look at this. In the days of our greatest prosperity we published in one week 921 applications. That was our best on record till we stopped it this week with 1019. We booked 442 applications last Monday. Our best previous record for a single day was 320 applications.

The one hundred thousand mark looks easy.

JOHN S. JOHNSON.

John S. Johnson, Minneapolis, Minn., is hereby declared a professional for violation of clause C of the amateur rule.

GEO. D. GIDEON, *Chairman Racing Board*

A marvel of artistic design and substantial construction. . . . . .

PRICE $1.50



The New
TOURIST CYCLOMETER.

Send for Circular.

W. S. BIGBY,
31 and 33 Fulton St., Brooklyn, N. Y.

BICYCLE COMBINATION LOCK.



Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.

PACKARD & CARTER MFG. CO.,
Agents wanted. *Malden, Mass.*

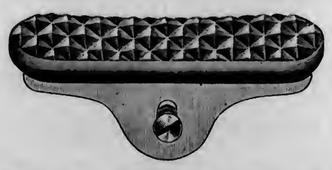
THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & Co.,
406 to 412 Broome Street,
NEW YORK.

Send stamp for sample of League cloth and price-list of uniforms.

STOP PUNCTURES We don't KEEP 'em We SELL 'em.
Werneth's Puncture-Proof Tire Armors.
Price, $1.50 per Pair, mailed free.
806 Druid Hill Ave., BALTIMORE, MD.



REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.

THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

CAPITAL SPEEDOMETER

MADE OF ALUMINUM.

Gives the speed in miles and fractions. Is fastened to fork below head, where it can be easily read at highest speed, and mud cannot reach it.



Absolutely reliable and durable, dust and water proof.

Positively No Wear on Tire.

Weight, 3 oz.

Price, $3.50.

Satisfaction Guaranteed.

Will be ready for delivery May 15. Orders booked now.

CAPITOL MFG. CO., Chicago, Ill.

DID WE WIN IT?



In the Circuit Court of the U. S. for the District of Indiana.

S. F. HEATH CYCLE CO.
vs.
HAY & WILLITS.

Decision rendered April 22, 1895.

JUDGE BAKER says:

"In my opinion it involved invention to change the form of the Choker device * * * and combine it with an air pump having a hose with an open end adapted to slip over any bicycle nipple. To one who has accomplished this result the quality of inventor should not be denied. I am of the opinion that the device covered by it constitutes a patentable invention, and that it had not been anticipated by any prior patented device. The defendant's device is an infringement of it. In my judgment it is so palpable an infringement that it is needless to point out the coincidence of structure and the operation of the two devices. It is apparent upon the most casual inspection. There will be a decree for the complainant."

S. F. HEATH CYCLE CO.,
MINNEAPOLIS, MINN.

Heath pumps are the best, and prices are bottom.

N. B.—Don't accept infringing pumps.

NIXON WATERMAN,

Our new associate editor, who will be with us next month, is a writer to whom western people need no introduction, and his work has been widely quoted in the east.

His is one of those natures which enables him to look upon the cares and troubles of life with more or less composure. He doesn't think that just because the opposite party elects a president the country is going to the dogs.

He is a poet of the sort whose lines are used to kindle the fire of human sympathy and not the fire in the office stove.

A man who sees the sunshine without worrying about the storm to come.

As he is not yet a part of the BULLETIN equipment and is not here to object, we take the responsibility of printing the following quotations which refer to a series of readings given in the west last winter:

"The keynote to Mr. Waterman's songs is located somewhere about midway between a smile and a tear, and humor and pathos are delicately blended in his lines. He is never pessimistic and his verses are the right sort to read on a dark day—they are full of sunshine. He is thoroughly alive and if his writings honestly reflect his thoughts, he is really glad of it. Sometimes there is a tinge of sunset sadness in his words, but as a rule they are much more suggestive of a robin's song at daybreak. On the other hand his optimism is not of the blissfully mistaken sort that forever insists that everything is lovely and the goose hangs high. He paints the rainbow but he doesn't guarantee that there is a bag of gold at the end of it. He tells us to have faith in all mankind, but to keep an eye out for the green-goods and gold-brick sharpers. He says we should be kindly thoughtful regarding the conduct of all created things, but we should not attempt to thaw out a frozen hornet's nest by the kitchen-fire without first sending the family over to a neighbor's."—Dubuque, (Iowa), *Daily Telegraph*.

"Nixon Waterman is a poet who possesses the rare qualities of quaintness that gives to melody a subtler beauty, to rhythm a sturdy ring and truth itself an added strength. His manner is natural and unaffected. He is a master of emotions and his audience is fain to follow where he chooses to lead whether it be to smiles or tears. He is one of the most charming entertainers that has appeared in Chicago this winter."—*The Banner of Gold*.

"Mr. Waterman is marvelously clever at rhyming, and has genius that is given to few men. As a public entertainer he is as thoroughly at home as he is with the pen. He possesses, in a rare degree the ability to amuse, to entertain and instruct the most critical audience."—*Peck's Sun*, Milwaukee.

"Mr. Waterman's shoe-shop philosophy and pleasing poetical fancies carry one back home—to the old home where mother is.—Pittsburgh *Commercial Gazette*.

"Would that we had more such entertainments and that such preachers of a new gospel of truth and cheerfulness and love were never without an auditory bounded solely by the limits of the hall in which they speak."—Davenport *Democrat*.

"There hasn't been in Chicago a brighter, breezier entertainment than that given by the Chicago Press Club at Central Music Hall, Tuesday night. Nixon Waterman, the brightest versifier in the west, gave the original versified prologue of the entertainment. It was like a whiff of a Delmonico dinner to a hungry audience. Some seem to have a flush of bright ideas always on hand. Nixon Waterman is one of this sort. He has more sparkles concealed within his quiet exterior than a cask of champagne. They are always on tap ready for any occasion."—*The Chicago 400*.

MARY VS. MARY.

Mary Sargent Hopkins, the charming "conductor" of the only ladies' cycling paper (*The Wheelwoman*), is not a believer in short pants for women, nor in long ones either, while it may be surmised that Dr. Mary Walker thinks differently.

These two famous Marys met recently and the following dialogue was the result:

Dr. Mary: "I understand you are lecturing to women. I hope you will tell them to wear proper clothes." Mrs. H.: "Yes, and I don't advise them to wear men's clothes either."

Dr. Mary: "I hope you don't insinuate that *these* are men's clothes, they are not; these are *my* clothes, and they were made to order by one of the best tailors in Washington."

The patrolman who reported this encounter said that both women seemed perfectly cool, and as they parted they were still cooler.

The last issue of the *Wheelwoman* is fully up to the high standard of its former numbers, and bids fair to live and grow fat, though we would suggest that its editor hedge a little on the subject of bloomers, so as not to have too much to regret later.

THE WOODBRIDGE MINSTRELS.

On the evening of May 29th the ladies of the Woodbridge Cycle Club will give a minstrel entertainment in Boston which bids fair to be an interesting event.

Their show of last year, which was a good one, will be much improved upon, and every wheelman who loves fun will be sure to attend.

The girls are working hard to get money together for the purchase of a new club house, and this minstrel show is in line with their ambition, which is a laudable one, and will succeed because it will deserve to.

Admission to the minstrel show with reserved seat seventy-five cents, special discount to L. A. W. members thirty-three and one-third per cent. This is one of the many good things the Massachusetts member "gets for his dollar."

Those who expect to attend should order seats now as the tickets are going like pop corn off a hot shovel.

Persons who would like to make sure of a seat, may write or telegraph to this office.

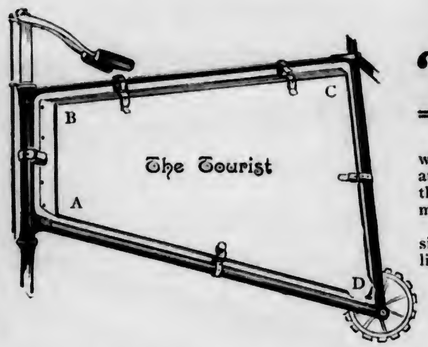
"Standing room only" will probably be the condition of things if you wait until the night of the entertainment, and beside it is better to avoid the crush at the box office.

ATTENTION

A lways P erfectly A djusted.

FIBRE LUGGAGE CARRIER

"THE TOURIST"



The only practical bicycle carrier made, being light, waterproof and durable, weighing less than two (2) pounds, and adjusting the weight where it should be, directly on the wheels. It is a general favorite, made to fit any machine.

Be careful and give us correct measurements of four sides, A-B, B-C, C-D, A-D, with diagram and diagonal line, A-C, from corner to corner.

BLACK FIBRE, - - - - - $3.00
WHITE " - - - - - - 3.00
RED " - - - - - 2.50

KENNEBUNK MANUFACTURING CO.,

KENNEBUNK, MAINE, U. S. A.

TWO WHEELS HYLO GEAR IN ONE

THE BEST CHANGEABLE GEAR,

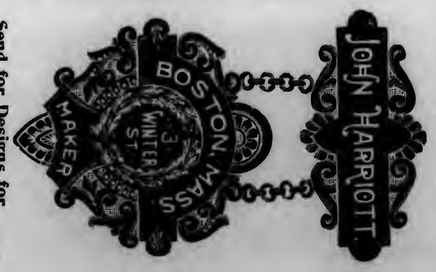
the simplest, strongest, the only one which fits a bicycle without changing the wheels or frame, is the **HY-LO**—More of them in use than all others combined. Costs more—and is worth more. Twice as strong as necessary. Price **$25** and cost of fitting. Pamphlet and testimonials.

Louis Rosenfeld & Co., 20 Warren St., N. Y.

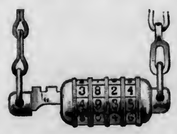
HYLO GEAR

Careful wheelmen are never on the road without Redding's Russia Salve. It is the best thing extant for bruises, sprains and cuts. All druggists recommend it and sell it for 25 cents.

Send for Designs for . . Club Pins or Prize Medals.



SHEPARDSON'S



Combination Bicycle Lock.

Price, 50 cents, Postpaid. *Liberal discount to Dealers.*

H. S. SHEPARDSON & CO.,

Shelburn Falls, - - - - Mass.



An L. A. W. Member WHO IS SLY,

And wants to save money, should send for our catalogue. Shoes, $2.00, $2.25, $2.50, $2.75, $3.00, $3.50; Stockings, from 50 cents to $1.50; Caps, 75 cents. *Discount of 10 per cent to L. A. W. members.*

DETACHABLE CLEAT CO.,
302 Washington St., Boston, Mass.

THE FIRST AMERICAN BICYCLE.

Another claimant for the honor of having built it. He also mentions an endless rim, built up of thin layers of wood.

EDITOR L. A. W. BULLETIN:

My attention has been called to two recent articles in the *Boston Globe*. In one of these, claim is made that, "the first wheel built in America" was built by Billy Atwell, for Col. Pope, in 1877. The second article in question, is an extract from the *Salem Gazette*, claiming the same honor for "Paul Patten of Salem," who, it is stated, built a wheel for Clarence Murphy of Salem, in 1876. The "Pope" wheel is stated to have weighed 113 lbs. and the "Murphy" wheel, 82 lbs.

I think I can outdo both these claims. In the winter of 1870-1, I was employed as foreman in the shop of R. S. Gilmore & Co., 35-39 Wareham street, Boston. Mr. Gilmore's nephew, Fostor Gilmore, also worked for the firm, and had somehow heard of the wheels in use in England or France. Filled with the idea that he wanted one, he got me to build him one, in which "labor of love" he was to assist. It was built as follows: The front wheel was sixty inches, and rear one twenty inches in diameter. Each rim was made of ash one-eighth inch thick, with long scarfed ends, bent around a form, layer on layer, until the rim was seven-eighths of an inch thick. The layers were joined by waterproof glue. The hubs were of maple and ash "built up," and in shape somewhat like a spool, the spokes were of three-eighths inch dowel rod, and "staggered" in the hub six inches. The axles were three-fourths inches square steel, turned round at the bearings, set in the hubs with shellac, and "cross pinned" cranks and pedal pins were of iron, pedals being made spool shape. Front forks were of ash, and not unlike those of the earlier "Columbias." That is, each fork side went right up to the handle bar, which was of maple turned into handles at the ends, the top ends of the fork sides having tenons which fitted into the handle bar. The backbone was of ash made in layers, bent, and formed in like manner to the wheels. The rear end had fork ends glued on and riveted through. On the inside bend of backbone was a thin steel plate the whole length, fastened to backbone at short intervals with light rivets. The front end of backbone had an enlarged section, through which (and the cross pieces on fork sides) there passed a one-half inch turned steel rod. This made the "steering head." The ends of the forks were bored to fit the axles, split from end to the hole, and ends fastened with a cross screw. A rawhide "liner" in the hole made a "removable bushing," and the cross screw adjusted for wear. The tires were of light iron (seven-eighths inches wide, one-eighth inch thick) and were put on by Hugh McBarron, of the firm of McBarron & Lucas, Harrison avenue. The axles were turned to shape at Grover & Baker's sewing machine factory near by. Saddle was of wood, formed, and covered with carpet. The saddle hung from a swivel pin in front, and from a wooden spring in rear, the latter fastened to the backbone. After all was made, it was varnished with three coats, and in its appearance was not to be despised. The total weight, minus the saddle, was 38 lbs. I think the saddle weighed 2 lbs.

Mr. Gilmore used to ride it to and from his work, as well as in the evenings, and generally started on the sidewalk and rode over the curbstone. Cobblestone paving or the smooth wooden paved Columbus avenue were all one to him, the wheel had to take it all in.

The last I knew of him, he was at Tallahassee, Fla., and had the wheel there. The wheel was a staunch one, and a success in every way. And I claim it antedates the "Pope" and "Murphy" wheels several years, and also far outdoes any of the early patterns in weight. At that time (or later) Col. Pope was, I think, on High street, but am not sure of it. Many old timers on Wareham street may remember this wheel, for it was a great curiosity then. Without in any way intending to belittle the work of others, I think I can claim justly, the honor of having made the first wheel, and the lightest one, as well as the honor of having made it of wood. If there are any earlier claims that can be vouched for, I should like to hear from them.

THOMAS MARTIN, L. A. W., 61,966.
ROCKLAND, MASS.

VASELINE VS. OIL.

EDITOR L. A. W. BULLETIN:

Your article on "How to Clean a Bearing" attracted my attention the more, perhaps, because I have practically eliminated all bearing cleaning from my experience.

I do not mean to say I let my machine run more than five thousand miles without a new supply of lubricant, but that I have never found my bearings in a condition when they needed what is called "cleaning."

The lubricant I use is vaseline and although I usually take my bearings apart to renew the same, I can think of two or three ways of introducing it which would obviate that procedure.

Heat vaseline and it will be thin enough to use from an oil can.

Warm the bearing and it will flow wherever directed.

Form a solution with naptha and it will go anywhere, and when the naphtha has evaporated will stay there.

My reasons for using and thinking vaseline better than oil, are:—

I have run my bearings two years in vaseline and find no difference in coasting or pedaling.

The bearings — tool steel hardened clear through —are practically unworn.

Thieves Are Riding Better Every Day

PUT A TAG ON YOUR BIKE.

IF your wheel is stolen and is registered with us, we find it for you, give the thief what he deserves and furnish you with a wheel, conforming in make and quality to the one stolen, to ride until yours is recovered, for $2.00 per year.

The WHEELMEN'S PROTECTIVE CO.,
Havemeyer Bldg., . . NEW YORK.

PATRONIZE THE PIONEER PROTECTORS

Send for a list of those who are glad they know us.

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HEADQUARTERS FOR

BICYCLE SUITS, $8, $9, $10.
BLOOMER PANTS, $2.50, $3, $3.50.



Boston, Mass., April 25, 1895.
Messrs. Leopold Morse & Co.,
Dear Sirs:—Your prices on uniforms for L. A. W. members, viz:

COAT . .	$7.00
PANTS . .	3.75
CAP . . .	1.00
STOCKINGS .	1.00
BELT . . .	.35
Total .	$13.10

are satisfactory, and I have this day appointed your house official tailors for the Massachusetts Division, L. A. W.
We will make announcement of the fact through our official paper.
Yours respectfully,
STERLING ELLIOTT,
Chief Consul.

Contractors for L. A. W., Commonwealth, Massachusetts and Roxbury Clubs.
Wheelmen send for Circular and Sample Goods.

WASHINGTON ST., COR. BRATTLE,
BOSTON, MASS.

Highest Grade. Highest Price.



"And the 'poor' pedal when pushed upon in mechanical rottenness at once reveals the wily salesman's lies."

Not so with the Record Pedal.
Use demonstrates its perfection.

Record Pedal Mfg. Co.,
243 Columbus Avenue,
Arthur Sidwell, Manager. BOSTON, MASS.

At the end of the season the vaseline shows no change except a slight browning making it a dark straw color. There is no dust in the bearings, they are clean.

From the above facts I might deduce many reasons why it is the better lubricant but will only mention one.

Vaseline has just viscosity enough to keep its place, does not go circulating around for any grit or dust which may creep in the crevices and carry it to the ball track to do its best at grinding up the cups and cones.

The balls seem to escape most of the wear by presenting a larger surface.

Vaseline on the contrary stays pretty much where it is put and by filling up the crevices keeps out the dust.

As for its lubricating qualities it seems to me the conditions presented in a ball bearing do not require a thin oil at all, as there is very little surface in contact and the friction is mostly rolling.

I presume the theorists will jump on me, but if they will try vaseline for six months and at the end of that time note the difference in wear and cleanliness I will leave the verdict to them. Besides, I shall gain six months' silence.

I usually run my machine the entire year on one dose of vaseline, and do not put much in at that.

Yours, etc.,
A. F. U. U.

[The above writer is a practical man and has ridden in all weather for over ten years.

It is true that very good results have been obtained from the use of vaseline in ball bearings, although we cannot agree with the doctor that the wheel runs as easy as when lubricated with thin oil. We have seen vaseline used to keep out dust, by putting a supply of it in the joint between the stationary and the running part of the bearing. If the wheel is to be cared for regularly we would prefer oil; if it is to be run as the typical stepmother sometimes runs the other woman's children, we would say, use vaseline and lots of it.

Please come forward, brethren, and give us the benefit of your experience. ED.]

KEEP TO THE RIGHT.

AN apt answer to your query "What shall we print?" in this week's BULLETIN, would be a parody on "Honest Abe's" famous squib, that "You can fool some people all the time," etc., merely substituting "please" for "fool." This is not necessarily original, but it may squeeze through.

As to matters of interest which have a bearing on the welfare of every one, there are a few, of which too much cannot be said, written or printed.

For example: "Keep to the right!" Why? To avoid the painful separation of the spirit from the flesh, commonly known as "death."

Nonsense? The spirit of the unfortunate Robert Center doesn't think it nonsense. Neither does the luckless driver who unfortunately tried to occupy the space filled by Mr. Center's animate form while that form was in that space.

Funny? No—fearful. The Western Boulevard in New York city is a fine stretch of asphalt for about two miles of its length. It is a broad avenue with a narrow strip of green verdure in its centre, is well surfaced and graded, and affords an agreeable ride or drive. Street cars run along the avenue close to the central grass plots, going north on the east side and south on the west side.

A driver of a heavy coal cart pilots his horse towards the north on the west side of the avenue, on the southbound track; a car comes southward toward him, so do some cyclists. He sees the car, don't see the wheelmen; he can't turn to the right—grass—so he turns to the left, and a wheelman strikes the cart—once—never again.

Are you anxious to die?

Of course I can complain only of my own neighborhood. I am a resident of the great and vainglorious Empire State. Proud of it? Read on. I hope other commonwealths are no worse off—in some respects.

There is a remarkably efficient State statute requiring "drivers approaching each other, to turn to the right in seasonable time to avoid collision, under penalty of five dollars, to be recovered by the injured party." That is all the law there is on the subject. Read it again, isn't it comprehensive?

For instance, a wheelman—no—hardly "man"—call him a "cycuss," turns to the left and is struck. Of course he disobeys the law, but, shinplasters to buttons, *he* will be the injured party. Is he entitled to five dollars for his ignorance? That's what the law says; read it once more.

This may not properly explain what is meant by that statute, but that isn't my fault.

Please do not confound the above example with the case of Mr. Center; the boot, in his case, was on the other leg.

The gist of the matter is, that New York city has no rule of the road, the State law is ineffective and to cap the climax, the police enforce local ordinances only. I make an honorable exception in favor of the park department, who have such a rule and who strictly enforce it to everyone's satisfaction; a case of a part being greater than the whole. As for the rest of the city, you are at liberty—if in a heavy vehicle—to go as you please, even unto death.

Fellow cyclists! What are you going to do about it?

SAFETY.

Bicyclers are likely to get cut, scraped, sprained, bruised, or some way hurt. No matter which, an application of Redding's Russia Salve will take away the smart and pain, and cure the trouble in a hurry. Thousands of wheelmen never go on the road without it. Why should you? 25 cents buys it of any druggist. Handy box for your pocket.



THE Rice Waterproof Belt Cape, which is controlled by Wm. Read & Sons, of Boston, is a valuable adjunct to the cyclers wardrobe. It weighs less than twelve ounces and folds into a very small space; it protects the hands and arms from rain and cold.

Harpers Weekly, of May 18, has an article with front page illustration, showing a military company equipped with these handy waterproof coverings. It would seem to be indispensable to the soldier cyclist.

COURT DECISION.

Subject: Air pump connection.
Parties: S. F. Heath Cycle Co., plaintiffs.
Hay & Willits, defendants.

The suit was to restrain the defendants from using a pump connection, which consisted in a hose of sufficient bore to overset the valve stem of any pneumatic tire, and held upon the same by a clamp.

Judge Baker, of the U. S. Circuit Court for the district of Indiana, decided April 22, 1895, that the defendants' device was an infringement of the Johnson patent of which the plaintiffs were assignees, and a decree was rendered accordingly.

STOLEN from in front of 247 Essex st., Friday, May 17th, 4 P.M., Fowler Roadster, '95 model, red frame, Stearns saddle with brass rivet running through the nose. No. 6424, rams horn bars, 1⅛ inch Palmer tires. EDW. E. BEAL, Secretary, Lawrence Wheelmen.

STOLEN. "Wolff-American" make, No. 2383, 25 inches high, weight 20 to 21 lbs., 1½ inch Palmer tires on wood rims, special double handle bar, front forks narrow and double truss head, Hunt racing saddle, aluminum bottom, fluted cranks with Union rat trap pedals and toe clips, barrel hubs on wheels, step, Standard cyclometer. CHARLES F. HERRMANN, foot E. 118th st., New York City, N. Y.

CABBAGES grow best in rich loam, but the unfertile gravel makes a better road.

Oil for the trade in 10c. and 25c. bottles. Lititz Oil Co., Lititz, Pa. Trade taken.

You carry about you a watch, a knife, matches, and various other handy things. Do you carry Redding's Russia Salve? Better leave all the rest at home, rather than not carry Russia Salve. Quick relief from pain and danger in many kinds of accidents—cuts, burns, bruises, sprains, punctures, etc. Your druggist will sell you a box of it, today, for only 25 cents.

DIXON'S 679 CYCLE LUBRICANT

Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced.
Mention THE L. A. W. BULLETIN.

DIXON CRUCIBLE CO., Jersey City, N. J.

3 IN 1 COMPOUND
FOR BICYCLES AND GUNS.
PREVENTS RUST, CLEANS, LUBRICATES.
MANUFACTURED BY
G. W. COLE & CO. 111 BROADWAY, NEW YORK
SEND FIVE TWO CENT STAMPS FOR SAMPLE.



IMPROVED SHOES
$2.00.
Best Kangaroo Calf.
Orders filled to any part of the United States on receipt of price.
HUB SHOE CO.,
95 Bedford St., BOSTON, MASS.

Subscriptions and Renewals.

A SPLENDID OFFER.

Send 75 cents and you will receive

Bicycling World, 1 year;
80 Selected Halftones of America;
Binder for the World;
All for 75 cents.

The 80 FAC-SIMILE PHOTOS OF AMERICA are 11x13, and are selected for their beauty and interest. They cover the Continent from Alaska to the Gulf. Also include splendid set of Halftones of THE WHITE SQUADRON—Eighteen modern ships of war.

☞The above Offer is for New Subscribers and also Renewals.☜

HOW TO REMIT.—Don't send Postage Stamps; send Check, Post Office or Express Order. If you send coin, cut holes the size of coins in thick card and paste paper over both sides; in that way it is likely to come through safe.

In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

We have other PREMIUMS to offer. Send for SAMPLE COPY. Address,

WHEELMAN COMPANY,
167 Oliver Street, BOSTON, MASS.
Mention THE BULLETIN.

DO YOU USE DOORS?

A good door is something to be pleased with, but a door that is out of order is an abomination.

When you get your mortgage all fixed and settle with the builder, you will notice that the doors open and shut with the precision and accuracy of machinery, but shortly after, the stone wall begins to settle, and the chimney leans slightly in the direction of the savings bank; the beautifully kiln-dried lumber of which the contractor has told you all summer, at once proceeds to shrink or swell, — no carpenter was ever known to predict which, — and the results are, to say the least, interesting.

The windows will — but we were talking about the doors.

Sometimes the door is shut and you can't open it, sometimes it is open and you can't shut it, but whichever, the effect on one's vocabulary is much the same.

If a door binds at the top or sides, it is usually necessary to remove some of the material, which may be done by the judicious use of the plane. It sometimes happens, however, that doors are planed on the bottom when they should not be, and that often involves the services of a carpenter when the proper thing might have been done by the kitchen girl.

After years of continual use the hinges become worn and allow the door to strike on the threshold. Simply lift the door off and place one or more "washers" in the joint of the hinge. Washers or "burrs" of the right size may be bought at any hardware store for less than five cents per dozen.

THE GREEN RIDER.

As he sometimes looks to "K. I. B."

YES, we've all seen him. He has just bought his first bicycle, and with the air and confidence of an expert machinist he proceeds to dissect it to see how it is built, after the fashion of a child who has just received a new five-cent watch.

Although the salesman has adjusted the handle-bar and saddle to his reach, he thinks differently, and, after wearing the corners off of the nut he succeeds in loosening the handle-bar and puts it in the most approved scorcher position.

The saddle next claims his attention, and he raises it until his position on the machine is such that a spectator standing behind him is unable to see his head.

He runs his fingers over the spokes, and his musical sense (sometimes the only sense he has) is shocked to find that they are not in tune. He reasons that as they are all of the same length and should be under the same tension, they will all give forth the same musical tone. He loosens a spoke here and tightens one there until all are up to the same pitch and is more than surprised when he finds that the rim will not run in the frame. So to the best of his ability he undoes what he has done, and finally the wheel goes round without knocking the frame. But its motion as it revolves gives a dizzy feeling to the person looking at it.

Then he takes off one of the cranks "to see how it works," and knocks off half of the nickel before he gets it on again. Now he is ready for his first tour of five miles. After climbing into the saddle from the street curbing he is off, not like an arrow, but more like an electric car with a broken trolley. Before he has gone ten rods his saddle goes down with a suddenness that causes him to bite his tongue, and his knees come up until he can scarcely see over them.

With the aid of a wagon-wrench borrowed at a blacksmith's he screws up the nut until he destroys the thread and again makes a start. But in going over a railroad crossing at too small an angle, his front wheel starts for one side of the road while his handle-bars point in the opposite direction. Of course he gets off, but not by way of the pedal. It is easier and quicker to go over the handles. He is not killed, however, and with the help of a farmer he once more adjusts "them handles."

Up to this time he has not violated the law regarding a speed of ten miles an hour, but coming to a hill he makes up his mind to coast it. He coasted it last winter on a double-runner and why couldn't he do it on a bike? He gets a good start but when about half way down the hill he concludes that he is going too fast, and having read that the foot may be used as a brake he acts upon the suggestion and places his foot on the front tire between it and the fork. He has forgotten that there are nails in his boot. But why watch him further. He has forgotten much. He will not always be green. He will in time become well informed, but too often he does not obtain his experience in the most economical way.

SENATOR POPE.

"Hon. Albert A. Pope, member of Congress from Massachusetts," is the way a New York paper has it. Is this prophetic or what?

LIVE WHILE YOU MAY.

A reader of the BULLETIN, after commenting favorably on our article published May 3, entitled, "Why do We Live," says: "It would do no harm to print the enclosed quotation in the BULLETIN."

We quite agree that it could do no harm and hope it may do good, for anything is likely to do good which calls our attention for a moment away from the every-day drudgery of what we call work.

"Do not keep the alabaster boxes of your love and tenderness sealed up until your friends are dead; but fill their lives with sweetness. Speak approving and cheering words while their ears can hear them, and while their hearts can be thrilled and made happier by them. The kind things you will say after they are gone, say before they go. The flowers you mean to send for their coffins, bestow now, and so brighten and sweeten their homes before they leave them.

If my friends have alabaster boxes laid away, full of fragrant perfumes of sympathy and affection, which they intend to break over my dead body, I would rather they would bring them now in my weary and troubled hours, and open them, that I may be refreshed and cheered, while I need them and can enjoy them. I would rather have a plain coffin without a flower, and a funeral without an eulogy, than a life without the sweetness of love and sympathy. Let us learn to anoint our friends beforehand for their burial.

Post-mortem kindness cannot cheer the burdened spirit. Flowers on the coffin shed no fragrance backward over the weary way by which the loved ones have traveled."

A BIBLICAL BICYCLE BUNGLER.

S. RAYMOND KITCHIN.

There's a bicycle man in a town near by,
Who does often and loudly pray,
And does as he would that others should,
At least, on the sabbath day.

But during the week when wheels break down,
As the town they are passing through,
The jobs that he does are poorly done,
And for one he will charge for two.

At last his brethren arose in their wrath,
And a committee they sent one day
To see this man, to give him a chance
To explain these things away.

And this the answer to them he gave:
"No doubt you think it a heinous sin,
But warrant I have in holy writ,
Strangers they were, so I took them in."

"TALKING SHOP"

Is the heading of an article in the BULLETIN of April 26, and it reminds me of a few remarks that I had the luck to hear a short time ago. On a recent ride in the country, the wheels were "stacked" and the boys sat down on the side of the road to rest, when the discussion of high and low gears was brought up. An agent, in the crowd, remarked that he "always preferred about a sixty-four with a seventy gear." When he was reminded that seventy gear was rather high for road riding, he replied that he "would rather have a large sprocket on his front wheel and gear it to 'about seventy' as he considered that about right if it was sixty-four." The same agent remarked on the same day, when looking at a cyclometer on a wheel, that he "thought the tumbler (trip) was too far away from the hub, as it would register faster as it turned much (he did not say how much) oftener by being nearer the rim," and it was some minutes before he could comprehend that the rim did not rotate more often than did the hub.

JAY.

SPRINGFIELD TRACK.

This famous track is now open for training purposes and several of the leading "teams" are quartered there. Among the riders we noted the names of Tyler, Bald, McDonald, Sims, Maddox, Warren, Stow and Jenny.

The Springfield Bicycle Club's road house at No. Wilbraham was formally opened last Saturday.





DOES IT PAY?

BY CHARLES EDWIN DONVORTH.

PERHAPS there is no other question at the present time that is occupying the minds of so many people of all classes as the question of whether it pays the farmer to keep his roads in good condition, or to let the roads take care of themselves.

Is it any wonder that, in many cases, the horses on the farms are a hard-looking set of animals, when the roads in the near vicinity of the farms in question are one mass of mud and filth? How much more profitable it would be, not only to the farmer himself, but to the public in general, if more attention were devoted to seeing that the roads are kept in good condition. The greatest trouble to be overcome, is not only to see that the roads are repaired, but to see that *proper* repairing is done. Many farmers, and even turnpike companies, when they do make repairs, such as filling up ruts and holes in the roads, haul loads of stone, without any care being exercised as to size, and dump them on the road, and then wait for passing teams to scatter them about.

This kind of repairing roads, in the case of turnpikes, is partly overcome by the law which states that when stones of two inches or more in diameter are used on the roads, no toll can be collected.

How discouraging it is to a bicycle rider to have to keep constantly on the lookout for large stones, and often be compelled to dismount and push his wheel several rods, just because the road is unfit for travel. Were it not that wheeling is so fascinating, not one-third of the machines would be sold that have been, because when a person starts out on a wheel, he goes out to ride and not to walk and be the laughing stock of teamsters and others. Among the parties who would profit most in the end are the wheel manufacturers, and they should be the ones to push road legislation to its fullest limit, for in more than half the cases where the wheels are broken, if traced back, it will be found it was done on rough roads. As guarantees are made for a year from time of sale, it would mean an annual saving of thousands of dollars to the manufacturers in repairing, and no end of enjoyment to the rider. The time is long passed since safeties were termed "new fangled things" and scorned by the public in general, they are now regarded not only as a means of pleasure, but as a quicker and safer instrument to be used in the transaction of business of every nature. The universal adoption of wheels is the best testimonial possible of their advantages over other means of travel; and although the sale of machines is already enormous, it is only the commencing of what the whole world will soon observe, and that is the rapid decline of the horse, and the still more rapid advance of the wheel.

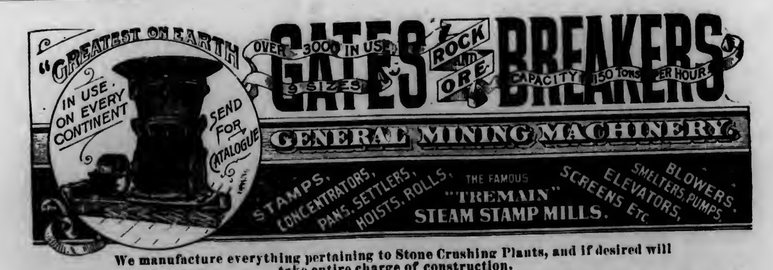
DIRT ROADS

Are good when properly graded and drained, in fact, in dry weather they are hard to beat. The better the drainage the shorter will be the muddy season.

W. L. M., S. C., writes:

"We want to purchase some road machinery and would like to have you send us a list of the manufacturers of such machinery."

We often have such calls and would be glad to answer them more fully than we are able to do. Will makers of road machinery please send us their catalogue?



We manufacture everything pertaining to Stone Crushing Plants, and if desired will take entire charge of construction.

GATES IRON WORKS, Dept. "F," 650 Elston Ave., CHICAGO, ILL., U. S. A.

New York, 136 Liberty St.—London, E.C., 73 A Queen Victoria St.—Butte, Montana.—City of Mexico, 8 Calle de Ganta

VIRGINIA ROAD IMPROVEMENT.

SAMUEL M. BARTON.

A FEW facts in regard to what is being done in Virginia in the interests of road improvement may be not without interest to the readers of GOOD ROADS. On Oct. 18, 1894, the Virginia good roads convention was held in Richmond, Va., and as a result of this meeting, which was a very enthusiastic one, the Virginia State Good Roads Association was formed. The proceedings of this Virginia convention have been published by the U. S. Department of Agriculture, Gen. Roy Stone being the editor of the pamphlet.

As one outgrowth of this movement, a convention in the interest of road improvement was held on April 23, in Christiansburg, the county-seat of Montgomery county, and the "Montgomery County Good Roads Association" was formed. This meeting was largely attended by farmers and others throughout the county.

Judge Pierce made the opening address. He was followed by Prof. L. S. Randolph and Prof. Nourse, of the Virginia Agricultural and Mechanical College, and Mr. Pelton of Christiansburg.

The last speaker suggested, as a possible solution of the question, the feasibility of the county's borrowing $100,000 and constructing one hundred miles of macadam road nine feet wide. Prof. Randolph had shown in his paper that the average cost of macadam roads nine feet wide in this section would be from $800 to $1000 per mile.

Mr. Pelton demonstrated that by the issuing of six per cent. bonds to the amount of $100,000, the county tax on $100 would be raised only from $1.30 to $1.50. It is possible that this suggestion may be taken up for discussion at some future meeting.

WHAT! IN NEW JERSEY?

EDITOR L. A. W. BULLETIN:

It may be of interest to wheelmen touring through New Jersey, besides saving them considerable money, to call their attention to the fines inflicted upon violators of the "bicycle ordinances" in Hackensack, New Jersey. These ordinances read that "no person shall be permitted to ride a bicycle *between sunset and sunrise* on any of the streets without carrying a lighted bicycle signal lamp. That no person shall be permitted to ride on any of the sidewalks and that every bicycle must carry an alarm bell, gong or horn. That all fast or reckless riding or racing or riding faster than eight miles an hour on any of the streets is prohibited.

Violations of these ordinances are punishable by a fine of *five dollars* or *five days in the county jail*, from which there is absolutely no appeal. The justice of the peace before whom the offender is taken, *has no discretion whatever and must inflict the fine, no matter how good or reasonable an excuse is given.*

There are many wheelmen going through the village who are ignorant of the above and they may be saved a "V," besides a great many hard words, by being warned through the BULLETIN. Numerous attempts have been made by the local wheelmen to have the above ordinances modified but the town commissioners are obdurate and refuse to grant anything to the wheelmen, however reasonable the request may be.

ONE OF THE SUFFERERS.

THANKS TO WISCONSIN MEMBERS.

The highway improvement committee of the Wisconsin division, L. A. W., desires to extend thanks to the division members for their very generous support in response to its circular letter of April 30. The contributions sent to Mr. Otto Dorner, of our committee, have been much more numerous than was expected, and it is fair to believe that the few members who have not been heard from will respond to our call.

Your committee finds it impractical to acknowledge each of these contributions separately, but begs to take this opportunity, through the columns of the League's official organ, to thank each of those who have so generously responded to its call for support in its efforts.

The thanks of the committee are also due to local consuls and other members who so kindly assisted in collecting the names of town officers and influential farmers in the State.

The money received will be used for the purchase of additional copies of the special good roads number of the *Wisconsin Agriculturist*, which is being issued under Mr. Dorner's editorship, and we will be able to send copies of same to thirty-five thousand farmers and town officers throughout Wisconsin. The number contains articles upon the value and need of better highways, by men like Governor Upham and Ex-Governors Hoard and Fairchild, several members of the Legislature, Secretary Curtis, of the Wisconsin Dairymen's Association, President Chas. K. Adams and Professor Richard T. Ely of the University of Wisconsin, and a number of practical talks upon road building, by Superintendent McKerrow of the Farmers' Institutes, and representative farmers and engineers from different parts of the State. We feel assured that the large circulation we are able to give this special good roads number will do a great deal to further develop the interest in good roads which has so strongly manifested itself in Wisconsin during the last few months.

Fraternally yours,

ALBERT MOYER, Milwaukee, *Chairman.*
WM. M. FOSTER, Pt. Washington.
JOHN W. KNIGHT, Racine.
C. A. ALDERMAN, Eau Claire.
OTTO DORNER, Milwaukee.

Highway Improvement Committee, Wisconsin Division, L. A. W.

ROADS AND MEMBERS.

Some of the worst roads and streets are to be found in towns where the L. A. W. has fewest members.

Please don't forget that this is more than a coincidence.

LOAM ROADS

Are usually bad because they are not properly taken care of. The horse race track which is supposed to embody the world's wisdom to date is topped with loam but it is re-surfaced every hour when in use.

League of American Wheelmen — Official Department

Boston, May 24, 1895.

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12 PEARL STREET, - - BOSTON, MASS.

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2d Vice-President, A. C. MORRISON, Pabst Brewing Co., Milwaukee, Wis.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA.—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phœnix.

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KENTUCKY.—Chief Consul, Edward A. Newhaus, German National Bank, Louisville. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson Street, Louisville.

MAINE.—Chief Consul, James E. Marrett, 448 Commercial St., Portland. Secretary-Treasurer, Percy H. Richardson, 31½ Exchange St., Portland.

MARYLAND.—Chief Consul, J. A. Arnold, 404 S. Eutaw St., Baltimore. Secretary-Treasurer R. H. Carr, Jr., 9 E. Lexington St., Baltimore,

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Charles S. Howard, 15 Crawford St., Roxbury.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSISSIPPI.—Chief Consul, W. H. St. John, Yazoo City. Secretary-Treasurer, J. J. Lowrey, Jackson.

MONTANA.—Chief Consul, W. L. Fant, 32 W. Broadway, Butte City.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, Frank H. Sietken, 1223 Harney St., Omaha.

NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Ravlin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, J. A. Drain, Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

IT'S YOUR FAULT?

Letters have been received from a number of Massachusetts towns, asking why local consuls have not been appointed.

In such cases we find that a satisfactory application has not been made. Why not make it?

STERLING ELLIOTT, *Chief Consul.*

LADIES, BOSTON, MAY 30.

All Massachusetts ladies who belong to the L. A. W., or whose "men folks" belong, or who would like to join, should come to Boston on Decoration Day. A special parlor at Copley Square Hotel has been reserved, and a committee of local lady wheelers will be in attendance, to receive and care for all who may favor them with a call.

Such a call cannot help being refreshing, and in addition, other refreshments will be served.

We have suggested ice water, but the ladies have expressed a preference for something about one per cent stronger, say, lemonade.

MASSACHUSETTS CLUBS, ATTENTION!

If you want a place in the Decoration Day parade, (as of course you do) you should write *now* to A. D. Peck, 221 Columbus avenue, Boston, also tell him the number of men you will have in line.



This is the outline of a badge which will be given to every member of the Massachusetts Division L. A. W., who attends the State meet at Boston, on May 30.

It will be the finest badge ever given to members on such an occasion. The finish is gold plate and enamel. These badges may be had at L. A. W. headquarters, only on presentation of League ticket.

Don't leave your ticket at home; it will mean dollars to you on that day alone.

Renew now and be in the swim for all the privileges on Decoration day.

LADIES' BADGES.

Arrangements have been made by which lady members of the Massachusetts Division, L. A. W., may, on presentation of their League tickets, receive the souvenir badge on May 30, by applying at the ladies' reception parlor, Copley Square Hotel. This will relieve them of the necessity of getting into the crowd which is sure to fill the Mechanics' Building on the morning of that day.

PORT HURON, MICH.

The athletic club is putting a cement surface on its quarter-mile track, and will open with a race meeting May 30. H. P. BACHERS, *Secretary.*

NEW JERSEY DIVISION.

The annual Meet of this division will be held at Trenton, on Saturday, June 1st. The business meeting is called for 9.30 A.M., at the Club House of the Mercer County Wheelmen, who have very kindly placed it at our disposal. The officers of the division will then render their reports, and considerable business of importance will be laid before the members. I hope for a large attendance.

The parade will form at 11 A.M., and will pass through the principal and best streets, and will be a very enjoyable affair. This should prove a large and representative turn out, and I trust the Clubs of the State will vie with each other in making this one of the events in the history of our division.

In the afternoon, at 3 P.M., the races will begin, on one of the finest and fastest tracks in this vicinity, and being on the "National Circuit" will have the best riders as contestants.

This meet is under the able management of the Mercer County Wheelmen, whose hospitality knows no bounds, and they are arranging further entertainment which cannot now be officially outlined.

Make it a point to be with us, show your loyalty to the division, and meet and make the acquaintance of your fellow members, and we will answer the oft-made query, "What do I get for my dollar?"

In next week's BULLETIN, I hope to place before you a list of Local Consuls and League Hotels, and where situated.

ROBERT GENTLE, *Chief Consul.*

MISSOURI DIVISION RENEWALS.

All members who have renewed for this year would confer a favor on the undersigned by getting all other members to do likewise. Please explain to them that the publication of new road book is guaranteed by the division and that the official organ can be mailed only to new and renewed members. To date scarcely half of the members have attended to this, and as the season closes May 31, I earnestly request the assistance of all members who receive this paper.

Kansas City, St. Joseph, Springfield, Mexico and St. Louis members are specially requested to assist in this work.

If parties have lost their renewal blanks, collect the dollar and mail same to W. M. Butler, sec.-treas., 2636 Osage street, St. Louis, with name and address, and he will attend to the details. *No member can afford not renew* this year.

Fraternally yours,
ROBT. HOLM, *Chief Consul.*

May 17, 1895.

ANNUAL repairing is too seldom for a dirt road. It should be looked after whenever it gets out of shape.

WIDE tires prevent ruts and ruts once made prevent wide tires. Start right, and keep right.

MASSACHUSETTS ROAD BOOKS.

The Massachusetts Division, L. A. W., has published a road book containing all routes in the State, besides through routes to the White Mountains, New York city, and other distant places. This edition also contains five small maps showing principal routes.

The price of this book is $2.00, but League members may obtain it from the undersigned for half price, $1.00 per copy. Members must send their L. A. W. number in order to obtain this discount.

A few copies remain on hand of last year's road maps They are printed in ten large sections, were especially prepared at great expense from careful surveys and are unquestionably the most complete and accurate maps ever published in this State. They may be obtained for $1.00 a set.

CHAS. S. HOWARD, *Sec.-Treas.*

BOSTON, MASS., Room 91, Globe Office.

OHIO LOCAL CONSULS, 1895.

Ada, W. H. Morrow.
Alliance, Chas. S. Keith.
Ashville, C. W. Fiedley.
Attica, Geo. M. Opdyke.
Berea, J. B. Cecill.
Brooklyn Village, J. E. Kuchle.
Collinwood, W. F. Storey.
Chatham, Geo. T. Stream.
Cincinnati, Dr. Viola Swift.
" Chas. H. Allen, Jr.
" A. Hananer, Jr.
" W. B. Robertson.
" Fred M. Hills.
" H. Burmiller.
" Chas. H. Wilhelm.
" A. L. Arnot.
" T. P. Scott.
" E. L. Mattingly.
" E. H. Miller.
" C. Closterman.
" (Avondale), Edw. Hafer.
" (Clifton), H. O. Barth.
" (Clifton Heights), S. H. Freeman.
" (Columbia), H. L. Melvin.
" (College Hill), N. L. Pierson.
" (Price Hills), H. S. Pattison.
" (Riverside), S. M. Goodman.
" (East Walnut Hills), Wm. V. Muller.
" (West Walnut Hills), C. M. Hatterslay.
" (West End), M. G. Heintz.
Circleville, W. H. Shell.
Chillicothe, W. H. Cutter.
Cleveland, C. F. Storey.
" (West Side), A. E. Stiles.
Canton, Wm. G. Saxton.
Columbus (North Side), H. O. Ailing.
" (East Side), David Wickliffe.
" (West Side), Theo. F. Molley.
" (South Side), I. J. Mizer.
Corning, H. E. Adamson.
Coshocton, C. D. Brooke.
Coolville, Frank Taylor.
Delaware, M. L. Wolff.
East Liverpool, W. L. Taylor.
Findlay, Edson E. Marvin.
Fostoria, C. A. VanBlarcum.
Frankfort, R. W. Briggs.
Fremont, Geo. H. Rymers.
Gambier, Lewis Caleb Williams.
Greenville, E. M. Miller.
Hartwell, L. B. Sawyer.
Higginsport, N. E. Millender.
Highland Co. (Hillsboro), H. W. LeFevre.
Londonville, Earl Wolf.
Lakewood, F. F. Andrews.
Lima, F. E. Harman.
Mansfield, Ralph J. Harris.
Marysville, Clair Ingman.
Mechanicsburgh, J. P. Taylor.
Monroeville, Geo. J. Hass.
Nottingham, L. E. Luikart.
Newark, H. J. Hoover.
Newburgh, F. M. Brady.
Norwalk, Fred Colson.
Pataskala, W. R. Mead, Jr.
Piqua, Ed. Meinden.
Pleasant Corners, J. J. Brown.
Portsmouth, F. N. Tynes.
Ripley, L. V. Williams.
Roseville, J. W. Rider.
Sandusky, Geo. H. Zimmerman.
St. Paris, X. A. Jones.
Upper Sandusky, S. A. Cuneo.
Waverly, L. F. Stahler.
Westerville, E. Ammon.
Zanesville, B. H. Shultz.

The above list includes all consuls reported to me at this date. We want a good man in every town in the State to act as local consul. If you think you are the right one, apply for the position. Yours fraternally,

A. B. HOWSON, *Sec.-Treas.*

ADDITIONAL MASSACHUSETTS CONSULS.

Andover, H. F. Chase.
Arlington, O.W. Whittemore.
Attleboro, F. W. Weaver.
Auburndale, Chas. A. Drake.
Barre, Harding Allen.
Beverly, J. Elmer Wood.
Chelsea, Chas. E. Bassett.*
Clinton, C. F. Martin.
East Bridgewater, Frank L. Erskine.
Everett, F. L. Parkhurst.
Franklin, Jos. T. Hutchinson, Jr.
Haverhill, A. L. Shattuck.
Hudson, Chas. P. Tucker.
Indian Orchard, Geo. W. Miller.
Mansfield, F. P. Trussel.
Milford, N. Y. Higgins.
Northboro, G. B. Gibson.
Norwood, A. T. Harriott.
Pittsfield, Harry A. Dunbar.
Roxbury, Alexander Keltie.
S. Boston, Alex. Moore, Jr.
South Framingham, Chas. A. Garfield.
Springfield, Francis H. Williams.
Turner's Falls, C. O. B. Fournier.
Wakefield, C. F. Gilman.
W. Medford, Geo. S. Decker.

STERLING ELLIOTT, *Chief Consul.*

*Owing to Mr. Bassett's connection with the secretary's office he is not eligible to compete for prizes.

MISSOURI.

To Members.

The BULLETIN is mailed only to those who have renewed. Though there are many that have not done so, will you that have renewed please help us along by gathering in the laggards? We do not want to fall behind. Recruiting has been better than ever before. Do not let the membership fall behind through non-renewals. The new road book is progressing and would have been out had not the local officers been so tardy in furnishing local information. Such is necessary in revising the routes. Yours truly,

W. M. BUTLER, *Sec.-Treas.*

WISCONSIN.

Additional list of newly appointed consuls who have accepted: —

Ashland, Merton H. Potter.
Racine, W. J. Hopkins.
Neillsville, Geo. A. Huntzicker.
Rhinelander, H. M. Woodard.
Waupun, S. A. Davison.
Hortonville, Otto W. J. Spengler.
Barron, Elmer E. Kent.
Janesville, Dr. C. T. Peirce.

Additional list of consuls who have acknowledged their reappointment: —

Appleton, P. M. Conkey.
Neenah, A. W. Anderson.
Lake Mills, F. M. Seaver.

Reappointments for the following towns have received no acknowledgement up to the present date: —

Barronnette.	Berlin.	Burlington.
Chippewa Falls.	Keewaunee.	Onalaska.
Tomah.	Waterford.	Waukesha.

Local Consuls for the following towns have not yet been determined upon: —

Beaver Dam.	Oshkosh.	Delavan.
Greenwood.	South Milwaukee.	Browntown.
Hayward.	Sparta.	Jefferson.
Kaukauna.	Sheboygan.	New London.
Little Suamico.	West Superior.	Deerfield.
Omro.	Grafton.	Wausau.

M. C. ROTIER, *Sec.-Treas.*

May 17, 1895.

NEW YORK.

To All Consuls.

Many consuls have not yet sent in their reports for April. I call your attention to the fact that each consul has signed an agreement to render regular monthly reports, and these agreements are on file in the office of the chief consul. Please give your immediate attention to this duty. The great increase in the number of riders this year warrants us in making active efforts to increase our membership. If you have not sent in your report, let me hear from you at once.

To All Members of the Division.

The annual State meet will occur at Brooklyn and Coney Island on June 14–15 (Friday and Saturday). A splendid programme of entertainment is being prepared. The grand opening celebration and parade over the new cycle path to Coney Island will occur, and the race meet at the new track at Manhattan Beach will be the event of the year. Arrangements have been made with the railroad companies to carry League members from all parts of the State at one and a third fares for the round trip. Of this and other matters relating to the meet announcements in detail will be made later.

One thing you must remember, BRING YOUR L. A. W. TICKET; It will save money and insure for you a rousing reception. Fraternally yours,

ISAAC B. POTTER, *Chief Consul.*

VIRGINIA.

C. P. Johnson of Richmond, is appointed vice-consul of this division.

A. A. O'NEILL, *Chief Consul.*

KANSAS DIVISION.

The following local consuls have been appointed:—

F. A. Goldman at Oskaloosa, and W. W. Webb at Topeka, vice F. E. Connors removed from State.

W. C. F. REICHENBACH, *Sec.-Treas.*

May 14, 1895.

TO KANSAS CITY MEMBERS.

Kansas City members are advised that to date less than half of their members have renewed. Recruiting lies dormant as we have no local consuls at the agencies. I shall take pleasure to appoint one for each place on application. Local consuls are also required in each ward. Let me hear from you quick. St. Louis is running away from you in the matter of applications. You have the remedy in your own hands. Renew all your members and hustle.

Fraternally yours,

ROBT. HOLM, *Chief Consul.*

N. B. — Twenty-five cents commission paid for every new member. Four renewals secured to count as one application. Send all to W. M. Butler, Sec.-Treas., St. Louis.

MISSOURI DIVISION ROLL OF HONOR.

The following local consuls have secured applications set opposite their names up to May 3: Geo. Gruendwold, 2; E. L. Morgan, 7; E. N. Sanders, 15; J. C. Jewett, 1; C. E. Hildebrand, 5; A. N. Baur, 1; W. F. Lucaff, 3; E. H. Shepherd, 3; E. H. Adams 1; A. T. Hilyard, 1; W. E. Stephens, 2; F. L. Lucaff, 2; R. L. Hill, 2; W. G. Corfe, 2; E. P. Collins, 2; G. A. Pleuss, 3; J. C. Reidy, 2; E. C. Campbell, 2; C. Kindervutter, 1; M. A. Ross, 3; Wilk. Brown, 1; W. H. Reynolds, 1; W. H. Kays, 4; J. R. Schulz, 1; W. B. Shockley, 2; C. J. Kirch, 1; E. A. Grath, 4; J. A. Spilman, 1; T. J. Dempsey, 1; C. M. Fairchild, 1; Messrs. Chesney, Siemens, Case, Simmons, 1 each; W. M. Butler, 4; Robt. Holm, 18; M. J. Gilbert, 9; J. R. Bettis, 4; D. W. Robert, 1.

Commissions will be paid quarterly. Report any errors in list to

Fraternally yours,

W. M. BUTLER, *Sec.-Treas.*

895--MISSOURI DIVISION.--1000.

To Members.

"Onward and Upward" must be our motto, and we can only retain it by renewing every present member and in recruiting in every city in the State.

Never before have the application lists been as heavy as now, and Missouri must keep up with the procession. Over two hundred applications have been sent in since April 1, but we can do better work. All local consuls are urged to assist in distributing recruiting matter. If in need of more pamphlets write to M. J. Gilbert, 205 N. 4th street, St. Louis, and they will be promptly sent. Cycle agents are asked to aid in the good work and to place a pamphlet in each rider's hand.

Put your shoulder to the wheel and push up the membership to 1000 by July 1. United effort will do it.

Fraternally yours,

May 17, 1895. ROBT. HOLM, *Chief Consul.*

TO MEMBERS OF THE NEW YORK DIVISION.

New road maps will be published as soon as corrections are made in old maps. All information in regard to errors should be sent to Isaac Schwartz, 21 City Hall, Syracuse, N. Y. Every one should interest himself in this matter, as we wish to publish as correct a map as possible. Pay particular attention to hills, distance between places, etc.

ISAAC SCHWARTZ, *Chairman Road Book Com.*

PLEASE SPARE THE DOCTOR!

ED. L. A. W. BULLETIN:

If you have any regard for my peace of mind, say to the members of the New York division through the BULLETIN that I do not send out the tour books. I am deluged with requests. I simply can't answer each separately, even though they do send postage. Fraternally,

E. M. SANTEE.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS which I send in full payment of my initiation fee, one year's dues and subscription fee to the official publication of the L. A. W., under provisions of Articles III and VII of the Constitution. From the sum enclosed I authorize and direct you to pay to the publisher of said publication the regular subscription fee to League members and to enter my name as a subscriber. I certify that I am eligible to membership in the L. A. W. under the provisions of the Constitution and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State,

References, ...

.....

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose ONE DOLLAR for which please renew my membership and subscription to the L. A. W. publication for another year.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

L. A. W. Veteran Bar.

The veteran bar which has been adopted by the L. A. W. to be worn by the veterans of the organization, can be



worn above the League badge, or as an individual pin.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar.

Members holding numbers between 100 and 1656 are entitled to wear the bar at this date.

The bar is of gold with the word "Veteran" in enamel. Each bar must have the owner's name engraved on the back. All orders must be sent to the Secretary accompanied by the price of bar, $2.50.

We can supply any style or form of badge with bar. The standard badge retails for $3.00, and will be sent attached to bar if this sum is added to remittance.

SIXTY DAYS ONLY.

Members are notified that the renewal season is cut down to sixty days. In previous years, renewals were received to July 1st. This year the season ends JUNE 1st. Please remember.

ADDITIONAL BLANKS.

Application or Renewal Blanks may be had of the Secretary on application.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, May 24, 1895.

Total, 1019.

Arizona — 19.

Unattached.

76,115	Coble, C. H.	Flagstaff
6	Clark, E. S.	"
7	Moyer, T. J.	"
8	Bell, T. B.	"
9	Cornish, P. G.	"
120	Cullinan, H. P.	"
1	Riordan, M. J.	"
2	Sisson, F. W.	"
3	Sliker, E. A.	"
4	Goodchild, C.	"
5	Canall, Chas.	"
6	Brannen, Jos. M.	"
7	Davis, H. R.	"
8	Coffin, W. L.	"
9	Elliott, S. T.	"
130	Crawford, A. B.	"
1	Ellinwood, E. E.	"
2	Ford, Ernest E.	Phoenix
3	Brown, J. Harry	"

Arkansas — 3.

Pine City C. C.

76,134	Goza, J. M.	Pine Bluff
5	Puddephatt, C. H., box 192	"

Unattached.

6	Hawkins, W. T., Armour Pack. Co.	Hot Springs

Colorado — 10.

Turner W. C.

76,137	Weimer, Carl, 2001 Larimer st.	Denver
8	Hein, C. W., 1545 Larimer st.	"
9	Brohm, Joseph, 2132 Arapahoe st.	"
140	Litzenberger, Carl, box 1576	"
1	Hefty, Henry, 1461 Curtis st.	"

Leadville C. C.

2	Wright, J. L., box 457	Leadville
3	Wolf, Julius, box 437	"
4	Clark, E. R., 319 East 4th st.	"

Unattached.

5	Smith, S. Ben.	Colorado Springs
6	Hart, A. E., El. Paso Club	"

Connecticut — 4.

Middletown W. C.

76,147	Pearne, W. U., 151 Broad st.	Middletown

Unattached.

8	Jones, Nathaniel H., 9 Wall st.	Bridgeport
9	Liskom, George B., Thompson st.	"
150	Chapman, Edwin L., 520 Chapel st.	New Haven

Illinois — 25.

Englewood W.

76,151	Greenleaf, W. B., Station O	Chicago

Alton C. C.

2	Hewitt, Harold, 1407 Liberty st.	Alton

Cap. City C. C.

3	Zimmerman, Joseph, Ridgely Bank	Springfield
4	Schlierbach, F. L., 402 Wash. st.	"
5	Dirksen, Louis, 408 E. Wash. st.	"
6	Pavey, W. A., 815 E. Adams st.	"
7	Hudson, Chas. R., Ridgely Bank	"

Lincoln B. C.

8	Wittstein, C. T., 103 State st.	Chicago
9	Underwood, C. A., 215 Madison st.	"

Edgewood C. C.

160	Faulk, W. J.	Edgewood
1	Jones, Leslie	"
2	Stetson, A. H.	"
3	Hall, L. L.	"

Unattached.

76,164	McKinney, Louis R., 329 Alby st.	Alton
5	Whipple, E. E.	Champaign
6	Ely, Chas. F., M.D., 5 Wabash ave.	Chicago
7	Brown, Hugh, 355 Wabash ave.	"
8	Graves, Lyman S., 234 5th ave.	"
9	Griswold, W. R., 17 Ashland Blv'd	"
170	McLellan, Archibald, 67 37th st.	"
1	Scheibe, F. C., 234 5th ave.	"
2	Kaeser, John A.	Edwardsville
3	Morgan, Elmer E., Skinner Bl'k	Moline
4	Cooper, John W., 415 16th st.	"
5	Nusbaum, Chas.	Seneca

Indiana — 2.

Unattached.

76,176	Brown, Chalmers	Indianapolis
7	David, Thos. H., 816 N. Ala. st.	"

Iowa — 13.

Leon C. C.

76,178	Alexander. W. A.	Leon
9	Bell, E. E.	"
180	Bashaw, J. R.	"
1	Hull, O. E.	"
2	Hawkins, C. A., box 191	"
3	Layton, Dr. H. R.	"
4	Vogt, Harry J., box 187	"
5	Wallace, I. W.	"
6	Young, G. W.	"
7	Sigler, Ralph A.	"

I. C. C.

8	King, G. Wm., 306 3rd ave., S. E.	Independence

Unattached.

9	*Harpen, Miss Millie*	Corydon
190	Spring, V. S.	Ames

Kansas — 5.

T. A. A. W.

76,191	McDonald, Ed., A. T. & S. I. Rd.	Topeka

Unattached.

2	Rucker, Lee	Fort Scott
3	Stewart, J. F., 918 W. 6th ave.	Topeka
4	Born, Henry S., box 567	Great Bend
5	Norton, John H., 516 W. 10th st.	Topeka

Kentucky — 15.

Paducah C. C.

76,196	Ross, Henry A., 226 S. 4th st.	Paducah

King Rover B. C.

7	Templeman S. W.	Winchester

Unattached.

8	Carson, John H., box 142	Georgetown
9	Cromwell, R. L.	Morganfield
200	Foley, Philip N., box 607	Danville
1	Hursey, W. S.	Frankfort
2	Williams, Wm. L., cr. Cap. Steam Laundry	"
3	Keller, G. R., 123 E. Main st.	Georgetown
4	Mann, Whittington	Paris
5	Daugherty, Chas. G., box 75	"
6	Hardiman, Randolph A.	"
7	Hall, William W., box 445	"
8	Tucker, W. Ed.	"
9	Turney, Mathew	"
210	Tarr, Thompson, box 771	"

Maine — 29.

York Co. W.

76,211	Boardman, Harry C.	Biddeford
2	Burnham, A. L.	"
3	Burnham, James L.	"
4	Clark, H. W.	"
5	Murphy, Arthur D.	"
6	Ross, Howard W.	"
7	McArthur, Geo. W.	"

76,218	Martin, Dr. John H.	Biddeford
9	Goodwin, Albert R.	"
220	Burbank, Ralph	Saco
1	Graves, Fred P.	"
2	Lowell, Frank H.	"
3	True, Harry P.	"
4	McIntire, Raymond	"
5	Paterson, Geo. A.	"

Augusta B. C.

6	Jenkins, Elwood H., 13 Maple st.	Augusta
7	Hamlen, Ewing W.	"
8	Wingate, F. S.	Hallowell

Norway W. C.

9	Pike, C. B., Box 266	Norway

Portland W. C.

230	Chase, Wm. H., 180 Middle st.	Portland
1	Dyer, E. C., 488 Fore st	"
2	Hall, A. E., 180 Middle st.	"

Unattached.

3	Clark, Franklin J., 17 Court st.	Farmington
4	Larrabee, Geo. W., Box 163	Kennebunk
5	Murdock, H. E., 798 Congress st.	Portland
6	Dearborn, Chas. W., 24 Bramhall st.	"
7	Jewett, Frank W., 54 West st.	"
8	Lord, Leon R., 207 High st.	"
9	Smith, Geo. E., 217 Commercial st.	"

Maryland — 50.

Maryland B. C.

76,240	Barry, H. A., 1015 W. Lanvale st.	Baltimore
1	Boggs, Claude M., 2217 N. Calvert st.	"
2	Creery, Walter E., Nat. Mech. Bk.	"
3	Chism, Jos. T., Light and Lom. sts.	"
4	Chambers, Dr. Jno. W., 18 W. Franklin st.	"
5	Cloud, Daniel Jr., 103 Hopkins Pl.	"
6	Coulter, Robert O., 1109 Bolton st.	"
7	Cator, George, 803 St. Paul st.	"
8	Griffith, F. J., 603 Reservoir st.	"
9	Hughes, C. S., Mt. Washington st.	"
250	Horsey, Elmer, 20 E. German st.	"
1	Hunter, S. S., 218 W. Lexington st.	"
2	Hachtel, C. E., Fireman's Building	"
3	Horsey, W. I., 20 E. German st.	"
4	Lohmeyer, W. E., 112 W. Lombard st.	"
5	Lohmeyer, F. H., 112 W. Lombard st.	"
6	Lehr, Robert, Jr., 227 E. German st.	"
7	Middlekauf, W. E., N. Eutaw st.	"
8	McElvoy, James, Park ave. and Dolphin st.	"
9	McElvoy, James, Jr., Park ave. and Dolphin st.	"
260	McElroy, J. J., 13 S. Charles st.	"
1	Martinett, W. H., 1005 W. North ave.	"
2	Marriott, C. B., 12 E. Mt. Royal ave.	"
3	Price, R. T., 12 N. Charles st.	"
4	Rivers, A. W., 209 St. Paul st.	"
5	Roberts, C. B., Jr., 23 S. Howard st.	"
6	Smith, J. R., 12 E. Lexington st.	"
7	Sams, C. W., 206 Courtland st.	"
8	Smith, S. K., 213 Courtland st.	"
9	Skiles, T. M., Holiday and Balto. sts.	"
270	Smith, B. W., 232 St. Paul st.	"
1	Spafford, J. A., 838 W. North ave.	"
2	Swann, S., 424 Equitable Bl'd'g	"
3	Tyler, G. A., 2515 Boaston st.	"
4	Vocke, H. B., 218 S. Charles st.	"
5	Weatherby, C. J., 119 S. Gay st.	"
6	Womble, P. M., Ellicott and Patuxnet sts.	"
7	Wyeth, C. M., 100 S. Charles st.	"
8	Williams, O. H., 609 Park ave.	"
9	Ward, T. M., 929 Equitable B'ld'g	"
280	Wilson, Edward C., 704 Constitution st.	"

Centaur C. C.

1	Gardner, Osmond K., 1904 E. Pratt st.	Baltimore

Baltimore C. C.

2	Spencer, Chas., 709 W. Fayette st.	Baltimore

Harlem Wheelmen.

76,283	Rolker, W. H., Box 842	Baltimore

Unattached.

4	Wickes, Pere L., Jr., 920 St. Paul st.	Baltimore
5	Jackson, E. A., 808 Cathedral st.	"
6	Brandow, Melvin, J. H. University	"
7	Gunther, Herman W., 1232 W. Balto. st.	"
8	Kellermann, Fred., 1013 Eastern ave.	"
9	Shriver, Harry W.	Union Mills

Massachusetts — 186.

M. B. C.

76,290	Andrews, Geo. E., 100 Kingston st.	Boston
1	Dwight, Harrison H., 200 Devonshire st.	"
2	Putnam, Willie D., Pleasant st.	Winthrop

Metropolitan W.

3	McGregor, Robert, 70 West Newton st.	Boston

Press C. C.

4	Tishler, Benj., 367 Hanover st.	Boston

Progress C. W.

5	Wingersky, Aaron, 72 E. Brookline st.	Boston
6	Feinberg, Herman, 5 Dwight st.	"

A. B. C.

7	Loring, Geo. W., 51 Tremont st.	Boston
8	Ponte, John, 380 Cambridge st.	Allston

Greyhound C.

9	Goodell, Louis A., box 82	Brookfield

C. L. A. A.

300	Bartlett, D. K., box 1083	Clinton
1	Green, Geo., Jr., 156 High st.	"
2	Ladd, A. W., 19 Pearl st.	"
3	Stone, Orra L., 6 Pearl st.	"

Musketaquid.

4	Payson, Alberto E.,	Concord Junction
5	Rogers, Chas. B.	"
6	Wales, Chas. W.	"

Acton C. C.

7	Paine, Edwin D.	Concord Junction

Diamond B.

8	Olson, Albert, 9 Charles st.	E. Somerville

H. C. C.

9	Taylor, George E., 68 Summer st.	Haverhill
310	Senter, C. A., 175 Merrimack st.	"

Hyde Park C.

1	Head, Frank G., 105 Warren ave.	Hyde Park
2	Saunders, Ernest, 61 Arlington st.	"

Commonwealth B. C.

3	Kleinteich, Herman, 63 Wenham st.	Jamaica Plain

L. M. M. B. C.

4	Lowe, C. H., box 167	Lexington

Lynn C. C.

5	Pote, Henry J.	Lynn

M. B. C.

6	Gerrish, Henry, Jr., Madison st.	Malden
7	Workman, Wm. S., 53 Clayton st.	"
8	Roche, Joseph F., 139 W. Concord st.	Boston
9	Baker, A. E., Fairview ave.	Malden

Medford C. C.

320	Blakeslee, Clarence D., 2 Main st.	Medford

Annawan C. C.

1	Austin, Clinton E.	Mansfield
2	Day, Fred W.	"
3	Fash, Joseph	"
4	Fisher, Geo. B.	"
5	Fiske, Geo. A. W.	"
6	Hodges, Albert T.	"
7	King, Herbert E.	"
8	Whiting, David W., box 546	"

Weeweeder C. C.

76,329 Burgess, Eugene S., box 351 — Nantucket

Pinnacle C. C.

330 Sherman, W. J. — Canton
1 Tenney, Chas. F., Seaver st. — Stoughton
2 Wood, Robert, box 362 — "

Acton C. C.

3 Wilson, Howard A. — So. Acton

Norfolk C.

4 Reed, J. B. — So. Weymouth

Taunton C. C.

5 Vanderwarker, J. R., 89 Winthrop st. — Taunton
6 Wood, Albert C., 36 Hodges ave. — "

Vineyard Haven C. C.

7 Francis, Joseph M. — Vineyard Haven
8 Golart, George C. — "

W. B. C.

9 Hellyar, Isaac, Jr. — Warren

W. B. C.

340 Adams, Frank J. — Whitinsville
1 Aldrich, William O. — "
2 Norcross, William L. — "

Calumet C. C.

3 Brown, Henry T., Cambridge st. — Winchester

Unattached.

4 Appleton, Francis H., 53 State st. — Boston
5 Baker, H. L., 58 Eastern ave. — "
6 Cressy, J. P., 125 St. Botolph st. — "
7 Glidden, Clinton S., 126 State st. — "
8 Gurley, William J., 38 Greenwich pk. — "
9 Hall, Geo. F., 206 Federal st. — "
350 Morrell, Ralph W., 31 Cumberland st. — "
1 Smiley, Wm. S., 17 No. Market st. — "
2 Walker, Oscar M., 160 Tremont st. — "
3 Mills, Taylor L., 31 School st. — "
4 Bridgham, Percy A., 41 Ames bldg. — "
5 Brown, Dr. E. M., 165 Tremont st. — "
6 Ellis, Emmons R., 50 S. Market — "
7 Engler, Joseph, 179 Shawmut ave. — "
8 Storrow, Edw. C., 53 State st. — "
9 Wheelock, Thos. R., 707 Sears bldg. — "
360 Waters, James J., box 1594 — "
1 McMurtry, Chas. Wood, 134 Newbury st. — "
2 St. George, Wm. H. — Ashland
3 Clark, H. A., 116 Pleasant st. — Attleboro
4 Fisher, Walter, Pleasant st. — "
5 Halliday, Thos. J., 7 Sturdy st. — "
6 McCoombs, Chas. H., Dean st. — "
7 *Harrington, Clara L.*, Rockland st. — Brighton
8 Shea, Daniel S., 202 Market st. — "
9 Daniell, Geo. Louis, Garden st. — "
370 Tinkham, Herbert L., West Elm st. — Brockton
1 Wentworth, A. M., 138 Belmont st. — "
2 Whittemore, H. C. — Brookfield
3 Sullivan, Mortimer, 12 Pearl st. — Brookline
4 Logan, Robert, 126 Mt. Auburn — Cambridge
5 Brickley, Wm. J., 68 Tremont st. — Charlestown
6 Appleton, H. L., 82 Shurtleff st. — Chelsea
7 Marble, Stacey A., 66 Addison st. — "
8 Foley, Thos. J., 213 School st. — Chicopee
9 Linehan, M. H., box 409 — "
380 Gassner, J. C., box 318 — Chicopee Falls
1 Farley, Franklin C. — Concord
2 *Babbitt, Miss Annie M.* — Dighton
3 Costa, Jos. J., Cowper st. — E. Boston
4 Bird, Frank A. — E. Bridgewater
5 Graves, Geo. M. — E. Walpole
6 Johnson, Harry W., Bow st. — Everett
7 Howe, Wm. C., box 27 — "
8 Dunnells, Herbert E., box 637 — Haverhill
9 Richards, Hon. Fred G. — "
390 Howe, George L., 160 Beaver st. — Hyde Park
76,391 Welsh, Fred O., Main st. — Hudson
2 Pearson, Henry C., 10 Oakdale st. — Jamaica Plain
3 Conant, Herbert E., 711 Centre st. — "
4 Dewey, Arthur W., 61 Pond st. — "
5 Woodside, Wm. S., 5 Sherbrook ave., — Lake View
6 Kitchin, S. R., 123 Franklin st. — Lawrence
7 Hanscom, A. J., 568 Haverhill st. — "
8 Jaques, Geo. F., 555 Bridge st. — Lowell
9 Litchfield, Everett F., 468 Fletcher st. — "
400 Gilchrist, G. D., American Ex. Co. — "
1 Thomas, Harold S., Jackson st. — Middleboro
2 Drake, C. C., 20 Main st. — "
3 Shaw, E. H., Court End ave. — "
4 Ryder, M. S., 132 S. Main st. — "
5 Thompson, V. W., 111 S. Main st. — "
6 Bourne, Geo. F., 24 School st. — "
7 Davis, Rev. W. F., 22 School st. — "
8 Wheeler, J. H., 18 Southwick st. — "
9 Coombs, E. E., S. Main st. — "
410 Hathaway, E. S., Box 53 — "
1 Ritter, Louis, Jr., Newmarket st. — "
2 Denham, A. H., 60 Main st. — "
3 Smith, J. Lester, 14 Elm st. — "
4 Cushing, H. T., 120 Centre st. — "
5 Andrews, Wm. A., 57 Main st. — "
6 Boomer, James R., 193 Commercial st. — Malden
7 *Grover, Miss Fannie E.*, 16 Albion st. — "
8 Collins, Asa E., — Mansfield
9 Hartwell, Bert A., — "
420 Knight, Chas. H., 55 Adams st. — Melrose
1 Davis, Geo. L., 43 E. Emerson st. — "
2 Libby, Horatio S., Cor. E. Emerson and Fletcher st., Melrose
3 Bradbury, Arthur, box 55 — Monument Beach
4 Cook, Frank H., 56 Morgan st. — New Bedford
5 *Cook, Mabel C.*, 56 Morgan st. — "
6 Whitney, Edw. M., 31 5th st. — "
7 Moulton, Geo. E., box 605 — Newburyport
8 Kellaway, Frederick J., box 247 — Newton Centre
9 Wilder, Harold B., Boylston st., — Newton Highlands
430 Lewis, Clayton J. — Northampton
1 Bennett, H. H., Jr. — North Attleboro
2 Blackwell, Geo. W., box 351 — "
3 Giviens, Jos. A. — "
4 Kiehn, Chas., box 22 — "
5 Smith, B. Alton, box 229 — "
6 Waite, Frank A., box 242 — "
7 Brown, Cecil W., box 648 — "
8 Porter, Earnest J., 12 N. Central st. — Peabody
9 Camp, Wm. D., Jr., 66 Maplewood ave. — Pittsfield
440 Dutton, Walter, box 816 — "
1 Hydren, Carl, 223 North st. — "
2 Deane, Henry D. — Plainville
3 Ide, Mendell G., South st. — "
4 Brawley, Henry J., Sachem st. — Roxbury
5 Cook, Edw. E., 81 Monroe st. — "
6 Rothfuss, Hermann R., 1151 Tremont st. — "
7 Harmon, Clarence, 80 Bower st. — "
8 *Schofield, Mrs. Wm.*, 20 Warren st. — "
9 Emilio, E. Victor, 245 Essex st. — Salem
450 Stanton, John E., 48 Peabody st. — "
1 *Denning, Miss K. G.*, 216 Broadway — South Boston
2 *Denning, Miss M. E.*, 216 Broadway — "
3 Rafferty, John H., 309 Ninth st. — "
4 Danker, D. J., 16 F st. — "
5 Dyer, Herbert W., 32 Telegraph st. — "
6 Hayden, Harry H., 127 — South Deerfield
7 Peterson, Edward T., Jr., 33 Franklin ave. — Somerville
8 Duckworth, James, 30 Taylor st. — Springfield
9 Curtis, Oliver J., box 240 — Stoughton
460 Tucker, Lewis, box 544 — "
1 Howard, W. H., 1 Benefit st. — Taunton
2 Green, Solon, 443 Main st. — Wakefield
3 Hicks, George L., 66 Brown st. — Waltham
4 Roote, E. W. — Warren
5 Horton, Edwin T., 16 Cross st. — Watertown
6 Morris, Randall G., Bellevue st. — West Roxbury

76,467 Lawson, Robert H., box 272 — Winchester
8 Hastings, Walter S., lock box 57 — Wollaston
9 Chamberlain, A. C. Allen, 1 Cottage ave. — Winchester
470 Adams, James W., 16 Reservoir st. — Worcester
1 Harris, A. E., box 108 — "
2 Howe, Geo. H., 37 Laurel st. — "
3 Weatherwax, J. Ensign, 133 Main st. — "
4 Wilbar, Fred M., 70 Pleasant st. — "
5 Leighton, Lester L., box 521 — Westboro

Michigan — 41.

Detroit W.

76,476 Vineburgh, Louis, 37 Monroe ave. — Detroit

Unique C. C.

7 *Hartness, Mrs. A. L.*, 676 Grandy ave. — Detroit

Mt. Clemens W.

8 Connor, Edward H., box 615 — Mt. Clemens
9 Donaldson, H. S. — "
480 Dillman, E. L. — "
1 Breitmeyer, Wm. — "

Unattached.

2 Poak, L. L., 182 Marshall st. — Battle Creek
3 Bush, Vernon, 182 Maple st. — "
4 Marsh, Elon, box 2398 — "
5 Stillson, Fred C., 279 Hart st. — "
6 Gage, Fred W. — "
7 Tucker, F. E. S., *Moon* Office — "
8 Geddes, Jas. T., 3 East Main st. — "
9 Calvert, Frank W. — "
490 Moody, S. W., 2 West Main st. — "
1 Howes, S. A., 17 East Main st. — "
2 Wells, Fred, Merchants National Bank — "
3 Forsythe, Lee K., Michigan Foundry — "
4 Henry W. C., *Review and Herald* — "
5 Smith, E. R., 6 East Main st. — "
6 Ellis, C. L., Ellis Pub. Co. — "
7 Lamson, L. J., *Review and Herald* — "
8 Dean, James H., " " " — "
9 Smith, U. W., " " " — "
500 McCoy, B. S., 143 Champion st. — "
1 Rogers, E. C., 224 So. Division st. — "
2 Winslow, E. R., 233 Manchester st. — "
3 Field, Scott, Merchants Savings Bank — "
4 Lee, Matt., 21 Poplar ave. — "
5 Caldwell, E. N., 285 Maple st. — "
6 Hulbert, Steven S., 14 East Main st. — "
7 Pennington, J. E., box 81 — Charlotte
8 Haughton, Marvin B. — Davis
9 Major, Chas. L., 33 W. Woodbridge st. — Detroit
510 Hutchcroft, J. G., 77 Bates st. — "
1 Fox, W. R., care Fox Machine Co. — Grand Rapids
2 Burns, W. T., 405 Thomas st. — "
3 Dow, H. H. — Midland
4 Chatterton, Howard, Broadway — Mt. Pleasant
5 McMillan, Richard — Mt. Clemens
6 Lee, Tal. A. — "

Minnesota — 5.

Austin C. C.

76,517 Austin, E. J. — Austin

Unattached.

8 Larson, John A. — Winthrop
9 Gaylord, E. R., Metropolitan Bank — Minneapolis
520 Westerdahl, John, 2526 12th ave. S. — "
1 Stoddard, F. L., 119 Washington ave. S. — "

Missouri — 38.

Country Club.

76,522 Bakewell, Rene, 717 Chestnut st. — St. Louis
3 Northrop, Sanford, A. R. T. Co., Commercial Bldg. St. Louis.

Pastime Athletic Club.

4 Lingenbrink, W., 519 Olive st. — St. Louis
5 Stumpf, Ed. H., 3903 W. Bell pl. — "
6 Weston, Wm. B., 604 Pine st. — "

South Side C. C.

76,527 Hart, A. A., 311 N. 14th st. — St. Louis

St. Louis C. C.

8 Brush, George C., Nonotuck Silk Co. — St. Louis
9 Mardorf, Hermann, 514 St. Charles st. — "

Victor C. C.

530 Haskill, J. T., 2615 Shenandoah st. — St. Louis

Sedalia C. C.

1 McClure, E. B. — Sedalia

Unattached.

2 Menow, Jas. E., box 104 — Marshall
3 Pierce, C. W., box 85 — Cameron
4 Wheeler, Geo. E. — Carthage
5 Cooper, Byron — Carterville
6 Smith, R. R. — "
7 DeLand, John — El Dorado Springs
8 Byrnes, J. N., 505 N. 4th st. — St. Louis
9 Beardsley, H. H., 20th and Locust st. — "
540 Beardsley, F. D., 415 Locust st. — "
1 Cheatham, C., 321 Pine st. — "
2 Kaiser, Ferd. P., N. W. cor. 5th and Locust st. — "
3 Mullens, O. L., 405 N. 12th st. — "
4 Newman, R. H., Main and Convent st. — "
5 Niedringhaus, O. B., St. L. Stamping Co. — "
6 Niedringhaus, A. W., Granite Iron Mills — "
7 Peterson, F. A., National Bank of Commerce — "
8 Sultzer, J. W., 924 Locust st. — "
9 Sylvester, W. W., 5739 Cabanne pl. — "
550 Schweich, Jos. H., 1907 Chouteau ave. — "
1 Scott, Geo. E., care Simmons Hd'w Co. — "
2 Schulenburg, Louis, 106 N. 2nd st. — "
3 Sperry, C. G., 415 Locust st. — "
4 Westhus, Wm., 2001 S. Broadway — "
5 Westhus, H. C., 2001 S. Broadway — "
6 Zook, Jesse A., box H. — Webb City
7 Schooler, E. L., box 355 — "
8 Wright, Will H. — "
9 Haskins, F. E., box 133 — "

Nebraska — 5.

Tourist W.

76,560 Culley, J. F., 102 N. 18th st. — Omaha

Unattached.

1 Hart, Chas. K. — Bloomington
2 Thomas, Ira — Oakland
3 Dickey, Wm. Lyle, 1403 Douglas st. — Omaha
4 Peterson, E. W. — Tekamah

New Hampshire — 6.

Monadnock C. C.

76,565 Beals, H. R. — Keene

Mass. Bi. C.

6 Fall, Harry W. — No. Stratford

Unattached.

7 Clarke, J. Albert, box 12 — Exeter
8 Folsom, W. Burt, 79 High st. — "
9 Burlingame, W. B., Linden st. — Fremont
570 Avery, Peter, box 77 — "

New Jersey — 72.

Asbury Park W.

76,571 Ackerman, John — Asbury Park
2 Asay, Louis — "
3 Arndt, Gustav W. — "
4 Christiani, Ricardo — "
5 Dobson, Clarence — "
6 Eskew, O. E. — "
7 Giles, Alfred S. — "
8 Hubbard, John — "
9 Ham, Wm. R. — "
580 Hickley, Arthur S. — "
1 Hulick, Howard — "
2 Joly, V. A. — "
3 King, Chas. E., Jr. — "

76,584	LeRoy, Howard D.	Asbury Park
5	Mercy, Frederick	"
6	Peters, Robt. E.	"
7	Parraman, Frank	"
8	Rockafeller, John W.	"
9	Roberts, John W.	"
590	Sutphen, John H.	"
1	Taylor, Geo. A.	"
2	Wainwright, B. Frank	"
3	Wilcox, Frank L.	"
4	White, Alpheus M.	"
5	White, Fred J.	"
6	Whittenburg, S. Swan	"
7	Woodruff, Joseph C.	"
8	Wilson, James B.	"
9	Alexander, Rev. Maitland	Long Branch
600	Holmes, Geo. W.	"
1	Inskip, John E.	Ocean Grove
2	Pinches, Conrad H.	"
	Tourist C. C.	
3	Beavin, G. W.	Hawthorn
	H. C. W.	
4	Clarke, Ernest J., 165 Pacific ave.	Jersey City
	M. A. C.	
5	Kloman, Chas. H., 70 Harrison ave.	Montclair
6	Freeman, James D., 303 Clairmont ave.	"
	Saholdalica W.	
7	Daly, Peter J., Park pl.	Morristown
	Essex B. C.	
8	Ward, Jos. G., Jr., 325 Clinton ave.	Newark
	R. B. W.	
9	Throckmorton, Jas. S., Jr., box 385	Red Bank
	Summit B. C.	
610	Asmus, E. A.	Short Hills
	M. C. W.	
1	Coleman, E. D., 239 E. Hanover st.	Trenton
	Unattached.	
2	Banks, Henry W., Jr.	Englewood
3	Van Winkle, Q. D.	Bloomfield
4	Fay, L. R., Harrison st.	East Orange
5	Keck, Thomas A.	"
6	Emmons, J. Fred., 232 8th st.	Jersey City
7	Bohling, Henry W., 527 Nelson ave.	"
8	Meyer, Fred L., 594 Grove st.	"
9	Ammon, Walter, 314½ Pavonia ave.	"
620	Rich, John, 66 Monticello ave.	"
1	Cowenhoven, J. H., 180 Grand st.	"
2	Jones, W. B., 100 Wayne st.	"
3	Reed, Dr. E. B., 1st st.	Keyport
4	Maurer, Wm., Broad st.	"
5	Arrowsmith, S. V., Main st.	"
6	Hand, Thomas,	Lakeview
7	Dana, E. B., Jr., box 238	Metuchen
8	Murray, Geo. W., 77 Mountain ave.	Montclair
9	Nicholson, J. W., Main st.	Moorestown
630	Manning, Henry B., 284 Burnet st.	New Brunswick
1	Krick, David M., 414 Plane st.	Newark
2	Grayson, John, 1019 Madison ave.	Paterson
3	Doughty, James C.	Red Bank
4	Weaver, James B., box 203	"
5	Throckmorton, J. D., box 87	"
6	McDougall, A. W., 65 Essex ave.	Orange
7	Stout, J. V. E., 20 Hurlbut st.	"
8	Pape, Wm. J., *Daily News*,	Passaic
9	Smith, Harry, 197 Bloomfield ave.	"
640	Luce, Edward J., 150 Howe ave.	Rutherford
1	Dohrman, John A., box 127	Westfield
2	Faulks, Theo. D., box 291	West Orange

New Mexico—1.

	Cap. City C.	
76,643	Sheurich, Chas. A.	Santa Fe

New York—263.

	C. W.	
76,644	Wilkins, Albert H., 6 W. 104th st.	New York
5	Reppke, James T., box 1358	"
6	Enderle, Chas. C., 203 Broadway	"
	Crescent A. C.	
7	Jackson, Louis F., 87 Front st.	New York
8	Dike, Norman S., 194 Columbia Heights,	Brooklyn
9	Beecher, W. C., 123 Columbia Heights,	"
	Criterion B. C.	
650	Marx, Stephen, 281 5th ave.	New York
1	Content, H., 41 New st.	"
	E. Orange C. C.	
2	Spear, C. A., 37 Beaver st.	New York
	Harlem W.	
3	Englert, A. J., 331 E. 87th st.	New York
4	Shaw, Robert E., box 1842	"
5	Dick, Alfred H., 88 Bedford st.	"
6	McGurn, W. D., 419 Pacific st.	Brooklyn
	Prospect W.	
7	Rughaase, Emil, 87 Bleecker st.	New York
	Marine & Field C.	
8	Ward, H. C., 58 Wall st.	New York
	Michaux C.	
9	Cochrane, A. W. S., 375 Broadway	New York
660	*Ronsen, Fannie*, care Michaux C.	"
1	*Thebaud, Mrs. Mathilde E.*, 158 Madison ave.	"
	N. Y. A. C.	
2	Billings, Harry, 7 E. 66th st.	New York
3	Hillier, Edward C., 51 Exchange pl.	"
4	Rodewald, F. L., 49 St. Mark's pl.	New Brighton
	New Manhattan A.	
5	Blake, Jno. R., 58 W. 98th st.	New York
	Albany Co. W.	
6	Bramson, W. H.	Catskill
7	Hartt, Eugene R., Broadway & Hudson ave.	Albany
	Clover C. C.	
8	*Chism, Mrs. E. A.*, 134 Western Ave.,	Albany
	Aurora Grata W.	
9	Maltby, Frank D., 99 Rockwell pl.	Brooklyn
	B. B. C.	
670	Barnett, I. L., 289 Columbus ave.	New York
	Long I. W.	
1	Sayer, W. M. Jr., 360 Wash. ave.	Brooklyn
	C. C. C.	
2	Holly, Charles S., 871 Bedford ave.	Brooklyn
	B. Turner C. C.	
3	Daiber, Oscar, 300 Floyd st.	Brooklyn
	Bushwick W.	
4	Terry, Chas. E., 588 McDonough st.	Brooklyn
	Kings Co. W.	
5	Bratton, D. H., 615 St. Mark's ave.	Brooklyn
	Excelsior C.	
6	Seely, Joseph C., 281 Hicks st.	Brooklyn
	Rambler W.	
7	Down, H. N., 402A Douglass st.	Brooklyn
	Williamsburg W.	
8	Wagner, C. J., 116 Harrison ave.	Brooklyn
	So. B. W.	
9	*Meyers, Miss Ella*, 286 6th ave.	Brooklyn
680	McElhinney, Jas. T., 253 13th st.	"
	Buffalo R.	
1	Weig, Joseph N., 154 Locust st.	Buffalo
	H. B. C.	
2	Ganley, Jno. P.	Hudson

	Fortnightly C. W.	
76,683	Bacon, Rev. Benj. W., 51 E. Mohawk st.	Oswego
4	Boyle, Claude P., 168 W. 5th st.	"
5	Churchill, Lawrence W., 118 W. 4th st.	"
6	Cogswell, Arthur B., 37 Erie st.	"
7	Conde, Swits, W. 5th st., cor. Seneca	"
8	Conde, Swits C., W. 5th st., cor. Seneca	"
9	DeForest, George, 163 E. 6th st.	"
690	Downey, Robert A., 30 W. 5th st.	"
1	Gaylord, Oren F., 168 E. 6th st.	"
2	Henderson, Jas. D., W. Seneca, cor. 4th st.	"
3	Herrick, Jas. F., 129 E. 7th st.	"
4	Higgins, John D., 121 W. Fifth st.	"
5	Irwin, Theo. Jr., E. Utica, cor. 6th st.	"
6	Ladd, Edw. M., 181 W. 3d st.	"
7	Miller, John P., 95 W. 3d st.	"
8	Murdock, Augustus P., 179 W. 3d st.	"
9	Rowe, Louis C., 177 E. 2d st.	"
700	Shepard, Fred B., cor. W. Bridge & 8th st.	"
	Van Cortlandt W.	
1	Allen, Robert S.	Peekskill
2	Fowler, S. Lothrop	"
3	Vosburg, Edward	"
	P. B. C.	
4	Palmer, S. A., 71 S. Hamilton st.	Poughkeepsie
	P. C. C.	
5	Burtley, C. E., Brinkerhoff st.	Plattsburgh
6	Guibord, Fred. W.	"
7	Lockwood, D. A., 18 Court st.	"
8	Riggs, J. G.	"
9	Schiff, A. J., 12 Bridge st.	"
710	Whitherill, J. T., 53 Oak st.	"
	Port Chester W.	
1	Kapp, Edward, 15 N. Main st.	Port Chester
	Deerpark C. C.	
2	Mason, Fred N., 53 Pike st.	Port Jervis
	S. B. C.	
3	Hoag, Francis, Jr., Railroad ave.	Sayville
	S. B. C.	
4	Potter, Ferd W.	Schuylerville
	Mt. Pleasant Field C.	
5	Arthur, Frank D.	Sing Sing
	Utica C. C.	
6	Dent, J. W., 81 Washington st.	Utica
7	Garthside, C. H., 8 Hobart st.	"
8	Ibbotson, E. D., 59 West st.	"
9	Brierley, J. W., box 235	Whitesboro
720	Symonds, J. T.	"
1	Schmidt, K. B., 34 Chenango ave.	Utica
	N. W. C.	
2	Birdsall, W. S.	Whitney Point
3	Holland, James	"
4	Terwilliger, S. H.	"
	Unattached.	
5	Archibald, Wilfred, 221 W. 105th st.	New York
6	Bateman, Chas. H., 447 E. 87th	"
7	Bickerton, Thos. W., 556 West End ave.	"
8	Birmingham, John J., 286 Ninth ave.	"
9	Bolles, C. H., Jr., 247 Water st.	"
730	Botjer, H. W., 725 7th ave.	"
1	Bowen, Adner G., 101 Waverly pl.	"
2	Broas, Chas. M., Room 6, Grand Central Depot, New York	"
3	Bruckner, Arthur, 17 Lexington ave.	New York
4	Clifford, Alex. K., 37 Union sq.	"
5	Cook, Alexander N., 115 Worth st.	"
6	Cotting, Jameson, 25 E. 79th st.	"
7	Davis, Edgar R., 1241 Lexington ave.	"
8	Ely, John S., 107 W. 74th st.	"
9	Falkenberg, Jacob, 396–398 Broadway	"
740	Francis, H. M., 36 Wall st.	"
1	Frank, Henry, 28 W. 119th st.	"
76,742	Freeborn, Geo. C., 217 W. 70th st.	New York
3	Gallagher, Roland D., 271 Broadway	"
4	Gilman, Francis, 1507 Broadway	"
5	*Griffiths, Miss Janet J.*, 135 W. 49 st.	"
6	Gudebrod, C. E., 644 Broadway	"
7	Hoffman, James M., 1187 Washington ave.	"
8	Jessup, Howell H., 108 E. 81st st.	"
9	Kahn, Isaac, 313 E. 123rd st.	"
750	King, J. F. H., 23 South st.	"
1	Kip, Ira A., Jr., 18 Wall st.	"
2	Leaman, Alfred V., 242 W. 72nd st.	"
3	Lines, Ernest H., M. D., 346 Broadway	"
4	Lloyd, Frank C., 253 W. 7th st.	"
5	Maloy, William, 39–41 Mercer st.	"
6	Martien, Edwin E., 229 Lexington ave.	"
7	Mattison, John A., 20 Nassua st.	"
8	Mead, William E., 344 6th ave.	"
9	Nicholson, John E., 646 Hudson st.	"
760	Parsell, Henry V., Jr., 31 E. 21st st.	"
1	*Potter, Sarah L.*, 10 Washington sq.	"
2	Roberts, John L., 19 W. 38th st.	"
3	Salembier, Richard E., Foot 140th st., North River, New York	"
4	Selig, Arthur L., 57 W. 50th st.	New York
5	Smith, Herbert E., 6 W. 83rd st.	"
6	Storer, E. G., care W. & J. Sloane, 19th st. and Broadway, New York	"
7	Taylor, Dr. James O., Jr., 838 E. 165th st.	New York
8	Truss, Darwin W., 18 E. 22nd st.	"
9	*Truss, Mrs. Minnie B.*, 18 E. 22nd st.	"
770	Van Fleet, Herbert, 1122 Tinton ave.	"
1	*Walton, Miss Gertrude*, 118 E. 127th st.	"
2	Williams, Waldron, 322 W. 76th st.	"
3	*Wilcox, Miss Mary*, 16 E. 54th st.	"
4	Wilson, Frank A., box 1510	"
5	Wood, John C., 200 W. 79th st.	"
6	Wyant, L. C., 55 W. 33rd st.	"
7	Ahrens, Henry, 43rd st. and 11th ave.	"
8	Alcott, Frank H., 540 E. 20th st.	"
9	Browne, A. J., 37 Union sq.	"
780	Conner, Thos., 38 Park Row,	"
1	Cushman, O. L., 385 4th ave.	"
2	Hughes, Chas. E., Vanderbilt ave. & 44th st	"
3	Katzenstein, Adolf, 113 W. 40th st.	"
4	King, Chas. C., 118 E. 127th st.	"
5	Kraus, Jos. H., 1446 1st ave.	"
6	Laux, Jos. G., 96 Varick st.	"
7	Parsons, W. B., 22 William st.	"
8	Stedman, F. B., 26 Broadway	"
9	Swope, J. L., 343 Broadway	"
790	Wheeler, Chas. C., 45 Wall st.	"
1	Wood, Wm. H., 8 Astor pl.	"
2	Frank, Adolph, box 1587	"
3	Richardson, Wm. M., 53–55 Worth st.	"
4	Roome, W. Harris, 29 W. 52nd st.	"
5	Moebius, Chas., 166 E. 4th st.	"
6	Dearstyne, Wm. H., 520 Broadway	Albany
7	Johnson, Benj. W., 230 Clinton ave.	"
8	Schimpf, Alfred, 68 Washington ave.	"
9	Boyd, Arthur A., 110 South st.	Auburn
800	Loveless, E. H., box 618	Bath
1	Wolf, F. S.	"
2	Piper, M. W., 193 Main st.	Binghamton
3	Barton, W. L., 98 Chenango st.	"
4	Andrew, Jas. H., Jr., 500 Madison st.	Brooklyn
5	Dixon, Milton S., 194 Ralph ave.	"
6	Garretson, H. D., 304 Washington ave.	"
7	Goodsell, Burt S., 279 Baltic st.	"
8	Hagenbacher, B. G., 381 Grand st.	"
9	Huntington, Stephen W., Dime Savings B'k	"
810	Killmer, Ralph H., 396 State St. B'k	"
1	McDonough, P. T. J., 1442 Fulton st.	"
2	Nolen, Fred J., 315 Union st.	"
3	Reeves, A. P., 173 Smith st.	"
4	Reid, Victor H., 282 Quincy st.	"
5	Ross, Edwin T., 391 State st.	"
6	Russell, Isaac F., 58 Van Buren st.	"
7	Samuels, Mark A., 417 Grand st.	"

76,818	Striker, R. C., 461 McDonough st.	Brooklyn
9	Taylor, Wm. F., 16 Ditmar st.	"
820	Trenchard, T. K., 612 Grand st.	"
1	Triebel, George, 1196 Madison st.	"
2	Turner, Wm. J., 105 Clinton st.	"
3	Van Iderstine, Harry, 164 Lafayette ave.	"
4	Von Ueff, Joseph C., 118 McKibbin st.	"
5	Barrett, John F., 21 Brevoort pl.	"
6	*Bushy, Mrs. Joseph*, 73 Hart st.	"
7	Diana, Peter F., 387 State st.	"
8	Douden, C. O., 1193 Gates ave.	"
9	Fitch, W. O., 415 Putnam ave.	"
830	*Geran, Mrs. J. P.*, 65 Greene ave.	"
1	Hallock, Geo. F., 1232 Fulton st.	"
2	Mason, C. W., Jr., 362 Livingston st.	"
3	McDevitt, C. S., 410 Grand st.	"
4	Norcom, Clarence M., 310 Greene ave.	"
5	Reynolds, Frank P., 57 Hancock st.	"
6	Samuels, Lafayette, 417 Grand st.	"
7	Smith, Robert, 445 Bergen st.	"
8	Lawton, H. G., 519 Nostrand ave.	"
9	Zahm, Edw. P., 228 William st.	Buffalo
840	Demary, R. C., 174 Chippewa st.	"
1	Goodwin, A. E., 400 Main st.	"
2	Tuttle, D. L., 28 Emerson pl.	"
3	Pumpelly, W. C., box 77	Candor
4	Lawrence, Geo.	Coney Island
5	Putnam, Abram,	Flat Creek
6	Dorlon, E. A.	Freeport
7	*Brandt, Isabel M.*,	Hastings-on-Hudson
8	Stiles, J. A., box 28	Hempstead
9	Partridge, B. J., box 445	Hornellsville
850	Merritt, Ernest, 72 Heustis st.	Ithaca
1	Finch, Wm. A., 137 Hudson st.	"
2	Richards, C. B., Church st.	Kingsbridge
3	Richards, F. E., Church st.	"
4	Richards, S. W., Church st.	"
5	Witmer, J. S., 46 Spalding st.	Lockport
6	Brown, J. G.	Marathon
7	Crain, F. W.	"
8	Rulison, Gilbert	Mohawk
9	Lawrence, Wm. S.	Moira
860	Bates, B. H.	Monticello
1	Cooper, Fred C.	"
2	Demerest, S. W.	"
3	Hatch, A. T.	"
4	Hatch, H. B.	"
5	Hector, Leslie	"
6	McLaughlin, G. Lewis	"
7	McMillen, Ben	"
8	Moore, Starr	"
9	Rimdle, Thos. C.	"
870	Strong, R. C.	"
1	Wyant, Frank	"
2	Heidgerd, D. Wm. F.	Monsey
3	Jewell, Maurice I.	Newtown
4	Williams, H. C., 208 Front st.	Owego
5	Aldrich, Wm. H., Main st.	Patchogue
6	De Lane, A. H., Loraine st.	Plattsburgh
7	*Kapp, Mrs. E.*, 15 N. Main st.	Port Chester
8	Hubbard, Geo. J., St. John Block	Port Jervis
9	Wagner, P. G., St. John Block	"
880	Strobridge, Rev. G. E., 3 Hooker ave.,	Poughkeepsie
1	Williams, Jno. A., 65 Mansion st.	"
2	Aller, A., 83 Post-office	Richmond Hill
3	Seib, Geo. Dan., box 115	"
4	Adams, Guilford R., 24 Exchange st.	Rochester
5	Butts, J. DeWitt, Butts b'l'ng	"
6	Du Puy, J. A., 507 Chamber of Commerce	"
7	Griffith, Thos. R., 103 Park ave.	"
8	Sloan, Wm. E., Exchange st.	"
9	Millspaugh, T. M.	Salisbury Mills
890	Hambley, W. J.	Saranac Lake
1	Ensign, F. M., box 45	Schuylerville
2	Purdy, F. O.	Sherburn
3	Youmans, J. G., lock box 23	Spring Valley
4	Hickok, J. W.	Spring Water
5	Swanson, Charlie	Spuyten Duyvil
76,896	Thomas, John F.	Stuyvesant
7	Thomas, William H.	"
8	Hasbrouck, Geo. P. 604 S. Salina st.	Syracuse
9	Oliver, Joseph, Main st.	Tarrytown
900	Phillips, N. D.	Tuxedo Park
1	Berry, Rev. Geo. T.	Troy
2	Smith, William	Valley Stream
3	Atwell, Richard W., 1538 3d ave.	West Troy
4	Davenport, Arthur W., 1336 4th ave.	"
5	Cook, Thomas, 170 Elm st.	Yonkers
6	Rogers, Dr. Oscar H., 48 Highland ave.	"

North California — 11.

Bay City W.

76,907	Hodgdon, H. F., 912 Steiner st.	San Francisco
8	*Hodgdon, Mrs. H. F.*, 912 Steiner st.	"

Paso Robles C. C.

9	Lathrop, W. H., box 136	Paso Robles
910	Stone, M. A. V., 13th and Chestnut	"

Y. M. C. C.

1	Henning, H. T., 809 Octavia st.	San Francisco

Crescent Wheelmen.

Unattached.

2	Kirby, C. M.	Dixon
3	Anderson, M. P.	Alvarado
4	McDermott, John	Dixon
5	Russell, Francis R., 2109 Bush st.	San Francisco
6	Lippitt, M. A., 818 O'Farrell st.	"
7	Noggle, Chas. E., box 115	San Miguel

Ohio — 47.

Porkopolis W.

76,918	Williams, W. J., 434 West 6th st.	Cincinnati
9	McKenna, P. A., 427 East 8th st.	"

Cinti B. C.

920	Pine, J. Walter. 956 McMillan st., Cincinnati	Walnut Hills.

Chillicothe W.

1	Streitenberger, Hiram, 15 No. Paint st.	Chillicothe
2	Briggs, Robert W.	Frankfort
3	Crone, Elmer	"
4	Goodwin, John Q., Walnut st.	E. Liverpool
5	Manor, J. M., 171 6th st.	"

C. C. C. C.

6	Goodwin, Chas. F., 243 Walnut st.	E. Liverpool
7	Simms, Geo. C., 230 Second st.	"
8	McGhie, L. J.	"
9	Palmer, Harry	"
930	Bott, Wm. T.	"
1	Risinger, F. V., 174 Washington st.	"
2	Tebbutt, W. T.	"
3	Hill, Walter B.	"
4	Morris, Thos. W., 6th st.	"

Unattached.

5	Scott, Clarence E.	Barnesville
6	Buehler, Richard	Arlington Heights
7	Hagy, Edwin, 413 E. Tuscarawas st.	Canton
8	Hurst, H. L., Burcher & Gibbs Blow Co.	"
9	Shanafelt, A. E., box 305	"
940	Stough, Will H., 371 E. Tuscarawas st.	"
1	Thomas, Henry E., 139 Prospect ave.	"
2	Shipley, Edward E., box 285	Cincinnati
3	Ernst, Otto R., box 892	"
4	Meyers, Theo. J., 191 Wade st.	"
5	Paddock, Elmer J., 48 Sandusky st.	Delaware
6	Miller, J. Frank	"
7	Taylor, Homer J., 165 6th st.	E. Liverpool
8	Kerr, Howard L., 164 Summit lane	"
9	Harris, J. W., 273 3d st.	"
950	Porter, Tom, College st.	"
1	Knowles, Edwin M.	"
2	Herbert, J. T.	"
3	Roberts, Jno. T., 5th and Market sts.	"
4	Hall, Charles	"

76,955	Larkins, Chas. T.	E. Liverpool
6	Orr, J. E.	"
7	Darragh, Thos., box 85	"
8	Macrum, C. E., box 31	"
9	Garvey, B. St. J., 251 So. 5th st.	Ironton
960	Rogers, Joseph A., 11 3d st.	"
1	Culbertson, E. S., box 263	"
2	Schmick, W. Harry, box 3	Leetonia
3	Roush, Joe C.	Russells
4	Hawley, Robert A., 61 So. Professor st.	Oberlin

Pennsylvania — 99.

So. End W.

76,965	Dotterer, Jno. M., 1325 S. Broad st.	Philadelphia
6	Scott, Henry A., 2127 N. Front st.	"
7	Hulbert, Chas. S., Gen. Office P. R. R. Co.	"

P. C. C.

8	Smith, Craig, 8 Franklin st.	Alleghany City
9	Trimble, R. J., 108 Jackson st.	"
970	Rowbottom, Geo. W., 228 Wash. ave.	"
1	McGinnis, Frank, 410 Grant st.	Pittsburg
2	Day, A. B., 424 Duquesne way,	"
3	Slocum, G. Frank	"

Mercury W.

4	Davis, Wm. R., 211 N. 5th st.	Allentown

C. C. C.

5	Kinney, T. E., 218 2d st.	Braddock
6	Porter, I. M.	Rankin
7	Bishoff, F. G.	"

B. C. C.

8	Sanders, C. C., 100 Western ave.	Butler

C. B. C.

9	Swanger, Thos., Market st.	Chester

Lanc. Co. W.

980	Winters, Dr. J. T.	Goodville

Milton W.

1	Mitchell, J. A.	Millville

New Castle C.

2	McMurray, S. S.	Mt. Jackson

Penn. W.

3	Ludwig, Frank, 817 Elm st.	Reading
4	Nagle, Chas. T., 414 Penn. st.	"
5	Rees, Wm. G., 357 N. 10th st.	"
6	Rick, Wm. G., 238 N. 6th st.	"
7	Wagner, Julius, Jr., 1300 Fairview ave.	"
8	Goetz, Fred, 935 Centre ave.	"
9	Schwartz, Irwin D. E., 30 S. 4th st.	"
990	Eisenbise, H. M., box 354	"
1	Heller, Geo. J., 832 Walnut st.	"
2	Saussed, Howard E., 424 Spruce st.	"
3	Spangler, Jno. W., 533 Laurel st.	"
4	Archer, Jno. W., 301 S. 5th st.	"
5	Bisehenner, C. W., 639 Church st.	"
6	Boyer, Ed., 659 N. 11th st.	"
7	Brown, Geo. T., 443 Buttonwood st.	"
8	Klapp, Daniel, 616 Elm st.	"
9	Slegel, Walter R., 111 N. 5th st.	"
77,000	Binkley, Harry J., 4th and Spruce st.	"
1	Grerh, Walter C., 656 Penn. st.	"
2	Schrader, William, 36 N. 9th st.	"
3	Edelman, Ed., 539 Walnut st.	"
4	Jack, Carroll B., 722 Washington st.	"

Mountain W. C.

5	Goss, H. J.	Phillipsburg
6	Rappelee, A. L.	"
7	Mull, Lawrence J.	"
8	Ratowsky, Harry	"
9	McCousland, Thos. G.	"
010	Denlinger, W. H.	"
1	Rumberger, H. D.	"
2	Cross, Thos.	
77,013	Jones, Ed. G.	Phillipsburg
4	Rothrock, O. S.	"
5	Davis, M. N.	"
6	Platt, Jno. G.	"
7	Crissman, S. S.	"
8	Lingle, Harvey S.	"
9	Lingenfelter, S. B., box 118	"

Tyrone C. C.

020	Cox, Jno. D.	Tyrone
1	Van Scoyoc, J. T.	"
2	Simpson, C. E.	"
3	Stevens, Geo. B., box 789	"

Williamsport W. C.

4	Reading, Franklin, 610 W. 4th st.	Williamsport
5	Wagner, A. C., 724 E. 3rd st.	"

Canonsburg C. C.

6	Young, W. E., box 56	Canonsburg

Keystone B. C.

7	Hodkinson, F. C., (P. O. Univ. of Mich., Ann Arbor, Mich.)	Pittsburg.

Unattached.

8	Bougher, H. M., 2545 W. 16th st.	Philadelphia
9	Soiza, Joseph, 1920 Manton st.	"
030	Dallett, Morris, 205 S. 6th st.	"
1	Ewing, Wm. H., 2200 Market st.	"
2	Fell, Albert D., 608 Chestnut st.	"
3	Greenman, Earl C., 1512 Diamond st.	"
4	Chalfant, D. C., lock box 153	"
5	Geddes, Robt. C., 2001 Wallace st.	"
6	Grisworld, Robt. G., 925 Chestnut st. Philadelphia.	Langhorne
7	Jaquith, F. M., 1225 Dauphin st.	Philadelphia
8	Pennypacker, N., N. W. 5th st. & Callowhill	"
9	Wolf, Leonard J., 118 Diamond st.	"
040	Wurtz, Jno. B., M.D., 2103 Howard st.	"
1	Affelder, Louis J., 124 Sheffield st.	Alleghany
2	Camp, Chas. E., 142 Locust st.	Alleghany City
3	Fargo, J. D.	Athens
4	Booth, Geo. R., 401 Market st.	Bethlehem
5	Dodson, C. Miner, Centre and Wall st.	"
6	Johnston, Fred	Bradford
7	Tenbroeck, Wm. E.	Collingdale
8	McCloud, H. M.	Darlington
9	Laird, Chas. W., care Lovell Mfg. Co.	Erie
050	Weaver, H. R.	Freeport
1	Parker, Wm. V., 135 Wistar st.	Germantown
2	Slaughter, Francis W., 231 Winona ave.	"
3	Kerr, Geo. T., lock box 185	Hanover
4	Secor, Sanford H.	Ludlow
5	Wakefield, Ernest, Main st.	Mt. Pleasant
6	Borland, A. G., Westminster st.	Pittsburg
7	Hanawalt, W. C.	Roaring Spring
8	Mankedick, E. H., box 8	Sturgeon
9	Steele, Hurbert A.	"
060	Mitchell, Walter	South West
1	Lyon, Bennie, box 39	Uniontown
2	King, Theodore B., box 208	Oxford
3	Hardwick, J. R.	Stoneboro

Rhode Island — 2.

Unattached.

77,064	Beckwith, Truman, box 171	Providence
5	Boehne, Oscar R., 256 Blackstone	"

South California — 4.

Crown City C. C.

6	Van Etten, Albert S., 50 Worcester ave.	Pasadena
7	Lincoln, E. W., 82 So. Fair Oaks ave.	"

San Diego, W.

8	Graham, M. A.	San Diego

Unattached.

9	Gauldin, Claude	Capistrano

Tennessee — 4.

Unattached.

77,070	Joy, Levi, Jr., 296 Front st.	Memphis
1	Lowenstein, Leon B.	"
2	Mosby, Samuel, 15 Madison	"
3	Wilson, Wallace E., 363 Main st.	"

Texas — 9.

Unattached.

77,074	Hann, E. L.	Denton
5	Armstrong, D., 702 E. First st.	Ft. Worth
6	Brown, Bertrand, 105 Mansion Hotel	"
7	Cox, G. B., 605 E. 6th st.	"
8	Dowlin, M. J., C. R. I. & T. Freight Depot	"
9	Langeyer, J. J., cor. 9th and Houston sts.	"
080	McCall, A. C., lock box 411	"
1	Vivian, N. B., care of Alliance Mill	Sherman
2	Ney, A. J., care of I. Exstein & Bro.	"

Utah — 14.

Wasatch W.

77,083	Austin, Dorr, Jr., 24 K st.	Salt Lake City
4	Allen, F. H., Pacific Express Co.	"
5	Barnes, R. C., Deseret Nat. B'k.	"
6	Evans, L. A., box 670	"
7	Glendinning, R. J., box 190	"
8	King, Louis M.,	"
9	McConahay, Will M.	"
090	Tremayne, Geo., 552 E. South Temple st.	"
1	Tripp, E. A., Opera House Block	"
2	Warnoc, C., 131 S. Main st.	"
3	Young, H. J., Deseret National Bank	"
4	Goldberg, J. A., box 1586	"

Unattached.

5	Winters, Edgar E., Com'l Block	Salt Lake City
6	Schefski, F. E., 542 So. 5 E. st.	"

Vermont — 1.

Unattached.

77,097	Merill, H. L., 28 Main st.	Barre

Washington — 10.

Unattached.

77,098	Armstrong, Jas. W.. Hotel Broadway	So. Bend
9	Bristol, W. C., box 306	"
100	Brown, W. E., box 294	"
1	Carrier, Geo. B.	"
2	Carney, R. A.	"
3	Dyer, R. B.	"
4	Ferrendini, A. J., box 246	"
5	Irish, W. C.	"
6	Hubler, H. J., drawer E	"
7	Myers, J. L., box 146	"

Wisconsin — 22.

Badger W.

77,108	Krasselt, Wm. A., 768 Franklin st.	Milwaukee
9	Schrader, Walter, 223 22nd st.	"
110	Dahinden, Edward J., 300 Milwaukee st.	"
1	Cramer, F. G., 2219 Vliet st.	"

No. Side C. C.

2	Guterson, Victor, 509 Lloyd st.	Milwaukee
3	Reich, John, 1173 7th st.	"

Merrill C. C.

4	Farber, Ed. O.	Merrill
5	Wright, Jas. A.	"
6	Lambert, J. E.	"
7	Drinker, J. T., box 681	"

Kiel W.

8	Hofmeister, O. H., box 2	Kiel
9	Koehring, W. J., box 82	"

Ripon C. C.

120	Davy, Wm. W.	Ripon

Unattached.

1	Willey, Newton I.	Ashland
2	Strauss, Richard J.	De Pere
77,123	Evans, F. S.	Florence
4	Pontbriand, Jas.	"
5	Cross, Eugene	Manitowoc
6	Clark, A. H.	Reedsburg
7	Cambier, P. H., 277 26th st.	Milwaukee
8	Power, S. J., M.D.	Hurley
9	Smith, C. H.	Towne

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Illinois — 1.

Englewood W.

77,130	Hales, A. V., 640 61st st.	Chicago

New Jersey — 3.

Atalanta W.

77,131	Baldwin, J. M., 6 Willow st.	Newark

Unattached.

2	Hand, Wm.	Lakeview
3	*Hand, Mrs. Frederic*, box 378	Ridgewood

LEAGUE CLUB RENEWALS.

54	Portland Wheel Club,	Portland, Me.
120	Hyde Park Cycle Club	Hyde Park, Mass
509	Annawan C. C.	Mansfield, Mass.
168	York County Wheelmen	Biddeford, Me.
20	Peoria Bi. Club	Peoria, Ill.
93	Los Angeles Wheelmen	Los Angles, Cal.

NEW LEAGUE CLUBS.

603	Fortnightly Club Wheelmen	Oswego, N. Y.
604	Maysville Bi. Club.	Maysville, Ky.

IN UNION THERE IS STRENGTH.

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NEW YORK, May 20.

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THE ELLIOTT PAMPHLET STITCHING MACHINE.

Stitches any thin book or pamphlet with thread, making a double stitch, tying a square knot and cutting off the thread, all at one operation.

AS a matter of history (and egotism), this is the first and only machine that ever stitched *and tied* work of this kind.

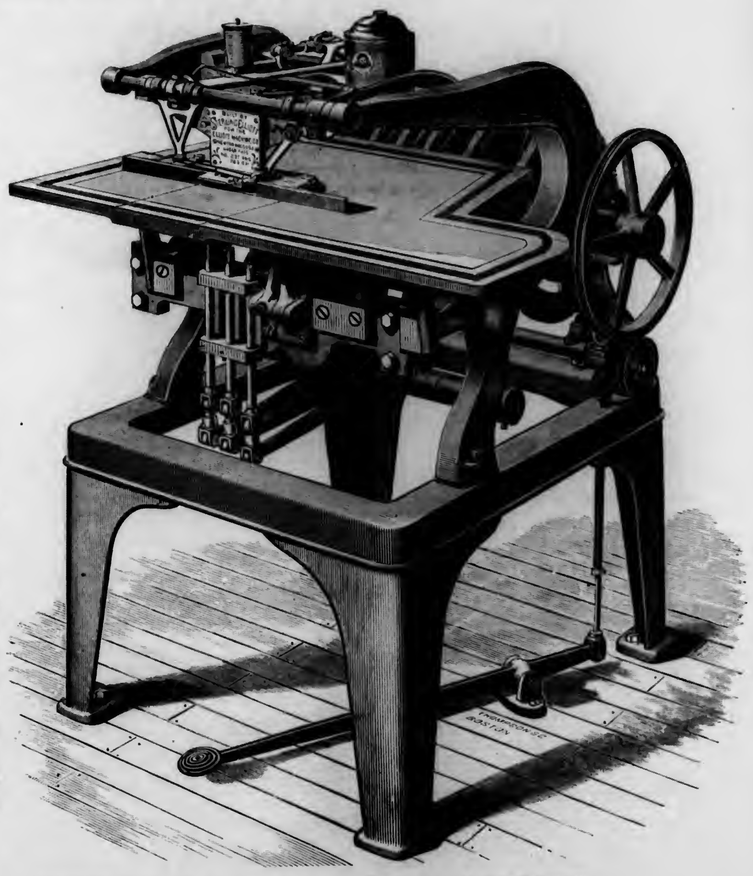
It ties a perfectly square knot, ties it close against the paper, leaves no slack, and wastes no thread.

Its speed is only limited by the ability of the operator to feed it.

A fair average is about 30 per minute, or 18,000 per day.

The same machine also ties a loop in the corner of a book by which it may be hung up.

The work of this machine is equal to the very best hand-stitching, and is done at a much less cost.



Publishers of the Youth's Companion, Boston, use thirteen of these machines. It is also used extensively by the Harper Bros., New York; the Boston Mailing Company, and many other large concerns. . . . . .

Address, **ELLIOTT MACHINE COMPANY,**

GEORGETOWN, MASS.

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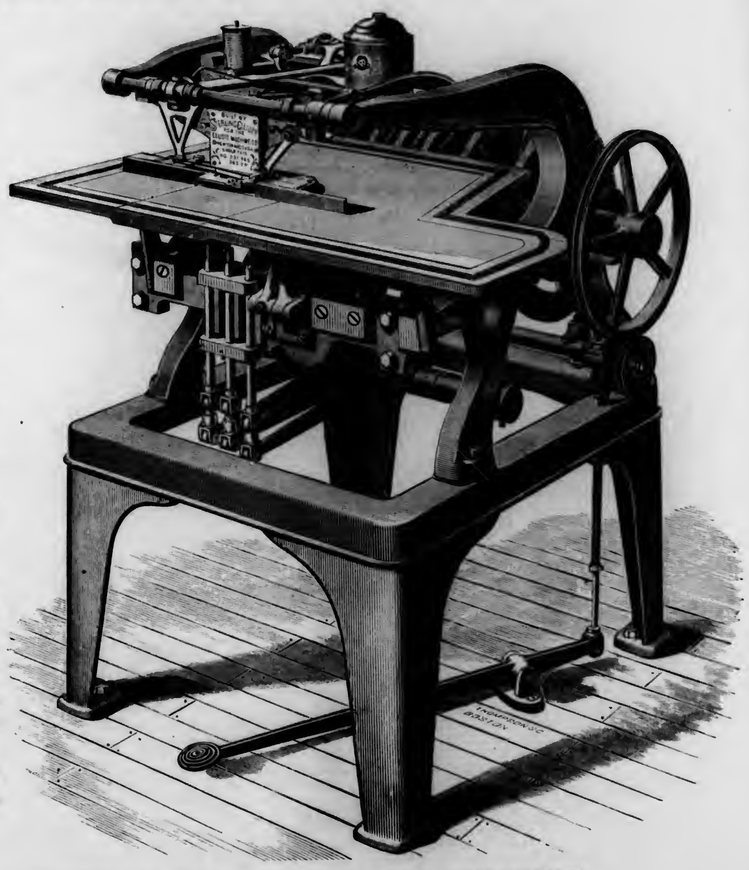
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QUERIES AND ANSWERS

"A Harrisburg Cycler":

Your rhymes are too wildly unconventional; we like startling things, but you have "raised the limit."

G. E. B., Dunkirk, N. Y.:

Your ideas are good, just a little too good, in fact, for this date.

Q. R. O., Fitchburg, Mass., asks:

Suppose a cyclist leaves his wheel for a few minutes leaned against the sidewalk while in a store or other place of business, can he recover damages should a team or vehicle injure or damage it during his absence? Kindly reply at your convenience.

Ans. The bicycle has been repeatedly declared by the courts to be a vehicle, and to have the same rights that other vehicles have.

If the bicycle in question was occupying a place where any other vehicle might properly have stood, it was entitled to the same consideration. In some places, however, it is against the law to leave any team or vehicle on the street unattended. Your local ordinances and the conditions of the particular case would have much to do with it.

A. H. D., Louisville:

The present chairman of the racing board refuses to grant a sanction for a race in which ladies are to compete.

We are not prepared to discuss the wisdom or necessity of this rule. In fact we had not previously been aware that it was common for *ladies* to desire to compete on the race track.

However, Mr. Gideon is in a better position to know and the matter is his to decide.

EDITOR BULLETIN:

Dear Sir,— Please pass your opinion on the following in the next issue of the BULLETIN: Is there any redress when tires are ruined by glass that has been distributed along a road through carelessness of a contractor who uses ordinary grade wagons with dump boxes instead of tight ones?

By way of explanation will say that the trolley company are using the dross and broken scrap from an old glass works as ballast and have hauled same over the principal streets of this place, and the result is many punctured and disabled tires; this could have been obviated by using tight boxes or by hauling over side streets that are not frequented by wheelmen. If you have any light to shed on this subject, "let it flicker."

Respectfully yours,

L. A. W., 3,169.

Ans. It would seem to us that this broken glass might injure horses and people as well as pneumatic tires, and there must be some way to prevent such reckless disregard for the rights of others. L. A. W. Lawyers, how about this?

EDITOR L. A. W. BULLETIN:

In answer to a question which was asked in a former number of your paper, I would say the turning around of a dog several times before he lies down is a remnant of his ancestral wolf habit. The cat inherits the same trait from the tiger. Animals of the forest or jungle, in nature, always tread the leaves or grass upon which they are about to repose, and, in a measure, select or arrange the conformations of surface in the spot chosen.

G. W. W.



BOY: "Say, Boss, there was a lady come along here to git her tire inflated and your new man blew up her bloomers by mistake and she's out of sight."



HIS SATANIC MAJESTY (to New Arrival): "What did you do on earth?"

NEW ARRIVAL: "I was de champion scorcher of de Darktown bicycle club."

H. S. M.: "Why, my boy, you are right in my line; take off your coat."



A Prophetic Inspiration.

A bicycle which is peculiarly adapted to the modern scorcher.

—*Los Angeles* (Cal.) *Record.*

CORRESPONDENCE

A LETTER WITH MEAT IN IT.

EDITOR L. A. W. BULLETIN:

As you have invited an expression of opinion as to what kind of reading matter your readers wish served up to them I take the liberty of expressing my preferences.

To interest the largest number of readers you should have something on the following subjects:

(1) Cycle construction: that is, discussions as to the relative value of large or small balls in a bearing or the relative value of the hosepipe or the inner tube tire, or the practicability of a two-speed gear. Under this head are a number of questions that would be of interest to the riders of bicycles, but they must be short and crisp.

(2) A description of any freaks that are invented by misguided individuals who expect to revolutionize cycledom, but who don't. A cut of the device will add to the interest.

(3) An occasional article on how a wheelman should take care of his health, *i. e.*, not to lie down on the damp ground in the spring and fall, how to treat simple wounds, sprains, bruises, etc.

(4) Hints as to the care of the wheel, oiling bearings, adjusting bearings, cleaning machine, repairing punctures, difference between right and left-hand threads, injury of machine by coasting at full speed down rough hills, etc.

(5) Poetry. I don't mean by this the average rot that goes by that name, but something like the genuine article. It should be short, crisp and to the point, and not too much of it.

(6) A ladies' department, which will discuss matters of interest to the women who ride.

(7) A humorous department, "Under the spreading chestnut tree," for instance. There are few people but what enjoy something funny; it is like the pie, cake and ice cream to top off a full meal. It need not be original (no insinuations); a sharp pair of scissors will do the work.

(8) The reproduction of funny pictures. They never fail to attract attention and interest the reader. You, no doubt, have noticed how *Puck* and *Judge* are sought after by those who care for nothing but the pictures.

(9) Touring; advice to those who think of touring; what to take with them; custom house regulations in different countries; hotel regulations; in fact, whatever would be of value to the prospective tourist.

(10) Short stories, sketches, anecdotes, etc., not over a page long. Life is too short to read some of the long-drawn-out drivel that is too often inflicted on the readers of cycling papers.

(11) Biographies. If a new man becomes prominent either on the track or in League affairs, let your readers know something about him.

(12) Politics. This, of course, is ticklish ground. Invite discussion of subjects of current interest to the L. A. W., such as the control of professionalism, etc., but carefully edit everything of the kind and eliminate all intemperate expressions before the copy goes to the printer. In this way the general reader will get some idea of the advisability of this or that policy.

(13) Racing. General remarks on this subject; articles on track building, mention of new records made, but no detailed report of races unless they are of national interest.

(14) Invite discussions as to the best way to recruit League membership. This might be made very interesting indeed.

I have long felt that too many publishers of bicycle papers were more interested in getting ads. than in trying to furnish good reading matter to their subscribers. The more interesting a paper becomes to its readers the more valuable it becomes as an advertising medium.

The above suggestions apply only to the bicycle part, the good roads part needs no suggestions.

Very respectfully,

WILLIAM D. KEMPTON.

THE OLDEST LOCAL CONSUL

in Massachusetts is aged sixty-one years, the youngest is twenty, and we have all the intermediate ages.

They are hustling for those cash prizes, and the prospect is that many new members will be the result.

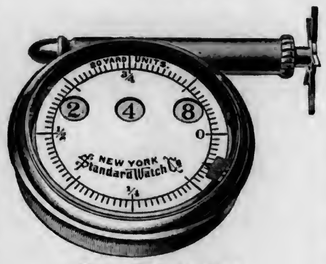
A PLAIN STATEMENT OF A WELL KNOWN FACT.

"Is the little Smith boy a great favorite in school?" Jimmie — "Well, I should say so. There isn't a fellow in school but what he can lick." — *Unidentified.*

Boom!

It seems as though every Bicycle rider in the United States and Canada wanted a and "wanted it awful quick." The immediate and enormous popularity of this device is one of the surprising facts of these dull times. It is entirely within the limits of a conservative statement to say that *more "Standard" Cyclometers have been ordered in the last two weeks than have been heretofore sold by all other American manufacturers combined, in all the years that Cyclometers have been made!*

"Standard"



Two-Thirds Size.

Cyclometer.

And "for most excellent reasons, i' faith." First, it is indisputably *the best;* second, it is far-and-away *the cheapest*—both in the respect of the price itself, and in consideration of the relation of the quality *to* the price; third, it is backed by a responsible *guaranty* that it will stand continuous wear throughout the life of its buyer, and any injury in a mishap to the bicycle will be repaired without charge.

The price? Not $5.00 (though it is worth more), nor $3.50 (though it would be cheap at more), but **$2.00**—Two dollars! Considering the satisfaction it will give you, it's like *finding* money!

The New York Standard Watch Co.,

11 John St., NEW YORK.

103 State St., CHICAGO.

PACIFIC COAST AGENTS:

POPE MANUFACTURING CO., 344 Post St., San Francisco.

OVERMAN WHEEL CO., Larkin and McAllister Sts., San Francisco.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.

ABBOT BASSETT, Associate Editor.

MAY 31, 1895.

HUMAN NATURE.

TWO letters which happened to lie next to each other in our morning mail, shall be the text for this sermon.

One was from a man who had ordered and received one of the helping hands. He had sent the cash with his order and the work had been done and shipped to him. A simple matter; the transaction was closed; there was no call for another word. But this writer seemingly believed it to be his duty, as it evidently was his pleasure, to do what he could toward comforting and blessing the efforts of others. There was a ray of mental sunshine in that letter which had an uplifting and breezy influence on the tired reader, which lasted until—until the next one was opened. This was from a man who had recently joined the League and whose name had been printed with about eight hundred others in the last issue of THE L. A. W. BULLETIN

The letter j had been used in his name where there should have been a g.

Now our attention should always be called to errors of address, however small, and we will have them corrected at the earliest possible moment. Sometimes serious mistakes are made, though we try ever so faithfully to avoid them. But this was a small matter. The man got his paper, else he couldn't have known that a mistake had been made.

Total number printed this week, . . . 21,000
Sent to paid subscribers, ... 20,136
Samples to Advertisers, Exchanges, etc., 864

A postal card announcing the "bad spell," and asking a revision would have been the appropriate thing; instead of that he said he couldn't imagine "how a compositor could be such an idiot" and several side remarks of similar import.

A railroad train is late: one man passes the time pleasantly, while another condemns the R. R. Co. and its heirs, assigns and legal representatives to everlasting perdition.

Two vehicles become interlocked in a crowded street. The drivers at once proceed to call upon the highest authority to witness that the other fellow was, to say the least, not an expert reinsman.

Two men jeopardize the ownership of a sum of money on a horse race. The winner pockets the proceeds, while the loser blames the drivers, the judges, and even the weather, for not allowing him to deserve what he so freely heaps upon his antagonist.

We are a queer lot when you stand off and look at us. We ought not to be blamed too harshly, however, for it is often a matter of heredity.

If a man isn't born right, it is very hard for him to get right afterward, though isolated cases have been known. The majority of mankind may be depended upon to go straight and do right, but there seems to be now and then a case of perverted affection which has soured the milk of human kindness until it has curdled into swill.

Letter writing is an art acquired by but few men. We are too apt to send a letter to-day which should be held over until to-morrow.

There was never anything gained by writing a mean thing in a letter, and much may be lost.

We necessarily receive many letters.

Nearly all are of a pleasant character. A few are positively exhilarating, while not more than one in every sixty contains a pill from which the sugar coating has been omitted.

We earnestly solicit criticism.

Good, honest, plain talk will help us all.

"Come, let us reason together."

Let us be frank, outspoken and critical, but not impudent.

AGAIN A RECORD.

The proud figures of 1019 of last week are topped by 1037 this week. And yet we may do better.

WHY DO THOSE

Who don't sell **New Clippers** tell you that they are "no good," or that you can't ride fast enough to "keep a kite up" if you buy one? Our New Clipper

BUSINESS BICYCLES

are strong competitors; they usually please those who buy them, and all Clipper riders **buy** their wheels (we don't **give** any of them away). Those who ought to know say they

GIVE UNIVERSAL SATISFACTION?

The only complaint we are having is, "Why don't you ship more wheels." All out.

Makers of



Business Bicycles

Grand Rapids Cycle Co.

Mich.

The Best Bicycle Built.

Get a Sterling because it is fast

Built Like a Watch.

STERLING CYCLE WORKS,

236-240 Carroll Avenue, c

CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York City.
Sieg & Walpole, 285 Wabash Ave., Chicago.
Johnston & Brian, 314 Post St., San Francisco.



• • THE • •

UNION CRACKAJACK.

PROVERBIAL PHILOSOPHY.

"Too many cooks spoil the broth."
Ride the UNION CRACKAJACK and avoid the consomme.

"A miss is as good as a mile," but if you ride the UNION CRACKAJACK you will be troubled by neither.

"Procrastination is the thief of time."
Rush in your order NOW for a UNION CRACKAJACK or you'll get left.

UNION CYCLE MFG. CO.,

Branches:
Philadelphia Milwaukee.

239-243 Columbus Ave., Boston, Mass.



MRS. BLOOMER.

NO name is more often used nowadays, in cycling, than is the name of the late Mrs. Bloomer, and yet she had absolutely nothing to do with the designing of the form of apparel which, nearly fifty years ago, took her name, and which did not to any material extent resemble the so-called bloomer of to-day.

Elizabeth Smith Miller, daughter of Hon. Garrit Smith of Peterboro, N. Y., was the originator of the old "bloomer" costume, and the first lady of prominence to wear it was her cousin, Elizabeth Cady Stanton.

Mrs. Bloomer was at that time (1851) running (or walking) a paper known as the *Lily*. This paper, Mrs. Bloomer and Mrs. Stanton were all located at Seneca Falls, N. Y.

Mrs. Miller, the inventor, came there on a visit, wearing the new rig.

Mrs. Stanton adopted it, and induced Mrs. Bloomer to *follow suit*.

Mrs. B. fell an easy victim, and used her paper to publish the fact that she had renounced skirts. This gave the impression that the credit, or whatever, was hers.

Horace Greely took up the matter and gave it the benefit of the *Tribune's* circulation.

The little paper run by the supposed originator of the now famous costume did no longer want for readers.

Subscriptions came from all parts of the country, and what was before a comparatively quiet life became one of infinite variety and excitement.

Mrs. Bloomer was an ardent advocate of woman suffrage, and although she disliked the importance which was attached to the dress, she was willing to use it as a means of calling attention to her doctrine, and there can be no doubt of the advantages thus derived, from an advertising standpoint.

It is an interesting fact that all of the ladies who were foremost as "Bloomerites" at that early date, finally went back to the skirt as a permanent dress.

A perfectly valid excuse for the bloomer was not found until the advent of the ladies' bicycle, and everybody knows the rest of the story. Just previous to her death, the writer received from Mrs. Bloomer a number of interesting letters, one of which was published in *Good Roads* for October, '94.

The following extract from one of her letters is reproduced as showing how she felt about the unwelcome notoriety which came upon her, while her real life work was seemingly forgotten.

I was one of the earliest advocates of Woman Suffrage, and it is for my work in that and temperance, that I would be remembered and not for any particular costume that I wore.

Respectfully
Amelia Bloomer

STREET SPRINKLING.

From a Cycler's Standpoint.

JOHN A. M'KIM.

NOW the wheelmen are agitating the subject of street watering, and are signing petitions to have the watering done away with for a couple of hours in the morning and the same length of time in the afternoon, the plan being not to sprinkle before 9 A.M. or after 4 P.M.

I suppose, of course, this is for the benefit of wheelmen who ride to and from their business.

This would seem to be a good time to criticise the unscientific street *washing*, which is such an annoyance for wheels and carriages alike. But if the subject is to receive the attention of the L. A. W., I, as an individual member, ask that something different be done, than crowding all the street watering into the hours in which many are obliged to do their riding.

But I do not offer a protest without a solution.

What is the effect of our present system of street watering? The streets are watered under a boiling sun, and when the water falls upon the hot paving stones, the dust rolls up into balls of mud. The first wheel that strikes it throws the mud, and, in a very short time, the street is as dusty as ever. The earth is too hot and the sun's heat too intense to allow the water to soak in. A better plan would

A marvel of artistic design and substantial construction. . . . . PRICE $1.50



—o—

The New
TOURIST CYCLOMETER.

Send for Circular.

W. S. BIGBY,
31 and 33 Fulton St., Brooklyn, N. Y.

BICYCLE COMBINATION LOCK.



Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.

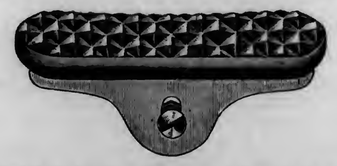
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THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.



The Lightest and Best Bicycle Clock Made.
Sent by mail on receipt of price. $2.25.
Speed calculator included.
Levy Cycle Clock Co.,
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STOP PUNCTURES We don't KEEP 'em We SELL 'em.
Werneth's Puncture-Proof Tire Armors.
Price, $1.50 per Pair, mailed free.
806 Druid Hill Ave., BALTIMORE, MD.



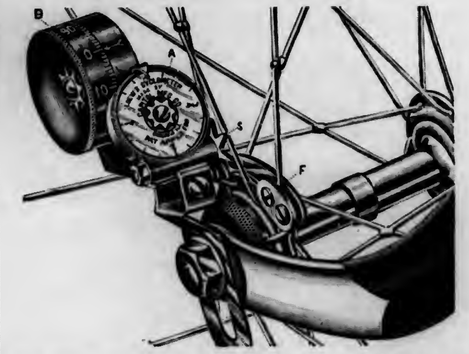
REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.

THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

Weight, 4 oz. LOEW Price, $2.60.
10,000 MILE CYCLOMETER.

The only cyclometer with independent trip to single mile dials, giving mileage for each day or trip in addition to a total recorder which adds every turn of the wheel up to 10,000 miles and repeats or can be set back. '95 patterns with black enameled dials and prominent silvered figures visible from the saddle in any position.

Satisfaction guaranteed or money refunded.
Absolutely Accurate. Dust, mud and water proof.



CAPITOL MFG. CO., Sole Manufacturers and Licensees,
125-137 Rees St., CHICAGO, ILL.
See ad. of Speedometer in this space next week.

DID WE WIN IT?



In the Circuit Court of the U. S. for the District of Indiana.

S. F. HEATH CYCLE CO. *vs.* HAY & WILLITS.

Decision rendered April 22, 1895.

JUDGE BAKER says:

"In my opinion it involved invention to change the form of the Choker device * * * and combine it with an air pump having a hose with an open end adapted to slip over any bicycle nipple. To one who has accomplished this result the quality of inventor should not be denied. I am of the opinion that the device covered by it constitutes a patentable invention, and that it had not been anticipated by any prior patented device. The defendant's device is an infringement of it. In my judgment it is so palpable an infringement that it is needless to point out the coincidence of structure and the operation of the two devices. It is apparent upon the most casual inspection. There will be a decree for the complainant."

S. F. HEATH CYCLE CO.,
MINNEAPOLIS, MINN.
Heath pumps are the best, and prices are bottom.
N. B.—Don't accept infringing pumps.

be to *soak* the street with water instead of sprinkling, so that some moisture will remain; now we have streets rendered practically impassable with mud for a short time after the water is put on, and the heat from both above and below soon bakes the mud and converts it into dust again.

Now for the solution. After a heavy rain at night, when the earth is cooled off and the sun's rays are hidden, the rain having soaked into the earth, the streets are in good condition the next day. Does not the practical solution suggest itself?

It is this. Have all the street watering done between the hours of midnight and 5 A.M., or before the sun is hot. A test of this system will, I believe, solve the problem and give a much needed improvement in the condition of our streets, as well as adding greatly to the enjoyment of every driver and wheelman. I would suggest one exception to the above plan.

On asphalt streets having a hard smooth surface where moisture cannot soak in, and on whose surface dust continually blows, I would suggest that *sprinkling* during the day time would not only lay the dust but also cool the air.

As I am a non-club member of the L. A. W., I have no opportunity to present my ideas except in this way. A very large number of wheelmen are interested, who, on account of not being members of clubs, have practically no influence in the League. I speak for these members more particularly.

I trust that this plan will be tried and believe that it will be far more efficacious than the present system.

WHILE YOU CAN SWIM YOU DON'T NEED ONE.

"Don't swim when there's a bridge," sounds catchy and light, but there is a world of good, hard, common sense in it. In means in effect that you should not pay for experience that someone else has bought. It means, in fact, that if you want a good funeral car or hearse, one that you know is all right, and one that everyone else will know is up-to-date, you should secure, first, a catalogue of choice designs in funeral cars and hearses issued by ——, and then you should order one of the cars. Profit by the experience of others. "Don't swim when there's a bridge." — *Undertaker's Monthly.*

ROAD MAPS

Of Maine, New Hampshire, Massachusetts, R. I. and Conn. These maps are handsomely colored and show all the roads and points of interest; for sale by the dealers, or sent by mail by the publishers; price 25 and 50 cents; send for catalogue. GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.

Tally-Dial Cyclometer.



GUARANTEED PERFECT.
Only Cyclometer with a Tally-Dial.
Sets back easily and quickly, but by Holder of Detachable Key only.
Sent postpaid for - - - $2.00.
With Burleigh's Watch-Carrier, 2.75.
Records 1000 miles and repeats.



Watch-Carrier.

YOU HAVE A WATCH ALREADY? Good! Then USE IT with our Cyclometer and Watch-Carrier, and you will have the best PACE-MAKER in the world, always at hand, and a SPEEDOMETER with no suspicion of friction.

We will sell you a Chronograph for $6.00; 2-inch Clock for $1.00.

TALLY-DIAL CYCLOMETER CO.,
Factory: Tilton, N. H. Newport, R. I.

A COMING CHAMPION.



Leslie Schiano, of Roslindale, Mass., six years of age, is able to accomplish rides which many an older rider would hardly attempt.

Twenty-five miles a day is not too much for him, and he has been known to make a run of four and one-half miles in twenty minutes.

Manufacturers who are looking for new timber will do well to keep this young man in mind.

WE'RE OVER THIRTY-FIVE.

The Fortune Teller.—"You will be very poor until you are thirty-five years old." "And then?" "And then you will be used to it." — *Credit lost.*

WHEN HE JOINS THE L. A. W.

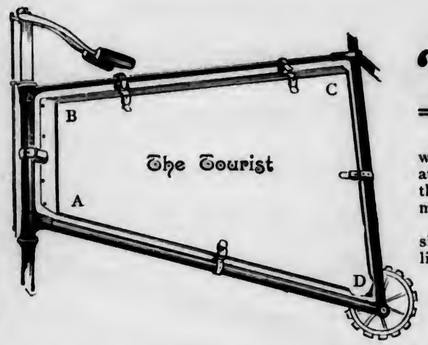
Every now and then a man's mind is stretched by a new idea or sensation, and never shrinks back to its former dimensions.— *O. W. Holmes.*

ATTENTION

A lways P erfectly A djusted.

FIBRE LUGGAGE CARRIER

"THE TOURIST"



The only practical bicycle carrier made, being light, waterproof and durable, weighing less than two (2) pounds, and adjusting the weight where it should be, directly on the wheels. It is a general favorite, made to fit any machine.

Be careful and give us correct measurements of four sides, A-B, B-C, C-D, A-D, with diagram and diagonal line, A-C, from corner to corner.

BLACK FIBRE, - - - - - $3.00
WHITE " - - - - - - 3.00
RED " - - - - - 2.50

KENNEBUNK MANUFACTURING CO.,

KENNEBUNK, MAINE, U. S. A.

HYLO GEAR

TWO WHEELS IN ONE

THE BEST CHANGEABLE GEAR,

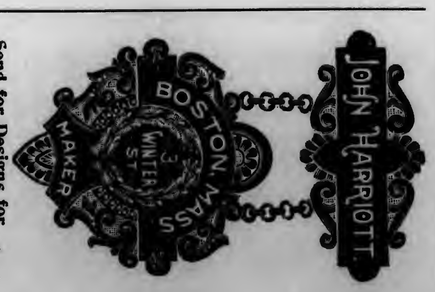
the simplest, strongest, the only one which fits a bicycle without changing the wheels or frame, is the **HY-LO**— More of them in use than all others combined. Costs more—and is worth more. Twice as strong as necessary. Price $25 and cost of fitting. Pamphlet and testimonials.

Louis Rosenfeld & Co., 20 Warren St., N. Y.

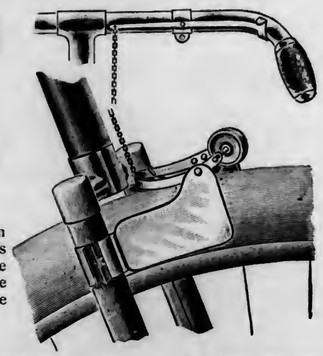
HYLO GEAR

Careful wheelmen are never on the road without Redding's Russia Salve. It is the best thing extant for bruises, sprains and cuts. All druggists recommend it and sell it for 25 cents.

Send for Designs for . . Club Pins or Prize Medals.



Stephenson Bicycle Brake. . .



Press the button and the wheel does the rest. Uses the waste power of the bicycle to brake with.

The most attractive, novel and ingenious device ever designed for a bicycle brake.

Weighs but a few ounces, and can be applied to any bicycle. By lightly pressing the thumb piece on the handle bar, the little friction wheel is thrown in contact with the tire, its axle is a right and left screw which draws the two side plates together, giving a double friction surface on the sides of the tire, where no other wear comes; away from mud and grit, cannot possibly injure the lightest tire.

NEAT, SIMPLE AND EFFECTUAL.

Send for circulars, as this ad. will not appear soon again, as we are overwhelmed with orders.

Price, Full Nickeled, $3.50 From Dealers, or Direct by Mail.

STEPHENSON MFG. CO.,

22 School Street, - - - BOSTON, MASS.

HOW TO MARK A BICYCLE.

E. W. COX.

REGARDING the stealing of bicycles, it seems to me, that to prevent his wheel from being stolen, a wheelman should use the same precautions he would use with any other portable property. A man would consider another imprudent if he were to hang his overcoat on a post in the street and then go away out of sight of it. Why should not the same rule apply to a wheel?

The matter seems to be one of identification, for as long as there is no special feature about a wheel except a number, which is necessarily small, a machine can be stolen and disposed of very easily.

I have noticed a number of wheels lately with a plate upon which the owner's name is engraved. This is a good idea as far as it goes, but what is to prevent the plate being taken off? I would suggest a person having his name placed on his wheel, but in another way. That is, etched into the frame, and then a law passed making anyone a party to the theft who offers the wheel for sale, unless they can produce a bill of sale from the party whose name is on the wheel.

The process of etching is a simple one, and a dealer could afford to do it for a customer gratis, or anyone could do it if they are able to letter with a brush. I will explain how it is done.

A space should be laid bare by scraping away the enamel, leaving the surface of the steel perfectly clean. The name is then painted on the steel with ordinary paint and allowed to dry.

When the paint has set, the surface is touched with nitric acid which eats into the exposed places, leaving the steel under the paint in its original condition. The paint is then washed off with turpentine and the name appears bright and slightly raised. Before the lettering is done the exposed steel should be polished.

The lettered part should then be covered with a coat of transparent varnish to protect it from the weather.

A name placed on the wheel this way cannot be removed except by grinding, and a dealer in secondhand wheels should refuse to accept a machine with a spot ground into the frame, and if he were made party to the theft, as above, he would fight shy of such spots.

Few race; everybody rides.

KANSAS ROAD RIDING.

W. M. GLENN.

THE item in the last issue of the BULLETIN on "Diet for Riders" was probably all right if it had told to what part of the United States it would apply, for it certainly would not fit Kansas very well. In the first place we eat *dinner* at noon, but I am in favor of a hearty *supper* the night before starting on a tour, go to bed early and then be on the road before *six* o'clock the next morning. Again, it would not be necessary to advise a Kansas rider not to eat lobster or shrimps or drink seltzer at noon, when there are none within five hundred miles of him, and it is just as useless to advise us to drink Vichy if we cannot get cold tea, for Vichy is hardly one of the staple articles in a Kansas farmer's larder. We are not situated as are our Massachusetts brothers, with a good hotel or town every few miles, and consider ourselves in clover if we can strike a farm house where there is plenty of good milk and bread. It has been my experience, after nearly fifteen years wheeling, and numerous long tours, that pure cold well water will not hurt a rider, and it will not make much difference how much he drinks of it. If he keeps going, the water will soon come through him in perspiration, and he will be all the better for it.

Speaking of good roads, do you know that the western half of Kansas has the best natural roads of any territory of the same size in the United States? The country is very level, the soil sandy and porous, and it takes a very hard rain to keep a rider off the road over an hour after it quits raining. The track is not over two feet wide, but the surface is smooth at least ten months out of the year. I have toured over this part of the State considerably the last few years and think the best route to the mountains is along the Missouri Pacific Railway. Along that road one can ride from Ness City, Kansas, to Eads, Colorado, a distance of over one hundred and fifty miles, without a dismount on account of the road, and from Eads to Pueblo or Colorado Springs, there are very few bad places in the road, some little sand. Along the Santa Fe there is more sand, and along the Union Pacific the country is much rougher. The greatest objection to riding in western Kansas is the wind, which is rather steady almost all the time, and is simply terrific at times. It bothers a wheelman very much, unless he is going with it, and then one smiles as he would on getting money from home.

The new BULLETIN is just the thing, and every member of the L. A. W. should be a subscriber. Why would it not be well to have a rule requiring an applicant for membership to subscribe to the BULLETIN before his application would be considered?

Don't forget your ticket.

WRIGHT & DITSON,

344 Washington St., BOSTON,

Are Special Agents for the

TRADE HYGRADE MARK

Hygrade Bicycle Stockings.



The **Hygrade** is by far the finest stocking ever made for Bicycle use, it is pretty, comfortable and serviceable.

Every rider should have a pair.

COLORS: Black, Navy Blue, Gray, Brown and Crimson will be sent upon receipt of price.

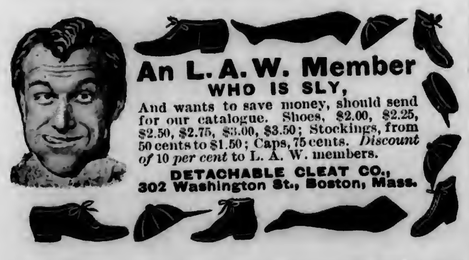
Hygrade Stockings, Per Pair, $1.50.

Our **Bicycle Uniforms** are the finest on the market. *Special Price to Clubs. Send for Catalogue.*

WRIGHT & DITSON, 344 Washington Street, BOSTON.

Wholesale, 95 Pearl Street.

Bicyclers are likely to get cut, scraped, sprained, bruised, or some way hurt. No matter which, an application of Redding's Russia Salve will take away the smart and pain, and cure the trouble in a hurry. Thousands of wheelmen never go on the road without it. Why should you? 25 cents buys it of any druggist. Handy box for your pocket.



An L. A. W. Member WHO IS SLY,

And wants to save money, should send for our catalogue. Shoes, $2.00, $2.25, $2.50, $2.75, $3.00, $3.50; Stockings, from 50 cents to $1.50; Caps, 75 cents. *Discount of 10 per cent* to L. A. W. members.

DETACHABLE CLEAT CO., 302 Washington St., Boston, Mass.

Oil for the trade in 10c. and 25c. bottles. Lititz Oil Co., Lititz, Pa. Trade taken.

You carry about you a watch, a knife, matches, and various other handy things. Do you carry Redding's Russia Salve? Better leave all the rest at home, rather than not carry Russia Salve. Quick relief from pain and danger in many kinds of accidents—cuts, burns, bruises, sprains, punctures, etc. Your druggist will sell you a box of it, today, for only 25 cents.

DIXON'S 679 CYCLE LUBRICANT

Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced. Mention THE L. A. W. BULLETIN.

DIXON CRUCIBLE CO., Jersey City, N. J.

"RR" REMOVES RUST AND POLISHES METALS. CONTAINS NO ACIDS FOR BICYCLES MANUFACTURED BY G.W. COLE & Co 111 B'WAY. NEW YORK. SEND THREE TWO CENT STAMPS FOR SAMPLE



IMPROVED SHOES

$2.00.

Best Kangaroo Calf.

Orders filled to any part of the United States on receipt of price.

HUB SHOE CO.,

95 Bedford St., BOSTON, MASS.

Subscriptions and Renewals.

A SPLENDID OFFER.

Send 75 cents and you will receive

Bicycling World, 1 year;
80 Selected Halftones of America;
Binder for the World;
All for 75 cents.

The 80 FAC-SIMILE PHOTOS OF AMERICA are 11x13, and are selected for their beauty and interest. They cover the Continent from Alaska to the Gulf. Also include splendid set of Halftones of THE WHITE SQUADRON—Eighteen modern ships of war.

☞The above Offer is for New Subscribers and also Renewals.☜

HOW TO REMIT.—Don't send Postage Stamps; send Check, Post Office or Express Order. If you send coin, cut holes the size of coins in thick card and paste paper over both sides; in that way it is likely to come through safe.

In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

We have other PREMIUMS to offer. Send for SAMPLE COPY. Address,

WHEELMAN COMPANY,

167 Oliver Street, BOSTON, MASS.

Mention THE BULLETIN.



CITY STREETS AND COBBLE PAVEMENTS.

CHAS. H. DAVIDS.

THE most difficult to solve of all problems connected with modern civil engineering, is doubtless that of furnishing good and cheap pavements for city streets, and especially for those portions lying between the curbs and forming the carriageways, while, even in the matter of sidewalks, there might be a great deal done, which, with comparatively little expense, would very materially improve the comfort of pedestrians and make walking much safer than it is at present in some localities. In these matters, as in many others connected with city affairs, the reason why certain conditions exist is an unsolvable conundrum.

We do not know how we came to have corkscrew roads and vermiform streets; heritages from the lowing herds of bucolic times; but why these streets should have been kept so narrow, in view of the fact that land was cheap and, so to speak, plentiful, when these cow-paths were graduated into the rank of streets, is and must always remain a great mystery. We only know that we have numerous examples of such thoroughfares; that they are nuisances, and that it is too late in the day to improve their shapes; but we can do much to improve them in some other ways, as I will hereinafter endeavor to show.

The cobble pavement we also have with us, even in such a large and otherwise attractive city as Brooklyn, which probably furnishes as good an example as can be found of the penny-wise pound-foolish practice of paying — if the truth could be known — probably five times as much to keep up the necessary supply of horses and rolling stock as it would cost to meet the interest on bonds to foot the cost of putting down the very best kind of pavements in the carriageways; while the decrease of horrible noises and the increase of comfort would form desirable bonuses for the loan. Taking, therefore, the streets of Brooklyn as an awful example, let us consider the pavements thereof; what they are, and how they came to be so, what they could be made to be, and how to make them so at moderate cost. I will of course take it for granted that no one would, at this late day, have the city in which he resides lie under the stigma of being poorly paved, if the remedy is not too expensive. What I have to say will, however, so far as it concerns cost, be general and not specific; exact figures being readily attainable by any parties sufficiently interested in the matter.

In the city of Brooklyn, by far the larger portions of the carriageways are paved with so-called cobbles; but a perfect cobble pavement is as much superior, not only to the former, but even to the granite block pavement as it exists in that city, as cream is to skimmed milk. The Brooklyn pavement consists of a heterogeneous conglomeration of stones; some of them as soft as mica schist, a few others as hard as hematite; varying in size from those of one hundred-weight or more each, down to those of two or three pounds apiece, and in shape, from irregular rhomboids to almost perfect spheres. All these varieties of form, size and substance lie in promiscuous juxtaposition, with but little selection according to similarity, and the consequence is that the pavement is the worst permanent one that could possibly be made with stone. I say "permanent," because the most abortive attempt to lay a real macadam pavement (*i. e.* with stone only) would eventually result in a much better roadway. But where there is such a jumble of dornicks, bowlders, cobbles, and I might almost say pebbles, the resultant effect is simply disastrous to human comfort, to horseflesh and to vehicles.

How did such incongruous material come to be used for this purpose? In this way: In and around the site of the city were numerous hills that necessarily had to be leveled to grade. These hills consisted, for the greater part, of sand, gravel and the material above alluded to. The latter proved to be a bonanza for the street contractors, who, in many instances, were paid to cart the stuff away from the lots that were being graded. They laid it in the carriageway of the streets; "laid it," literally; got big prices for doing the work; paid out certain portions thereof to their workmen and *others*, and pocketed the remainder.

The streets were paved *one block* at a time. That is to say, that it was very seldom that any street was worked upon continuously until it was finished, as such a plan would never have suited the contractors, being altogether too expensive. It would have compelled them to *ram* the pavements, an operation that costs money. Not a "commander" was or is lifted over these pavements except when repairs are made by the city.

The contractors' method is to prepare a good soft bed of sand, loam, clay, ashes, filth or whatever happens to be handy. This is crowned to some extent. The amount of crowning depending on the quantity of stuff at command. If there is more than is needed, the crown is simply made too high; if there be two little material the *crown* becomes a hollow. On this material, so prepared, the dornicks, boulders, cobbles and pebbles are laid; more or less attempt being made to preserve an even surface. When the job is thus far finished, the block which looks passably well on top, at a distance, is *closed to traffic*, by barricading each end thereof with some of the heaviest surplus boulders, and is then left to nature and the elements with the expectation that, in some mysterious way, the pavement will be made solid. It is this latter part of the process that prevents the contractors from operating upon two or more adjacent blocks at the same time; for they would not care to provoke too serious a row with the residents on the street by closing more than one block at once. The barricades remain in place for several weeks, or until the residents arise in their wrath and tear them down in order to admit the coal cart, ice man and grocery wagon, and the boulders are finally disposed of by piling them on somebody's near-by vacant lot, or, if there be none near, the rocks are dumped alongside the curbstones.

It can readily be imagined what effect even ordinary use will have upon such a pavement. In less than a week it is full of holes and ruts; possibly not as wide as a barn door nor as deep as a well; but they serve to make travel thereon something to be dreaded and, when possible, avoided for all time. When we consider the ends in view in paving streets, we can judge how far such operations as these will go toward fulfilling them. By them, we neither avoid dust in dry weather nor mud in wet; we do not make hauling easier except, possibly, during the rainy season, but we do have a surface which is, next to a corduroy road, the most uncomfortable possible for riders; by far the most injurious to horses and rolling stock, and also the source of the most diabolical of the many noises heard in the city, not even excepting the barbaric yawps of the licensed vendors. But probably the worst of all that can be said against it is, that it is always execrably filthy and absolutely uncleanable; breeding disease at all times, and filling one's lungs with filthy dust when dry, and one's shoes with filthier mud when wet. The best of all cobble pavements cannot be swept even approximately clean; how abominably foul then must be the condition of the rutty and uneven pavements described above.

I do not propose to dwell at length upon the method of forming a perfect cobble pavement. Such is not the object of this paper. Suffice it to say that some cities show excellent examples of such work; where cobbles of even and medium size are carefully laid and rammed down solid, and as I said before, furnish pavements which are much better in every respect than the granite block pavements of Brooklyn. Poughkeepsie, for instance, has miles of such good cobble pavements, and it is much more to her credit than the mud holes which exist, almost all the time, in her suburban roads. What a commentary on the roads of Brooklyn, is the fact that the elevated railroads run bicycle cars to take the wheelmen to the ridable roads in the outlying towns.

But we have the above described pavements in Brooklyn and some other cities, in large quantities; and the question of paramount importance now, is, what shall we do with them? To keep them as they are, in these days of improvement and good roads, would be a crime almost as great as that of putting them down, and cannot be contemplated without disgust. Hitherto the attempt to replace them with better ones has almost always taken the shape of granite block pavements; the latter being, apparently, the sheet anchor of incompetent bureau of city works. When granite blocks are well laid they are, of course, better than cobbles; but they are very expensive, and the filth and mud which necessarily lodges in their interstices is not a whit more wholesome or sanitary than that in the cobble pavements. There may be some difference in quantity, but none whatever in quality.

Here and there, in Brooklyn, are sporadic examples of disconnected asphalt pavements. I say "disconnected" in very truth, for if there are three blocks of continuous asphalt in Brooklyn, I, an old Brooklynite, born in that city, do not know where it is. One of the first thoroughfares paved with it is Bedford avenue, and this is a fair sample of all. It is also "the drive." One would therefore think that great care would be exercised to keep it in the best possible condition. Such is not the case, however, for at every intersecting street we find the asphalt interrupted by cobbles. That is to say that the superior surface, instead of being continuous, must and does give way to the inferior pavement. It therefore follows that if you go out for a drive with your best girl, on Bedford avenue, you roll along with a pleasant whir of the wheels for a few hundred feet or so, when, suddenly "jigglety-joggle, jigglety-joggle," you cross an intersecting street, (or so-called avenue; just imagine an "avenue" with cobble pavement) and your best girl smashes her bonnet against the wagon top as you punch her in the ribs with your elbow. Furthermore, however well a street may be paved with asphalt, do but let a railroad track be laid in it and away goes your asphalt pavement from between the rails forever, its place being generally taken by cobbles, and even the cross-walks disappear in many instances, however much they may be needed. The railroad may be operated by cable, electricity, or horses; it is all the same; the railroad company will not have asphalt between its rails because they are bound to keep that space in good repair, (or are supposed to do so) and asphalt is too expensive for them; and as they invariably do as they please with the streets, what they decree "goes." Witness Montague street, where the pavement of asphalt was really good; a cable road is now in operation there and the asphalt has disappeared from the middle of the street, for no valid reason whatever.

It is only necessary here to allude to the well-known fact that asphalt makes the best pavement for all streets not devoted to heavy business traffic, and nothing but the question of cost prevents its almost general adoption. In superseding cobbles with asphalt, the cost is greatly enhanced by the work of taking up the former; while the fact remains that they must be replaced by concrete or some other material suitable for a substratum for the asphalt. In view of these facts, and believing also that it would not be necessary to pave the whole surface with asphalt in order to make it quite suitable for all practical purposes, I have, after studying the subject, concluded that a compromise pavement can be adopted that would answer well for all streets now covered with cobbles.

We start with these facts: First, that the stone is in place and so well rammed down by constant traffic that it would be difficult to replace it with anything more suitable on the score of solidity, as a bed for the asphalt; second, if the cobble pavement can be made useful as and where it is, it will necessarily be of some value, while removing it would add considerably to the cost to be incurred. Therefore, in order to improve the cobble pavements in the best and cheapest manner, the process herein described is undoubtedly the best that can be devised. It will be understood that I do not claim the honor of the invention, however, except of some of the details. Also that I can have no special interest in its adoption anywhere.

First, the cobbles should be carefully cleaned; not by machine only, but by hand sweeping, care being taken to dislodge the filth and dirt from deep down between the stones; as far down, if possible, as their greatest diameters. Then, their surfaces being quite dry at the time, they should be well painted with very hot asphalt, in order to get a good holding ground for the material to be superimposed. The latter should be asphalt and broken stone well mixed when very hot, the stone being broken so small that it will pass through one-half inch meshes. This "asphalt concrete" should not contain any more asphalt than is absolutely necessary to fill the interstices in the broken stone when the mass has been well rolled with as heavy rollers as can be procured for the purpose. A very important point is to roll slowly. Asphalt, however hard and brittle it may appear to be, is really plastic, even in low temperatures, though, of course, much more so in higher ones. But it always requires time for subsidence into place, even under extreme pressure, and, therefore, much better results are obtained by rolling it slowly, though less often, than by a reverse plan. At all events it should be firmly pressed down between the cobbles, and the process should be continued until the pieces of broken stone, as in the macadam pavement, have so accommodated their angles to each other as to occupy the least possible space; and if this point be carefully attended to, the quantity of asphalt required will be reduced to a minimum, while a pavement will be secured as permanent and acceptable in every respect as any that can be be made. It is advisable to finish it off with a surface of Neufchatel, or in default there-

of, of clean, sharp, coarse sand and asphalt mixed.

The concrete should be used only in quantities sufficient to fill the hollows, and it goes without saying that any very large ruts or depressions should be brought to grade and the stones well rammed before the concrete is applied; or, preferably, a much coarser concrete may be used for that purpose. The work should be done, when possible, in hot weather, and the material should be applied when quite hot.

I have alluded to the fact that in many streets it would not be necessary to pave the whole carriage-way with asphalt. In such cases it would be enough to simply cover, as directed above, the central part of the roadway, to a width sufficient to permit vehicles to pass each other without running on the cobbles. Where there are railroad tracks, however, I would put the asphalt between them and the curbs. While there would, by this plan, be some little noise from passing vehicles occasionally, as when drawing up to the sidewalks, there would be none to compare with the racket and din which assails us now. Furthermore, with much less expense, the street could be kept cleaner than at present, and other advantages would accrue which need not be specified here; not the least of which would be the preservation of the horses' feet. Should the asphalt be slippery at times, surer footing could be found on the uncovered stones at the sides of the streets.

Now let us consider the sidewalks. At first sight there may seem to be no connection between them and the caption of this paper; but there is, all the same. I would like to own as much land as is paved with cobbles in our city sidewalks, and if to that was added that paved with granite blocks, I would be a very wealthy man from that source alone. One of the most remarkable examples of cheeky usurpation is found in the way in which many stablemen and horse owners adapt their sidewalks to the requirements of their horses, regardless of the rights of pedestrians. I once asked a Brooklyn baker, who keeps an old horse in a shabby old frame stable on an elegant residence street, where he got the right to take up the sidewalk flagging in front of his stable and replace it with cobbles raised about a foot above the sidewalk grade. He told me to go to the devil and find out. I went to the department of city works for the purpose which he mentioned; the department not being under its present management at that time, however; and there I was informed that the baker had obtained the permit because he had to take his horse across the sidewalk two or three times a day, and his stable was somewhat above the grade. I expressed the opinion that the rights of pedestrians had been invaded by this action, and was asked if I "would want his horse to fall and break a leg?" I got no further satisfaction (?); nor could I learn where the D. C. W. got the right to give the baker the right to invade the rights of the public.

Railroad companies and private corporations usurp whole blocks of sidewalk in some cases, putting down such pavement as suits them, with no regard for public rights. Aye, and they frequently go further than that and occupy the walks with cars or other vehicles for hours at a time, compelling pedestrians to go around them in the mud of the carriage-way. In thousands of instances the truckmen back their trucks across the walk and keep them there while waiting, maybe an hour or more, for the next load to be ready.

Adult bicyclists are prohibited from riding on the sidewalks; but children on bicycles, velocipedes or roller skates, nurse maids with baby carriages and vendors or others with large push carts may occupy them with impunity. Even in the village of Jamaica, L. I., where the carriage-ways are the worst I ever saw, bicyclists are frequently fined five dollars each for riding on the side-paths, when, goodness knows, it would be perfectly impossible for them to ride anywhere else, and this, even, when there is not a pedestrian in sight except the constable who has been lying in wait for his prey. I would suggest, in passing, that the use of side-paths be permitted for bicyclists in unfrequented localities, with the proviso that they are not to ride within a certain distance, say ten feet of a pedestrian. This would be a great convenience to the wheelman in many instances, where the carriage-ways are impassable for cycles; and in cases where a pedestrian had been injured by a cyclist, the mere fact of contact would prove the violation of the ordinance.

I cannot suggest any remedy for the sidewalk abuses before mentioned, except such as would be based upon proper and adequate legislation. But that could be secured throughout the length and breadth of the land by a Good Roads' League properly organized and operated, with a flourishing branch located in every city and borough; each member pledged to report every infraction of law or other matter of interest to the league, coming under his observation; and the league itself, or each branch thereof, bound to prosecute all offenders against road laws, and to agitate for roads that would be a credit and a source of pride to the community. I believe it possible to form such a league as an auxiliary to the L. A. W. And if we could cause to be made such use as is herein indicated, of the cobble pavements, all the wheelmen in the cities would be jubilant. In conclusion, I must say that I would tax every mothers' son of them; aye, and daughters, too; also every wheel that rolls on a public pavement, whatsoever the size, form, weight or object of the vehicle might be; all of them something; but, to some extent, proportionately to the wear which they would cause to the pavement; the proceeds to be used for the sole purpose of repairing the roads. Let the users pay for the use. Finally, I would confiscate every heavy vehicle with narrow tires. Oh, the penny wisdom and pound foolishness of some people! As one of my workmen once remarked to me: "Dere vas so many peoples vat learn so much dumbness; vasn't it?"

ROAD-WORK VS. ROAD-TALK.

When Appius Claudius started out to build the now famous Appian Way, he didn't wait for the carriage builders and bicycle clubs and the farmers' picnics to pass resolutions on the subject. He simply put men to work and constructed a road three hundred and thirty miles in length by fourteen to eighteen feet wide from Rome south through Capua to Brindisi, and although 2,206 years have passed since then the Appian Way is still the best country road in Europe.

When Napoleon determined that France should have the best highways on earth for the rapid movement of troops and the ready supply of armies with provisions from the fields and farms, he didn't pause for the adoption of a constitutional amendment, but at once took his soldiers out and built the roads he wanted. And there they are to-day, the finest and best highways ever constructed.

This dictatorial way of doing things is of course neither possible nor advisable in a republican country, but it is a part of history which teaches us that the only way to get good roads is to build them, no matter what the cost in blood or treasure.

What is wanted most in the construction of country roads is a disposition to pay the costs, to foot the bills, to give up the cash required for the purpose. Resolutions are very pretty and interesting, but a bushel of them never yet built a foot of roadway anywhere under heaven.— *St. Louis Republic.*

BICYCLES ON THE "ELEVATED."

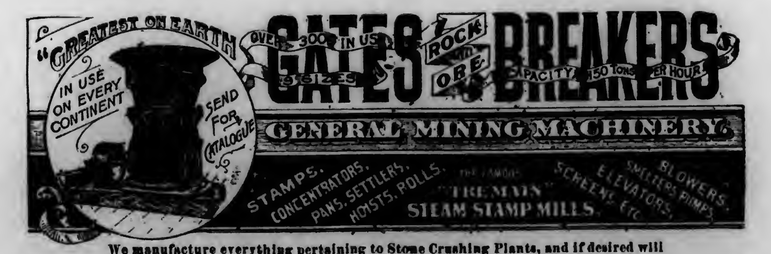
The Kings County Elevated Railway Co., of Brooklyn, have perfected arrangements whereby bicycles may be transported from any station along the line of their railway to the suburbs of Brooklyn, which are celebrated for their unsurpassed macadamized roads leading to various Long Island towns, such as Jamaica, Babylon, Patchogue and many other villages within a day's outing.

On Sundays and holidays bicycles will be taken on the smoking cars of any train from any station at any time of the day.

On week days bicycles will not be carried down-town between 5 and 10 A. M., nor up-town between 3 and 8 P. M. During the balance of the day wheels will be admitted to any train.

A charge of 10 cents will be made for each bicycle.

THE BULLETIN will be one day late this week on account of the national holiday.



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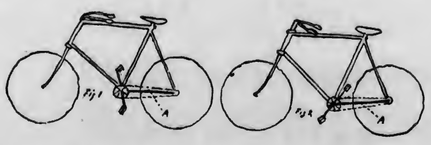
ANOTHER ABSURDITY.

Evidence is not wanting to show that applied philosophy should be more generally taught in the common schools.

The following is a sample of the talk that is often used among wheelmen and even salesmen who should at least understand the A B C of the bicycle's anatomy:

EDITOR BULLETIN:

While talking "wheel" recently with an agent and listening to the great points he was explaining about his own wheels, I ventured to ask him if he did not think the make of wheel I was riding was one of the best. "No," he said, "your wheel is not built for speed," and of course I asked him to explain why. This explanation was as follows:



"Do you see the way that tubing (A) is run on a level from the rear forks to the crank shaft hanger?" I answered that I could see that it was run level, but what had that to do with the speed of the machine? "Why," he said, "the chain has to run up hill from the rear sprocket to the large front sprocket, as per Fig. 1. Now," said he, "look at this frame on this wheel, see how the tubing runs forward and downward toward the crank hanger." (See Fig. 2.) He explained that a machine built like Fig. 2 would run a great deal easier than one built like Fig. 1, as the chain would run on a level or slightly downward. L. A. W., 71,450.

NIGHT SPRINKLING.

We publish in this issue an article which suggests that street sprinkling be done in the night.

The argument looks well, and we commend it to the thoughtful reader.

This is a subject of much interest to city riders, and the BULLETIN would like to do whatever it can to help toward a solution of the now very annoying practice of mud slinging.

A GOOD IDEA.

The good roads commission of Rhode Island has just secured the passage of bills which provide for the building and maintaining of bridges and highways from the general taxes, so as to make the rich cities and towns assist the poorer towns in the northern and western sections of the State.



Garrison from West Point.

A PLEASANT RUN THROUGH PUTNAM COUNTY, N. Y.

BY ARTHUR P. STANLEY-HYDE

THE little village of Garrison lies in the heart of the green-clad Highlands of the Hudson, fifty miles to the northward of New York. Above it rise those hills for which the Hudson river, the "American Rhine," is famous, while below, through a narrow gorge, sweeps that noble river. On the other side, a hundred feet up the bluff, on a little plateau, stand the buildings of the United States military academy at West Point. To the north, a view of the river is cut off by a sharp bend to the west, while in the distance, the mountains of Old Crow's Nest and Storm King on the west side and Breakneck on the east, rising directly out of the water, forming "the northern gate-way of the Highlands," completes the picture in that direction. To the south, six miles below, "Anthony's Nose" juts out from the east side of the river, and Stony Point from the west, forming "the southern gate-way of the Highlands." It was there that an iron chain was stretched across the river during the Revolution to prevent the British fleet sailing up to capture West Point.

It was from this charming little village, snugly hidden away in the valley of the Hudson, that the writer started one fine day last summer to take a ride over roads which are seldom traversed by the "silent steed" and which are very little known except by those people, mostly farmers, who reside in this section of the country; and yet, as a general thing, they were found to be in very fair condition.

Leaving the depot, a fine macadam road runs up a moderate grade for about two hundred yards, where it turns sharply to the right over a bridge across the railroad cut, and up quite a steep hill, past the delightful residence of the Hon. Hamilton Fish, Jr., to Broadway, where, turning to the left we speed on by the Highland house and the beautiful little ivy-covered Episcopal church of St. Philip-in-the-Highlands, surrounded by its graveyard, beneath whose sod repose the bones of the late Hamilton Fish, for many years governor, senator, and secretary of state.

Beyond the church the road turns to the right, past the magnificent residences of Mr. John M. Toucey, Mr. Sam. Sloan, both prominent railroad men, and the Rev. Walter Thompson, S.T.D., rector of St. Philip's church, across a bridge, over a little "babbling" mountain brook and up a very steep, winding hill through the woods, where the foliage is so thick that one can scarcely see the sky, to a gate leading in to Mr. Toucey's place from the rear. It is well worth the trouble, if one can spare the time, to run in here, across an iron bridge over a gorge two hundred feet deep, between two mountains, to what is known as Toucey's Overlook, a rock jutting out from the side of the mountain, where a magnificent view can be obtained. To the south and east the mountains and woods shut out the view, but on the west the buildings at West Point are easily discernible. There are the library, riding hall, Grant hall, academic building, cadet barracks, officers' quarters and hotel, all distinctly visible amidst the green foliage of the point, while near the top of the hill, directly in the rear, the red dome of the observatory emerging just above the tree tops, completes a most beautiful picture. Below, the river is laid out like a map, winding through the mountains till it breaks into the broad expanse of Newburg bay in the distance. The Highlands, crossing the river at this point, stretch away as far as the eye can reach to the northeast, where they run into the Berkshire hills, forming a part of the great Appalachian system. Through the gap between Storm King and Breakneck mountains, beyond Newburg bay, rise the Shawangunk mountains, while in the far distance on a clear day may be seen two high blue peaks of the Catskills.

But I fear too much time has been spent in describing the beauties of these first two miles of our delightful journey, so let us hasten on. Leaving Mr. Toucey's gate, we proceed up the road to the old Sherwood house, now unoccupied and going to decay, but at one time one of the finest houses in this part of the country; the Newman and Luff estates, and arrive at the Hill Country club, charmingly situated at the cross roads in the midst of this section known by the Indians as "Wequahawkee," or the "hill country."

Continuing on to Travers' Corners, we turn to the right and follow the old stage route from New York to Albany, now almost overgrown with grass and weeds, down one hill and up another, through a very wild country, occasionally passing a small farm house and, at much greater intervals, a little hamlet consisting of perhaps a single store, a blacksmithy, and a half dozen houses, until finally the village of Shrub Oak is reached. From here the route lies up Jefferson valley to Lake Mahopac.

Here we notice a very decided change in the character of the country. As far as Shrub Oak, the scenery is very wild and rugged, very much like that of the Adirondacks, while now we are passing through a charming rolling, pastoral



Lake Mahopac.

country, which is a pleasant relief from the bold and rugged outlines of the mountains through which we have just passed.

Arriving at Lake Mahopac, a stop was made for rest and refreshment. The road here lies close to the shore half way around this charming lake and from thence to Carmel, passing, on the way, one of the many dams in course of construction throughout the Croton watershed to supply the city of New York with drinking water. From Carmel to Brewster's is a pleasant run of six miles, passing the Tilly Foster iron mines, and around two sides of the reservoir of that name to the Brewster house, where a stop for dinner was made. The distance from the Garrison station is thirty miles.

Returning, the route lay around the Tilly Foster reservoir to Carmel and from thence northward through a most charming valley lying between two ranges of hills, where the little hamlets of Cones' Mills and Kent Cliff were passed. The latter stands on the shore of the Kent Cliff reservoir, a charming, though artificial, lake, about two miles long by a half mile wide, almost entirely surrounded by mountains. This is one of the oldest of the Croton watershed reservoirs, having been built about forty years ago. From here to Mead's Corners the rode lies through the same charming valley we have followed all the way from Carmel. At Mead's Corners we turn left and run in a southwesterly direction over a fine rolling road, for the most part through almost unbroken woods, till finally, reaching the top of quite an ascent, a fine view of the Hudson, with the sun just setting behind the mountains on the other side, was obtained.

From this point there is an almost unbroken coast for a distance of six miles through Nelsonville to Cold Spring, where, reaching Broadway, the writer turned to the left and rode along that splendid thoroughfare, through some beautiful scenery, past the delightful summer home of Mr. John H. Iselin, to the depot road, Garrison, where, turning to the left, he rode over the same road as in the morning to the Hill Country club, where, having ridden sixty-five miles, he was glad to get a good supper and go to bed.

TRAVELLING AND BRAIN GROWTH.

N. R. PURDY, M. D.

Dr. Walter Scargil, of Colchester, England, has discovered the remarkable fact that travelling makes the brain grow. He avers and can personally testify that much growth occurs, even to the extent of an inch, at the ages of thirty, forty-five and sixty! This means of cerebral development he thinks might be applied to idiots, and he suggests that the patients of idiot asylums be shifted about once a year.

Here is a new field perhaps for the ever immanent bicycle. Put the idiot on a wheel and make him travel continually until the size of the hat-band increases from six to seven and a half.

Another suggestion which we modestly put forth is that the Legislative Assembly of this State, that of Kansas, Kentucky and Massachusetts, swap State Houses every year, thus compelling the statesman to move over the country, to the benefit of their cerebral convolutions and the improvement of their statesmanship.

Medical Record, N. Y., May 11, '95.

I would amend the suggestion in regard to the Legislative Assembly by adding — that the statesmen in "moving over the country" do so by means of the bicycle.

Then there would result not only an "improvement of their statesmanship" and health, but also an early improvement in the roads.

As to putting idiots on wheels, the writer, when meeting cyclers who persist in riding on the left side of the street or road, and others rushing along with curved spines and head near handle bar; and still others who do not seem to know why nature gave them a nose, and who may be termed "mouth-breathers," sometimes feels that this is already an accomplished fact.

But the class of idiots who should be compelled to ride wheels are those who improve (?) the country highways by ploughing the gutters and throwing sod, stones, etc. into the middle of the road.

These men should learn to *ride* the wheel on a good macadam road, but thereafter their riding should be confined to those roads of their own making.

The writer, feeling conscious of having solved the road question, wishes the L. A. W. BULLETIN success, and its editor health and happiness.

151 E. 29th, New York, May 17th, 1895.

VERY COLD.

Bobbie's composition on Siberia embodied the one idea he had grasped from the teacher's description.

"It is so very cold in Siberia," he wrote, "that the inhabitants don't live there."

League of American Wheelmen
Official Department

Boston, May 31, 1895.

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MISSISSIPPI. — Chief Consul, W. H. St. John, Yazoo City. Secretary-Treasurer, J. J. Lowrey, Jackson.

MONTANA.—Chief Consul, W. L. Fant, 32 W. Broadway, Butte City.

MISSOURI. — Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA. — Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, Frank H. Sietken, 1223 Harney St., Omaha.

NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Ravlin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT. — Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, J. A. Drain, Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.— Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

IT'S YOUR FAULT?

Letters have been received from a number of Massachusetts towns, asking why local consuls have not been appointed.

In such cases we find that a satisfactory application has not been made. Why not make it?

STERLING ELLIOTT, *Chief Consul.*

EXTENSION OF RENEWAL SEASON,

The Executive Committee has voted that owing to the statement printed upon the membership ticket of last year, to the effect that renewals would be received up to July 1, 1895, the secretary be instructed to receive and enter renewals this year till July 1, and that fines for non-renewals shall not begin till July 1, 1895.

Truly yours,

GEO. A. PERKINS, *Sec. Ex. Com.*

NEW YORK STATE DIVISION.

I hereby give notice that at the meeting of the board of officers of the New York State Division to be held June 15th, 1895, I will move the following amendments to the By-laws:

Article II, Section 3. In the first line strike out "There shall be an annual meeting of the Division" and insert "Two meetings of the Division shall be held in each year."

Article V, Section 8. In fourth line strike out "fifteenth" and insert "first."

I will also move such other amendments to the Constitution and By-laws as may be necessary to make them conform with the Constitution and By-laws of the L. A. W., as amended February 18, 1895.

W. S. BULL.

RENEWAL LIST No. 3.

Renewals from May 13 to May 25, inclusive, and total renewals to date; applications in May and applications to date.

	List 3.	Total to date.	Ap. in May.	Total to date.
Alabama,	1	1	4	4
Arizona,	19	19	19	22
Arkansas,	0	65	11	14
Colorado,	100	278	69	77
Connecticut,	79	256	37	49
Delaware,	0	5		
District Columbia,	3	35	5	5
Florida,	1	5	1	1
Georgia,	2	5		
Illinois,	245	641	164	227
Indiana,	12	73	18	25
Iowa,	72	194	74	116
Kansas,	38	125	66	81
Kentucky,	29	222	62	78
Louisiana,	0	4	2	2
Maine,	118	205	70	91
Maritime Provinces	1	5		
Maryland,	167	299	76	104
Massachusetts,	646	2,317	744	1,015
Michigan,	119	232	99	136
Minnesota,	9	116	28	51
Mississippi,	13	20	23	26
Missouri,	71	283	113	181
Montana,	4	6		
Nebraska,	14	64	25	29
Nevada				
New Hampshire,	22	54	17	23
New Jersey,	119	445	249	484
New Mexico,	1	7	1	3
New York,	376	2,205	1,414	2,617
North California,	26	127	100	131
North Carolina,	1	5	2	7
North Dakota,	0	5	1	1
Ohio,	155	518	112	160
Oklahoma,	0	1	3	6
Oregon,	0	5	0	1
Pennsylvania,	242	1,788	512	864
Rhode Island,	18	304	35	72
Southern California	33	57	19	25
South Carolina,	0	2		
South Dakota,	0	6	0	3
Tennessee,	22	59	8	11
Texas,	10	73	31	56
Utah,	16	48	27	55
Vermont,	8	18	3	9
Virginia,	5	22	6	7
Washington,	0	5	12	13
West Virginia,	11	12	1	2
Wisconsin,	54	272	153	358
Wyoming,	2	7		
Canada,	0	7		
Idaho,	0	1		1
Mexico,	0	1		
Germany,	0	1		
	6,301	11,530	4,416	7,243

COMPARATIVE RECORDS.

Applications, May,	1893,	3,037	
"	" 1894,	1,642	
"	" 1895,	4,416	

Record for the month is the best on record. New York takes best record for division with 1,414. Best previous was its own of 1,203 last month.

BICYCLES AND TAXES.

EDITOR L. A. W. BULLETIN:

Would you kindly inform me if town officials can legally tax bicycles more than the regular rates on other personal property?

Has there been any test cases?

Very truly yours,

F. A. LAWTON.

We have heard some newspaper talk about putting a special tax on bicycles, but do not know of any case where it has been done.

We believe there is no danger of such a tax being *im*posed, although it is liable to be *pro*posed from time to time.

Wheelmen who are interested in such questions should join the L. A. W. so as to be in a position to act intelligently and effectively when it comes to opposing unjust legislation of any sort.

THROUGH TOLL.

I wish to call the attention of all members of the L. A. W. who use the Lancaster Turnpike from Philadelphia to Paoli, that a *through ticket* costs only ten cents for tolls, whereas the local rate is much higher. Wheelmen intending to go any material distance should buy a ticket all the way through. 71,542, L. A. W.

Non-League members must pay $1.00 per year for the BULLETIN. The club rate of 25 cents cannot be made except to members.

RACING BOARD.

Godfrey Schmidt, Los Angeles, Cal., is transferred to class B; Thomas Hayelden and Joseph Mahoney, of Oakland, Cal., have been suspended for 30 days, from April 26, for competing at unsanctioned races, and P. G. Liest, C. H. Leopold, W. H. Connery and A. Mordicai, Savannah, Ga., for 30 days, from May 13.

Fred Taylor, Dallas, Tex., suspended pending investigation into his amateur status.

Mr. C. H. Lush, Amityville, L. I., N. Y., is suspended from all track racing pending investigation into his amateur standing.

July 24 has been assigned to the Big Four C. C., of Mansfield, O., as a national circuit date. They assume all risk of rain.

As the income derived from sanction fees is so far insufficient to provide for one official referee to follow the national circuit, it has been decided by the board that an official referee may be appointed for each circuit meet.

Under rule 35, racing rules, Thomas W. Eck, trainer, has, by unanimous vote of the racing board, been suspended from all track privileges for one year from May 17, 1895.

Transfers to class B, under clause G, class A rules: Paul Grosch, New York, N. Y.; Fred. C. List, Fred H. Fellows, Fred W. Fisher, and Fred J. Barry, all of Syracuse, N. Y.; C. M. Evans, George Weiler, A. W. Cane, Jr., H. J. Rippetoe, instructor; E. Schefski, Frank Thatcher, H. B. Conibear, Morley Hazzard, Arthur Liday and Thorwald S. Jensen, all of Salt Lake City, Utah; L. V. Raymond, B. L. Lucas, H. B. Hewett, M. J. Lee, Charles Fraiser, Jno. F. Staver, and Carey L. Howe, all of Portland, Ore.; Charles Sears, Albany, Ore.; W. D. Wallace and Jesse Robinson, both of Portland, Ore.; L. D. Remington and O. H. Marshberger, both of Woodburn, Ore.

Following sanctions have been granted:

May 18—Rensselaer P. I. Union, Troy, N. Y.
May 17—Memphis Cycle Club, Memphis, Tenn.
May 30—Lobdell Cycling Club, Marinette, Ohio.
July 29—Big Four Cycle Club, Mansfield, Ohio.
May 24—Indiana Inter-Collegiate Athletic Association, Terre Haute, Ind.
May 20—Inter-State Drill and Encampment, Memphis, Tenn.
May 30—Columbus Wheel Club, Columbus, Ohio.
May 30—C. D. Brooke, Coshocton, Ohio.
May 25—Independence Athletic Association, Independence, Ohio.
June 29—Penna. Bicycle Club, Philadelphia, Pa.
May 18—Pennsylvania-California Games, University of Pennsylvania, Philadelphia.
May 31—Rutgers College A. A., New Brunswick, N. J.
May 30—Denver Athletic Club, Denver, Col.
May 17—University of Rochester, Rochester, N. Y.
May 21—High School Athletic Association, Philadelphia, Pa.
May 24—Manual Training School Athletic Association, Philadelphia, Pa.
May 20—Tri-State Agriculture Association, Cumberland, Md.
June 8—Philadelphia Turngemeinde, 435 North Sixth street, Philadelphia, Pa.
May 15—California Cycle Racing Circuit Confederation, Santa Barbara, Cal.
May 17—California Cycle Racing Circuit Confederation, Ventura, Cal.
May 20—California Cycle Racing Circuit Confederation, Pasadena, Cal.
May 22—California Cycle Racing Circuit Confederation, San Bernardino, Cal.
May 25—California Cycle Racing Circuit Confederation, Santa Anna, Cal.
May 23—California Cycle Racing Circuit Confederation, Riverside, Cal.
June 8—California Cycle Racing Circuit Confederation, San Diego, Cal.
June 12—California Cycle Racing Circuit Confederation, Bakersfield, Cal.
June 15—California Cycle Racing Circuit Confederation, Fresno, Cal.
May 11—St. Andrew's Society, San Rafael, Cal.
May 18—Wheelmen's Training League, Los Angeles, Cal.
May 22—Butchers' Tournament, Oakland, Cal.
May 23—Eschscholtzia Cycle Club, Marysville, Cal.
June 29—Berwick Bicycle Club, Berwick, Pa.
May 30—Elmira Athletic Association, Elmira, N. Y.
June 11—Potomac Wheelmen, Riverview, Md.
May 25—Interscholastic Athletic League, Syracuse, N. Y.
July 4—Howard Co. Agricultural Society, Cresco, Ia.
June 6—Modern Woodmen of America, Madison, Wis.
May 24—Armour Institute Athletic Association, Chicago, Ill.
May 18—University Athletic Association, Minneapolis, Minn.
May 30—Port Huron Athletic Association, Port Huron, Mich.
May 30—Kankakee Ramblers, Kankakee, Ill.
June 6-7—Grinnell C. C., Grinnell, Ia.
May 24—Iowa Intercollegiate A. A., Grinnell, Ia.
May 18—Iowa College and State University, Iowa City, Ia.
July 4—Rockford C. C., Rockford, Ill.
May 13—G. E. Quinn, Mobile, Ala.
May 30—A. F. G. W. U., No. 8, Steubenville, O.
May 30—Fred Haverman, Marion, O.
May 22—Hughes High School, Cincinnati, O.
May 30—Alfonzo Caswell, Dover, N. H.
May 18—H. A. Adams, Worcester, Mass.
May 30—W. J. Smith, Westfield, Mass.

GEO. D. GIDEON.

NEW YORK.

Amendments to By-Laws.

Notice is hereby given that the following amendments to the by-laws of our State division will be moved at the next annual meeting of the State board of officers:—

Article I. Strike out Section 2 and change the numbers of remaining sections, so as to make them consecutive.

Article III. Section 1. Strike out all after the word "fixed" in the eighth line and substitute the following: "Or approved by the board of officers at any regular or special meeting." Then insert the concluding sentence, "All questions of interpretation," etc.

Article IV. Strike out Section 1 and Section 2.

Article V. Section 7. After the word "October" in fifth line, strike out the remaining portion of the section and insert the following: "In each case where two or more candidates have been regularly nominated or regularly certified for the same office, the names of such candidates shall be printed on the official ballot in such order as shall have been determined by lot by the secretary-treasurer; and each ballot shall also contain a sufficient space for the writing of additional names, a place for the voter's signature, and instructions as to how many candidates may be voted for each office. Said ballots, when prepared, shall be sent promptly by mail, one to each member of the division, together with an envelope marked 'Mail Vote' and addressed to the secretary-treasurer, who shall canvass the same as provided in Section 3 of Article III. The secretary-treasurer shall not sell or deliver ballots to any candidates or to any other person until at least twent-four hours have expired after the mailing of official ballots to all members has been completed, except as hereinbefore provid-d."

Article VI. Section 5. Add the words "or approved by the executive committee."

GEORGE E. MINER,
Chairman Rights and Priv. Com.

THE terms of all local consuls run out with the chief consul who appointed them. Consuls who wish to be reappointed should make application to the chief consul.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VI of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State, ...

References, ...

.....

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose ONE DOLLAR, seventy-five cents of which is to renew my membership and twenty-five cents to be paid to the publisher for another year's subscription to the L. A. W. publication.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

L. A. W. Veteran Bar.

The veteran bar which has been adopted by the L. A. W. to be worn by the veterans of the organization, can be



worn above the League badge, or as an individual pin.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar.

Members holding numbers between 100 and 1656 are entitled to wear the bar at this date.

The bar is of gold with the word "Veteran" in enamel. Each bar must have the owner's name engraved on the back. All orders must be sent to the Secretary accompanied by the price of bar, $2.50.

We can supply any style or form of badge with bar. The standard badge retails for $3.00, and will be sent attached to bar if this sum is added to remittance.

TIME FOR RENEWALS EXTENDED.

Owing to the fact that each last year's ticket bore a contract which gave its holder until July 1st in which to renew his membership the executive committee has decided that the new rule which limits the time for renewal to June 1st should not take effect until next year.

The extension of time until July 1st has been officially ordered.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, May 31, 1895.

Total, 1037.

Alabama — 1.

Unattached.

77,134 Mendenhall, Hal. B. — Mobile

Colorado — 21.

Turner W. C.

77,135 Beyer, Edward P., 2143 Arapahoe st. — Denver
6 Brohm, Jos., 2132 Arapahoe st. — "

Ft. Collins W. C.

7 Cornwall, Bailey P. — Fort Collins
8 McHugh, P. J., M.D. — "
9 Whitaker, A. S. — "

Leadville C. C.

140 Nicholalds, C. A., box 282 — Leadville

Montrose W. C.

1 Allen, H. C., box 6 — Montrose
2 Berry, J. E. — "
3 Bostwick, H. Shirley — "
4 Clark, V. G. — "
5 Glen, Jay — "
6 Robinson, Wm. — "

Unattached.

7 Alling, C. B., 126 Pikes Peak ave., — Colorado Springs
8 Arnold, C. R., Bank bldg. — "
9 Blair, J. E., 124 So. Tejon st. — "
150 Dickinson, Chas., box 584 — "
1 Johnson, Frank, Newton Lumber Co. — "
2 Jeanne, J. E., 126 Pikes Peak ave. — "
3 Shaefer, Wm., 1420 Gilpin st. — Denver
4 Nelson, R. H. — Littleton
5 Smith, J. E. — Villa Grove

Connecticut — 11.

Hartford W. C.

77,156 Sill, John, 80 Hopkins st. — Hartford

Unattached.

7 *Loskwood, Miss A. Leta*, box 275 — Greenwich
8 Adams, Rev. Benjamin M., box 62 — "
9 Cutler, Ralph W., Hartford Trust Co. — Hartford
160 Wheaton, Archibald — Mystic
1 Raymond, Arthur J. — New London
2 Weber, George A. — Stamford
3 Brown, Belden B. — "
4 Osborn, Wm. F., box 143 — Westport
5 Sturges, Wm. T. — "
6 Gates, Geo. W., box G — Windsor Locks

District of Columbia — 1.

Unattached.

77,167 Rose, Geo. U., Jr., 1427 Howard ave., — Mt. Pleasant

Illinois — 78.

Jerseyville C. C.

77,168 Dodge, Bert — Jerseyville

Galesburg C. C.

9 Anderson, Will A. — Galesburg
170 Anderson, Frank S. — "
1 Babcock, Josiah, Jr. — "
2 Blaich, Ed. H. — "
3 Brown, Thomas — "
4 Churchill, George B. — "
5 Conley, Robert — "
6 Calkins, William C. — "
7 Clemens, Earl T. — "
8 Carver, Grant — "
9 Crook, Joseph H. — "
180 Charlson, Arthur — "
1 Driggs, John — "
2 Davis, Howard — "
3 Dee, James L. — "
4 Drake, Ed. R. — "
77,185 Dudley, Chas. E. — Galesburg
6 Edens, Wm. G. — "
7 Fox, Wm. C. — "
8 Farrel, George — "
9 Felt, Hal. — "
190 Griswold, D. G. — "
1 Greene, Frank — "
2 Hill, Thos. A. — "
3 Hoffheimer, Samuel — "
4 Hampton — "
5 Howland, Jno. A. — "
6 Hodgson, R. R. — "
7 Hoaglund, John V. — "
8 Head, J. Frank — "
9 Horne, Harry L. — "
200 Hankinson, G. W. — "
1 Housel, O. C. — "
2 Hall, W. G. — "
3 Isaacson, H. W. — "
4 Irvin, N. H. — "
5 Jordan, Elmer L. — "
6 King, Lewis H. — "
7 Kohler, Gus. — "
8 Kordsiemon, Will C. — "
9 Kilmer, C. J. — "
210 Lanstrom, Fred — "
1 Lovejoy, W. T. — "
2 Matteson, Ralph — "
3 Melburg, John — "
4 McGirr, Thos. L. — "
5 Morton, Robert L. — "
6 Nelson, Arthur — "
7 Nelson, Peter — "
8 Ostrander, Fred — "
9 Olson, Clarence H. — "
220 Osklund, Chas. — "
1 Patterson, Roy — "
2 Peck, Walter E. — "
3 Parker, Harry E., Jr. — "
4 Rankin, Sam'l — "
5 Swigart, G. O. — "
6 Smith, Friend — "
7 Slavin, John W. — "
8 Sisson, Frank — "
9 Short, Roy — "
230 Swigart, Chas. W. — "
1 Searle, O. I. — "
2 Van Scoyk, Will S. — "
3 Van Lien, F. E. — "
4 Walton, Hugh A. — "
5 Whitfin, William — "
6 Whelton, J. L. — "
7 Wilbur, F. M. — "
8 Waldron, Fred

Quincy B. C.

9 Voigt, Edward, 1312 State st. — Quincy
240 Weeks, J. R., 1240 Hamp st. — "

Unattached.

1 Chumasero, Kenneth P., 829 Chicago Stock Ex'ge bldg, Chicago — Chicago
2 Mullane, C. T. 3207 Rhodes ave. — Milford
3 Muriett, J. A. — Plymouth
4 Young, M. E., box 2 — Quincy
5 Schmiedeskamp, Aug. J., 622 S. 5th st.

Indiana — 8.

Unattached.

77,246 McCain, Luther R. — Delphi
7 Johnson, L. E. — "
8 Haines, G. N. C. — "
9 Oles E. — "
250 Ives, Myron — "
1 Sidenbender, H. W. — "
2 Crockett, C. V. — "
3 Walker, C. M. — Noblesville

Iowa — 28.

Boone Co. W.

77,254	Michie, John	Boone
5	Houghton, H. A.	"
6	Weir, John	"
7	Prescott, Guy J., 1629 Story st.	"
8	Barnes, C. W.	"

Ft. Dodge C. C.

9	Hoag, Gifford	Ft. Dodge

Marshalltown C. C.

260	White, T. T., 208 N. 2d st.	Marshalltown
1	Parrett, D. E., 203 E. Church st.	"

Algona C. C.

2	Randall, James E., Call and Minnesota sts.,	Algona
3	Tennant, Earl W., Thompson st.	"

Inter Ocean W. C.

4	Meirstein, Geo., 416 Pierce st.	Sioux City
5	Marrow, Bert, 2415 Pierce st.	"

Oskaloosa C. C.

6	Higlin, Fred	Oskaloosa
7	Proudfit, J. B.	"
8	McKirahan, Ralph	"

Unattached.

9	Currie, C. E., M. D., E. 6th and Locust st.,	Des Moines
270	Wilke, Gus H.	Elkader
1	Hester, C. M., box 360	Glenwood
2	Dennison, Wm.	Anamosa
3	Moore, E. R.	"
4	Kaufmann, Lon., box 468	"
5	Wilson, Arthur B., box 759	Le Mars
6	Norton, Will S., box 182	Muscatine
7	Ott, John R.	Mt. Pleasant
8	Hardinger, C. T.	Osceola
9	Gillam, W. Newton	Vinton
280	Kraemer, D. A.	Des Moines
1	Spraker, E. A., box 1792	Iowa City

Kansas — 11.

T. A. A. W.

77,282	Hayden, J. B., 602 Kansas ave.	Topeka
3	Stevenson, W. C., 1119 Polk st.	"
4	Snattinger, Theo., 309 W. 10th st.	"

Unattached.

5	Postou, J. E., National Hotel	Leavenworth
6	Patrick, Curt	Oskaloosa
7	Ashby, Harry C., 100 Taylor st.	Topeka
8	Aird, Bruce, room 13, A. T. & S. F.	"
9	*Buhre, Bessie M.*, 1118 Van Buren st.	"
290	Chesney, M. R., 114 W. 7th st.	"
1	Henry, W. F., 114 W. 7th st.	"
2	Wilcox, H. P., 704 Madison st.	"

Kentucky — 19.

Kenton W. C.

77,293	Wilson, C. W., 96 E. 4th st.	Covington
4	Conn, J. W., 96 E. 4th st.	"
5	Croninger, Clifford R., 1047 Madison ave.	"

King Rover C. C.

6	Attersall, G. B., box 394	Winchester

Unattached.

7	Husk, A. S., 204½ Main st.	Bowling Green
8	Husk, A. S., Jr., 204½ Main st.	"
9	Knox, W. S.	Danville
300	Noonan, Jno., Shelby & Hill,	Junction City
1	Reynolds, W. H., Shelby & Hill,	"
2	Kimble, Owen, 528 1st st.	Louisville
3	Kaufman, E. H., 1,609 4th st.	"
4	Wall, S. B.	Owensboro
5	Reinhardt, L. H., Jr., care Reinhardt Bros.	"
6	Kern, Walter J., care Gas Co.	"
7	Oxton, E.	"
8	Alsop, Dr. C. V.	"
9	Robards, Geo.	Harrodsburg
310	Smalley, L. H.	"
1	Clay, Greene	Richmond

Louisiana — 2.

Unattached.

77,312	Raney, R. B., M. D.	Lafayette
3	Girard, F. E., M. D., box 147	"

Maine — 18.

Twin City C. C.

77,314	Sturgis, Earnest A., 266 Bates st.	Lewiston

Portland W. C.

5	Coffin, Herbert A., 145 Middle st.	Portland

Sanford B. C.

6	Allen, F. J.	Sanford
7	Emery, W. K.	"
8	Senior, Wilfred I.	"
9	Nichols, S. O.	"
320	Emery, W. O.	"

Vinal Haven B. C.

1	Gliddin, Ernest L.	Vinal Haven
2	Littlefield, Fred E.	"
3	Smith, L. R.	"
4	Peaslee, Fred C., box 197	"
5	Vinal, Geo. W., box 374	"
6	Clark, John H.	"

Unattached.

7	Adams, Fred P., 3 Court st.	Farmington
8	Gove, Leigh E.	Perry
9	Dow, Wm. H., 99 High st.	Portland
330	Kimball, Frank E.	So. Paris
1	Holland, Herbert B., 22 Pleasant st.	Waterville

Maryland — 4.

Unattached.

77,332	Henkelman, Charles, 2,304 Eutaw pl.	Baltimore
3	Koss, C. E. C., 326 No. Carey st.	"
4	Townsend, F. W., 409 E. Chase st.	"
5	Henkelman, F., 2,304 Eutaw pl.	"

Massachusetts — 200.

B. C. A. W.

77,336	Burke, Edw. J., 186 Northampton st.	Boston
7	Doherty, P. O., 36 Chadwick st.	"
8	Hennessey, J. Joe, 11 Pembroke st.	"

Mass. B. C.

9	Allen, Ira D., 63 Babcock st.	Boston

Metropolitan W.

340	Sias, W. P., 12 Summer st.	Boston
1	Mooney, Timothy, 10 Summer st.	"
2	Johnson, John W., Suffolk Reg. of Deeds	"
3	Weston, Geo. F., 51 Paul Gore st.	Jamaica Plain

Suffolk B. C.

4	Whitman, George, 2,049 Wash. st.	Boston

Press C. C.

5	Louis, Leopold, 112 Arch st.	Boston
6	Nickerson, Daniel E., 353 No. Charles st.	"

Amesbury B. C.

7	Cooper, H., M. D., Market st.	Amesbury
8	Gowen, William M., 16 Market sq.	"

Chelsea C. C.

9	Emerson, R. W., 150 Orange st.	Chelsea

Carey W.

350	Wyman, Herbert A., 8 Cheever st.	Chelsea
1	Boynton, Charles E., 29 E. Hancock st.	Everett

Shoe C. W.

2	Andrews, Geo. E., 53 Dover st.	Brockton
3	Baker, Irving C., 85 W. Elm st.	"
4	Baker, Albert H., 98 High st.	"
5	Crocker, Geo. H., 27 E. Chestnut st.	Campello
6	Soule, Wm. T., Jr.	Matfield
7	Tinkham, Edw. F., 616 Main st.	Brockton
8	Washburn, H. M., 330 Belmont st.	"

Hardly Able C.

9	Curtis, Benj. B., Clifton ave.	Campello

Charlestown Cycle Club.

77,360	Congdon, Frank P., 137 Portland st.	Boston
1	MacDonald, Wm. H., 11 Brighton st.	Charlestown
2	Huestis, Jos. G., 214 Main st.	"
3	Jeffrey, M. W., 8 Ludlow st.	"
4	Wall, Richard E., 12 Elm st.	"
5	Partridge, W. H., 91 High st.	"
6	Stevens, Charles B., 75 Chapman st.	"
7	Hartnett, James A., 269 Main st.	"
8	Dunnack, Jos., C. 4 Irving pl.	"
9	Sutherland, A. R., 354 Main st.	"
370	Harrington, Frank S., 55 Decatur st.	"
1	Hibbett, Fred F., 9 Harvard st.	"
2	Lawrence, David H., 66 Glen st.	E. Somerville
3	Teackles, Wm. B., 19 Florence st.	"
4	Hughes, Chas. E., 46 Glen st.	Somerville
5	Hutchinson, Chas. R., 22 Pearl st.	Charlestown

Lovell C. C.

6	Tucker, W. Frank	East Weymouth

F. R. United W.

7	Paquin, Adolphe, 91 N. Main st.	Fall River
8	Sullivan, Jeffrey E., 45 S. Main st.	"
9	Gilman, Albert J., 322 N. Main st.	"
380	Kirby, Ernest W., 51 Rock st.	"
1	Macomber, Frank M., 5 E. Main st.	"

F. R. Road C.

2	Bailey, Ernest, box 322	Fall River

Vesper B.

3	Hemenway, Rodney F., 64 Central st.	Lowell

Lynn C. C.

4	Bent, Norman A., 14 Andrews st.	Lynn

Malden W.

5	Walsh, John J., 94 Pleasant st.	Malden

Roxbury B. C.

6	Churchill, C. E.	Milton
7	Spear, Frank C., 641 Huntington ave.	Boston

Columbia.

8	Palmer, Fred J., Division st.	No. Attleboro
9	Wilde, Ernest F., Division st.	"

Roxbury B. C.

390	Lynch, Jas. A., 276 Devonshire st.	Boston
1	Sondheim, E. H., 53 Kilby st.	"
2	Moog, Wm., 69 Conant st.	Roxbury
3	Fett, Wm., 10 Warren st.	"

Malden B. C.

4	Marston, Harry W., 102 Prospect st.	Somerville

Stoneham C.

5	Blodgett, Leon E., box 371	Stoneham
6	Johnson, Arthur G., box 1120	"
7	Hawes, Frank D., stall 1 Eastern Market	Boston
8	Houghton, Clarence W., box 676	Stoneham
9	Houghton, Oscar W., box 855	"
400	Walker, Chas. H., box 428	"
1	Baker, Wallace D., lock box 24	"
2	Tay, Chas. O., box 806	"

Pequot C. C.

3	Harding, H. O., 911 Broadway	So. Boston

Pinnacle.

4	Scannell, William H.	Stoughton

Taunton C. C.

5	Hatch, T. E., box 54	Taunton

Taunton Y. M. C. A. Cycle.

6	Tidd, J. Howard, box 163	Taunton

Wollaston C. C.

7	Flood, Frank J., 9 Fayette st.	Wollaston
8	Thompson, H. A., 35 Arlington st.	"
9	Stephenson, Henry J., box 230	Atlantic

Unattached.

410	Bazeley, Wm. A. L., 303 Sears Building	Boston
1	Emerson, W. I., 13 Tremont pl.	"
77,412	Greeley, Chas. G., 40 State st.	Boston
3	Houghton, E. F., 65 Pembroke st.	"
4	Kimball, Chas. E., 29 Centre st.	"
5	Kimball, Harry S., 29 Centre st.	"
6	*Kimball, Mayme G.*, 29 Centre st.	"
7	Ketterlinus, Eugene, 43 West st.	"
8	Ladd, Nathaniel Watson, 56 Pemberton sq.	"
9	Poor, James R., 270 Beacon st.	"
420	Randlett, J. H., 65 Pembroke st.	"
1	Rowell, A. L., Adams House	"
2	Sabine, William L., 270 Beacon st.	"
3	Stoddard, Francis R., Jr., 242 Newbury st.	"
4	Ward, Chas. W., 220 Devonshire st.	"
5	Green, Henry H., 944 Washington st.	"
6	Cahill, Clarence, 381 Columbus ave.	"
7	Philbrick, Merchie E., 126 Berkeley st.	"
8	Stone, Wm. F., 294 State st.	"
9	Robinson, Francis W., 104 Ames' Building	"
430	Bailey, Fred I., 7 Ashford st.	Allston
1	Tough, Alvin E., box 70	Andover
2	Sands, Geo. O., 8 Knowlton st.	Beverly
3	Smith, Frank C., 10 Chestnut st.	"
4	Chandler, Harry W., 1688 Mass. ave.	Cambridge
5	Chapin, Edw. S., 97 Lake View ave.	"
6	LeClear, Gifford, 45 Grays Hall	"
7	Ruggli, Edw. W., 25 Church st.	"
8	Smith, Chas. E., 58 Thayer Hall	"
9	Keith, A. F., 63 Hancock st.	"
440	Risdon, I. W., 90 Broadway	Cambridgeport
1	Shaw, Hamlin J., 26 Columbia st.	"
2	Taylor, John Lewis, 274 Winsor st.	"
3	Peck, Chas. A., 12 Leonard ave.	"
4	Kempton, W. A., Jr., 138 High st.	Charlestown
5	Smith, C. E., 10 Lincoln st.	"
6	Sears, Charles M., box 212	Chicopee
7	Putnam, Samuel, 229 High st.	Clinton
8	Derby, Benj., Jr., box 175	Concord Junction
9	Lamont, D. A., 11 Selden st.	Dorchester
450	Stiles, C. W., 38 Wrentham st.	"
1	Tolford, Chas. B., Intervale Park	"
2	Wilde, Hiram, 883 Adams st.	"
3	Perkins, I. W., 158 Lexington st.	E. Boston
4	Elder, Frank B., 157 Trenton st.	"
5	Johnson, Edw. A., lock drawer 47	E. Pepperell
6	Hatch, Arthur W., 23 Winthrop st.	Everett
7	Fitcher, Benjamin, 1 Middle st.	Fall River
8	Hutchinson, Benj. S., box 323	Franklin
9	Hildreth, Horace E.	Harvard
460	McComsey, Wm. Rex., 801 Center st.,	Jamaica Pl'n
1	Cooper, Chas. E., 38 Clive st.	"
2	Chapman, E. W., 80 Abbott st.	Lawrence
3	Pratt, Henry S., 123 Franklin st.	"
4	Morey, Chas. E., box 244	Lexington
5	Connors, John H., 16 Thorndike st.	Lowell
6	Sawyer, Edw. E., box 1225	"
7	Atherton, C. W., 225 Western ave.	Lynn
8	Honors, A. E., 542 Chestnut st.	"
9	Morrill, B. B., 316 Essex st.	"
470	Sleeper, F. E., 6 Goodwins ct.	"
1	Carter, C. Fitzroy, Garfield Terrace	Malden
2	Serrat, W. D., 45 Crescent ave.	"
3	Lane, Geo. W., box 628	Mansfield
4	Fairbanks, Harry E., box 88	"
5	Crocker, S. F.	Marston Mills
6	Barstow, Herbert F., box 113	Mattapoisett
7	Harlow, Abner, Cannon st.	"
8	Shermon, Harold L., box 204	"
9	Boucher, T. F., 142 Centre st.	Middleboro
480	Blanding, Albert, 22 School st.	"
1	Bunker, Andrew P., 78 Everett st.	"
2	Chace, Henry H., 18 Pearl st.	"
3	Cuzner, J. S., 10 Water st.	"
4	Gurney, A. R., 3 Rock st.	"
5	LeBaron, E. L., 13 E. Grove st.	"
6	Sharp, Sam'l, box 933	Milford
7	Sweet, Hayden E., box 507	Merrimac
8	Locke, Albert D., Beacon st.	Newton
9	Noden, David G., 34 Park st.	"

77,490 Lord, Charles E., Claremont st. Newton
1 Melcher, Lewis C., Bowen st. Newton Centre
2 Armstrong, W. E., Center st. "
3 Ells, Warren F., Union st. "
4 Potter, Robert K., 144 W. Housatonic st., Pittsfield
5 Power, C. W., 97 W. Housatonic st. "
6 Powers, Fred G., 66 River st. No. Adams
7 Taylor, Fred A., 4 Bracewell ave. "
8 Brackett, J. L., box 518 Rockland
9 Bruns, Clarence B., 36 Codman pk. Roxbury
500 McGreevy, M. F., 268 Cabot st. "
1 Mooar, Clarence T., 26 Circuit st. "
2 Allen, Geo. O., box 4 Scituate
3 Crowley, H. E., 387 Medford st. Somerville
4 Hill, Louis, 10 Parker st. "
5 Terrio, Frank N., 19 Trull st. "
6 Richardson, Geo. H., 380 Athens st. So. Boston
7 Haslam, John B., 604 E. 8th st. "
8 Thuresson, Wm. J., 98 G. st. "
9 Wells, Burtis E., Concord st. So. Framingham
510 *Bartlett, Miss Annie L.*, lock box 19 Stoneham
1 Black, Fred L. "
2 *Carpenter, Miss Grace*, box 449 "
3 Ladd, Fred S., 417 Main st. Springfield
4 Coe, James, 76 Main st. Taunton
5 Lovering, Edw., Agt. Cohannet Mills "
6 Newbury, Nathan, Supt. T. Oil Cloth Works "
7 Fletcher, Elmer A., 8 Patten st. Watertown
8 Haven, Frank H., 2 Francis st. Waltham
9 Carter, S. R. W. Berlin
520 Whitney, Winthrop, box R W. Gardner
1 Wiggin, H. S., 20 Allston st. W. Medford
2 Baker, A. L., Newport ave. Wollaston
3 Hall, A. E., box 626 Worcester
4 Inman, A. H., Germaine st. "
5 Newton, Edw. A., 260 Pleasant st. "
6 Chapman, Edward, Rosseter st. Dorchester
7 Johnson, Chas. E., Dor. & Crescent ave. "
8 Nichols, C. Leslie, 416 Adams st. "
9 Gray, Wm. W., 331 Dor. ave. So. Boston
530 Kearns, James E., 604 Dor. ave. "
1 Merritt, John P., 63 Old Harbor st. "
2 Barnes, Fred T., box 46 So. Weymouth
3 Murray, Hiram D., 7 Newhall st. Lynn
4 *Murray, Mrs. Carrie A.*, 7 Newhall st. "
5 Shewbridge, Wm. H., 34 Bower st. Boston

Michigan — 26.

Flint W.

77,536 Oliver, A. Belsey
7 Ackerman, Wm. K., box 1017 Flint
8 Bickford, Harry W. "
9 Freeman, Frank "
540 Rice, E. H., 521 Saginaw st. "

Kalamazoo W.

1 Fletter, Frederick G., 912 So. Park st. Kalamazoo
2 Van Male, James C. "

Unattached.

3 Wood, Chas. L. Athens
4 Ryan, Edd Brighton
5 Pitkin, G. L. "
6 Binkley, John Bronson
7 Monroe, Will "
8 Parsons, C. H. Burr Oak
9 Young, W. J., 311 Brush st. Detroit
550 Pennington, Chas. C., 195 3d ave. Grand Rapids
1 Hobart, Geo. H., 61 Caledonia st. "
2 Allen, Wm. H., 239 Paris ave. "
3 Robertson, C. A., 336 Thomas st. "
4 Schmidt, Walter K., 84 Canal st. "
5 Greenwood, C. L., 291 Gold St. "
6 Dewar, H. D., 601 Pythian Temple "
7 Walters, Frank Maple Rapids
8 Hubbard, Vernon G. "
9 Gruner, B. R., Main st. Mt. Pleasant
560 Harris, C. A., box 741 "
1 Merritt, George, lock box 1 Tecumseh

Minnesota — 2.

Unattached.

77,562 McLean, Hugh H., box 2 Herman
3 Wack, Harry W., Gilfillan blk. St. Paul

Mississippi — 2.

Unattached.

77,564 Brown, W. R. Deasonville
5 Seater, W. W. Canton

Missouri — 5.

Aeolian B. C.

77,566 Hatch, Mark W., 17 W. 9th st. Kansas City

Unattached.

7 Samuel, Wm. R., 3407 Wash. ave. St. Louis
8 Storey, John G., 1170 No. Kings Highway "
9 Baer, Hugo, 4253 Wash. ave. "
570 Loewe, Sidney S., 1833 Madison st. "

Nebraska — 6.

Kearney B. and P. A.

77,571 Finch, Ed. B. Kearney

Unattached.

2 Root, H. J., 211 Sheeley Block Omaha
3 Abel, J. C. Lexington
4 James, George, box 174 "
5 O'Brien, David J., 1522 Howard st. Omaha
6 Kramer, G. St. Paul

New Hampshire — 10.

Gymnasium C. C.

77,577 Kendall, George E., 313 Amherst st. Manchester
8 Browne, P. J., 209 Central st. "

Unattached.

9 Webster Wilbur E., box 19 East Jaffrey
580 Labarge, Mose, 16 Concord st. Manchester
1 *Whitney, Mrs. Helen H.*, 18 Chestnut st. Nashua
2 Randall, J. Warren New Durham
3 Rainville, Jno. H. Suncook
4 Seavey, Chas. A. "
5 Clark, Fred N., box 52 Tilton
6 Stevenson, Melzer I. West Brentwood

New Jersey — 27.

B. C. & A. C.

77,587 King Lewis, 87 Linden ave. Bloomfield

Hudson Co. W.

8 Smith, Edward H., 451 Bergen ave. Jersey City

M. C. W.

9 Moses, Howard B., 175 Greenwood ave. Trenton

Unattached.

590 Brock, Charles Boonton
1 Culvert, Harry L. "
2 Hopkins, Allison R. "
3 Kingsland, Bert "
4 Kanouse, Wm. "
5 Leuthausser, Arthur, 699 Bloomfield ave. Bloomfield
6 MacLaury, H., 194 Broad st. "
7 Martin, Chas. W. "
8 French, Edward R., 1150 E. Jersey st. Elizabeth
9 Bauchelle, W. Miller, 1060 Mary st. "
600 Blackwell, Edgar T., box 86 Hopewell
1 Sherman, Geo. E., 28 Winfield ave. Jersey City
2 Jones, Frederick, 148 Halliday st. "
3 Mayer, Richard S., 11 2d ave. Newark
4 Weller, Hermann, 190 Wash ave. "
5 Bice, E. E. New Providence
6 Wakeley, W. A., 414 So. Main st. Orange
7 Blackwell, S. H., 88 Nassau st. Princeton
8 Chittenden, J. Brace "
9 Dohm, Augustus, 102 Nassau st. "
610 Hill, Franklin M. "
1 Leigh, W. Conness, 64 Nassau st. "
2 Hulett, Geo A., box 644 "
3 Whitehead, C. H., 6 South West st. "

New York — 360.

Colonial C. C.

77,614 Browne, Andrew G., 130 W. 43d st. New York
5 Ritscher, Chas. H., 295 So. 4th st. Brooklyn

Abingdon W.

6 Creede, Joseph R., 298 W. 11th st. New York

Criterion B. C.

7 Strouse, Dr. A. N., 72 W. 55th st. New York

Cyclone C. C.

8 Holder, Albert, 293 10th ave. New York

Gramercy W.

9 Atchison, Isaac, 228 E. 26th st. care Good, New York

Excelsior C.

620 Wunsch, Wm., 108 Waverly pl. New York

Liberty W.

1 Plaatje, William R., 853 3d ave. New York
2 Cushing, John A., 336 16th st. Brooklyn

Harlem W.

3 Culver, Henry K., 432 E. 118th st. New York

Century W.

4 Babcock, L. M., 23 Barclay st. New York
5 Rice, Waldo E., 356 W. 57th st. "

M. B. C.

6 Freeman, Rowland G., 205 W. 57th st. New York
7 Leaming, Dr. Edward, 437 W. 59th st. "
8 *Leaming, Mrs. Edward*, 437 W. 59th st. "
9 Taylor, A. S. G., 205 W. 57th st. "

Trimble W.

630 Henry, Edw. M., 14 Dey st. New York

Brooklyn B. C.

1 Borland, J. Frank, 87 Hanson pl. Brooklyn
2 Crandall, Harrie M., 58 William st. New York
3 Sinn, Walter L., 404 4th st. Brooklyn

Cycle C. of Brooklyn.

4 Baldwin, Spencer S., 172 Lafayette ave. Brooklyn
5 *Elliott, Delia M.*, 493 Clinton ave. "

Crescent A. C.

6 Redfield, William C., 107 Macon st. Brooklyn

Florence W. C.

7 *Walling, Miss Clara B.*, 635 Hancock st. Brooklyn
8 Wood, Howard, 135 Ridgewood ave. "
9 Pattison, Gardner, 532 Putnam ave. "
640 Pattison, W. J., 532 Putnam ave. "
1 Taylor, Ronald, 316 Clifton pl. "

Kings Co. W.

2 Beckwith, J. T., 129 St. Johns pl. Brooklyn

Nassau W.

3 Brennan, James R., 175 S. 9th st. Brooklyn
4 Philips, Chas., Jr., 185 Ross st. "
5 Seward, Wilfred P., 305 Broadway "

So. Brooklyn W.

6 Tebo, William J., 385 Sackett st. Brooklyn
7 Villers, J. Jay, Jr., 352 9th st. "

Albany B. C.

8 Hallenbeck, C. H., 32 Delaware ave. Albany

Albany Co. W.

9 Croissant, John, 204 Washington ave. Albany
650 Schreiber, Stephen, Jr., 193 Madison ave. "

Amsterdam W.

1 Cross, W. E., 10 E. Main st. Amsterdam
2 Sheridan, J. A., 53 E. Main st. "

Cohoes W.

3 Hume, Geo. W., 52 Central ave. Cohoes
4 Firth, Benj. L., 53 Main st. "
5 Rivenburgh, Jonas, Waterford

Parkside Wheeling C.

77,656 Reinhart, G. A., M.D., 152 Woodlawn ave. Buffalo

Buffalo Ramblers.

7 Fuhrman, Carl, 269 Main st. Buffalo

Mercury.

8 Hepburn, John, 103 Main st. Flushing

Hudson B. C.

9 Pierson, Geo. N. Hudson

Tamaqua W.

660 Ashmead, Joseph L. Jamaica
1 Doughty, Chas. R. "
2 Jordan, Stanley "
3 Moore, Wm. D., box 315 "
4 Stranack, Ernest J., box 214 "
5 Thompson, Wm. P., 41 Fulton st. "
6 Tierney, John H., 23 Smith st. "
7 Watts, Geo. T., box 244 "

Fortnightly W.

8 Mott, Elliott B., 67 W. Schuyler st. Oswego

O. W. C.

9 Blair, J., box 40 Oneonta
670 Darber, N. W., cor. Main and Chestnut sts. "
1 Hegewald, H., 75 Centre st. "
2 Patten, L. J., 3 Elm st. "

Schenectady Co. W.

3 Clute, Geo., care F. D. Huber Schenectady
4 Harbison, Jno. E., 118 Wall st. "
5 Phillips, W. C., Sch'dy Street R'y Co. "
6 Quire, Victor E., 311 State st. "
7 Schermerhorn, E. Nott, 402 State St. "
8 Schermerhorn, J. Ward, 402 State st. "
9 Watkins, De Lancey W., 23 Wash. ave "

Wellsville B. C.

680 Hubbard, Fred W., box 1461 Wellsville

Yonkers B.

1 Back, Frederick C., 85 Ravine ave. Yonkers

F. C. A.

2 Fesette, Joseph L. Tarrytown

Rome C.

3 Aldridge, C. J., 106 W. Dominick st. Rome
4 Bradt, D. L., 166 W. Dominick st. "
5 Kessinger, A. R., 120 N. James st. "
6 Besley, E. D., 120 N. James st. "
7 Roberts, D. E. "
8 Cummings, E. W., 719 N. Washington st. "

Unattached.

9 Abbe, Robert, 11 W. 50th st. New York
690 Adams, Wm. C., 200 West End ave. "
1 Appleton, D. Sidney, 72 Fifth st. "
2 Arnold, Chas. Henry, 27 S. William st. "
3 Baur, John, 167 Norfolk st. "
4 Blackman, H. L., 857 Broadway "
5 Borst, Ellsworth T., 348 W. 45th st. "
6 Bunnell, Alfred R., 170 Broadway "
7 Bullinger, Dr. John A., 691 Lexington ave. "
8 Burley. E. W., 251 W. 29th st. "
9 Burt, Chas. H., 325 W. 124th st. "
700 Campbell, N. A., 18 E. 62nd st. "
1 Cully, Joseph F., 108 Eighth ave. care Floyd "
2 Dando, Chas. J., 173rd st. and 11th ave. "
3 Drake, Fred N., 169 W. 74th st. "
4 Dyer, Frank M., 10 W. 23d st. "
5 Faber, Charles, 132 Wash. pl. "
6 Feist, Sol., 1539 1st ave. "
7 Fielding, H. B., 633 Walton ave. "
8 Funk, L., 104 Bedford st. "
9 Goettler, Alphonse, 500 E. 121st st. "
710 Goldsmith, Louis, 472 Broadway "
1 Griffen, Walter H., 46 Pine st. "
2 Gull, Jno. W., 711 Washington st. "
3 Hadden, Walter, 57 W. 127th st. "
4 Hall, William H., 61 W. 56th st. "

77,715	Hansen, Edw. G., 336 Greenwich st.	New York
6	Hayward, Frank E., 243 E. 17th st.	"
7	Head, I. W., 145 E. 21st st.	"
8	Hegeman, A. G., 501 5th ave.	"
9	Howard, Clarence C., M.D., 57 W. 51st st.	"
720	Hunt, Frank J., 42 Irving pl.	"
1	Hurd, Roscoe V., 214 W. 102nd st.	"
2	Jarger, Herman J., 154 W. 27th st.	"
3	Kaiser, J. C., 104 Sixth ave.	"
4	Kelly, Geo., M.D., 3 E. 73rd st.	"
5	Kilpatrick, Chas. C., 165 E. 66th st.	"
6	Klug, Wm. J., 95 Cannon st.	"
7	Lilienthal, Albert, 126 W. 78th st.	"
8	Lochmuller, H. G., room 38 Gr. Cen. Sta.	"
9	Long, Jacob J., 60 W. 131st st.	"
730	Messerschmidt, F., (D.D.S.), 240 Lenox ave.	"
1	Moore, William, 113 W. 16th st.	"
2	Morris, Patrick, 308 W. 39th st.	"
3	Myers, Lawrence, 61 Water st.	"
4	Olt, Edward, 35½ Greenwich ave.	"
5	O'Neil, James, 280 Broadway, room 186	"
6	Parsons, F. T., 138 Front st.	"
7	Pinchbeck, J. Arthur, Grant ave. and 162nd st.	"
8	Potter, James Brown, 59 Wall st.	"
9	Renry, Alfred, 415 St. Nicholas ave.	"
740	Ringen, Jno. M., 294 3rd ave.	"
1	Rockefeller, Melvin O., 444 W. 43rd st.	"
2	Rogers, Noah C., 65 E. 64th st.	"
3	Runnill, Geo. E., 160 Spring st.	"
4	Schwarz, Emil, 16 E. 120th st.	"
5	Stillman, Geo. W., 210 E. 85th st.	"
6	St. John, Frank L., 274 West End ave.	"
7	St. John, Munroe, 274 West End ave.	"
8	Taylor, Arthur, 205 W. 57th st.	"
9	Uhler, Wm. P., 264 Mott st.	"
750	Voorhees, Clark G., 1125 Madison ave.	"
1	Ward, Alexander, L., 230 W. 74th st.	"
2	Watts, William H., 155 W. 103rd st.	"
3	Weil, I. L., 168 Water st.	"
4	Werly, F. Tennyson, 114 5th ave	"
5	Wheeler, William A., 48 W. Broadway	"
6	White, J. Blake, M. D., 1013 Madison ave.	"
7	Stout, N. E., 25 Broad st.	"
8	Hall, Bolton, 4 E. 46th st.	"
9	Alexander, S., 52 Broadway	"
760	Banks, J. Tesney, 25 E. 14th st.	"
1	Basch, David, 212 E. 115th st.	"
2	Berwin, H. G., 152 W. 94th st.	"
3	Brown, Stephen H., 4 Exchange ct.	"
4	Fisher, Chas. A., 25 Nassau st.	"
5	Gerard, Jno. B., 8 W. 116 st.	"
6	Gibby, Jno. T., 18-20 Stone st.	"
7	Greer, Louis M., 47 W. 52nd st.	"
8	Haring, Warren N., 165 W. 97th st.	"
9	Heiderman, Julius J., 3070 3rd ave.	"
770	Johnson, Tracy A., 50 W. 55th st.	"
1	Klaber, A. D., 265 W. 139th st.	"
2	Merrill, E. A., 26 Cortlandt st.	"
3	McKinlay, D. A., 108 W. 79th st.	"
4	Phillips, John S., 181 W. 87th st.	"
5	Roberts, F. A., 220 E. 16th st.	"
6	Sage, Warren, 51 Cedar st.	"
7	Schultz, Geo. F., 1746 Madison ave.	"
8	Smyth, Anthony, 153 W. 122d st.	"
9	Speirs, Chas. E., 1881 Lexington ave.	"
780	Sprague, Arthur A., 410 Broadway	"
1	Stephens, Olin J., 444 E. 138th st.	"
2	Ufford, Walter S., (P. O. 240 Norfolk st., Mattapan, Mass.),	New York
3	*Wickliffe, Mrs. Emma*, 150 W. 66th st.	New York
4	Brannon, Chas. B., 311 W. 17th st.	"
5	Coffin, F. W., 165 Park pl.	"
6	Davis, Vernon M., 194 Lenox ave.	"
7	Miller, Chas. E., 317 W. 58th st.	"
8	Mehrbach, William, 56 E. 72d st.	"
9	Sherwood, Fred, 327 Broadway	"
790	West, Andrew J, 627 Hudson st.	"
1	Burger, Lester, 679 Courtland ave.	"
77,792	Esterbrook, R., Jr., 678 West End ave.	New York
3	O'Brien, James W., LL. D., 280 Broadway	"
4	Underhill, Edward C., 166 W. 95th st.	"
5	Beyrer, Wm. H., 68 Suffolk st.	"
6	Farrington, Dr. E. S., Astor House	"
7	Groyer, Eugene G., 451 Lenox ave.	"
8	Grund, Ernst, 464 Broome st.	"
9	Good, J. Dobson, Hotel Winthrop	"
800	Hermes, Leonard E., 10 Clinton pl.	"
1	Rabe, Henry W., 934 Columbus ave.	"
2	Way, Francis S., 16 Exchange pl.	"
3	Croissant, Chas.	Albany
4	Johnson, E. P., 99 Ten Broeck st.	"
5	Aschoff, Fred., Jr.	Amsterdam
6	Hawley, J. C., 238 E. Main st.	"
7	Thorn, Edward, cor. Liberty & Forbs st.	"
8	Wheelock, John A., 82 Division st.	"
9	Staebell, Geo. V., Jr.	Alden Centre
810	Henshaw, John, 127 Main st.	Astoria
1	Gates, M. C., 107 South st.	Auburn
2	Lowerre, James B., box 312	Babylon
3	*Bailey, Miss Florence B.*	Bay Shore
4	Barrett, L. S., 532 Carleton ave.	Brooklyn
5	Pecker, Daniel C., 840 Fulton st.	"
6	Berger, Jacob I., 137 Joralemon st.	"
7	Bergener, H. J., 74 Hooper st.	"
8	Brooks, E. M., 16 Smith st.	"
9	Burnham, F. A., Jr., 67 Penn st.	"
820	Chambers, Jared J., 588 Van Buren st.	"
1	Corey, Lewis S., 438 Bedford st.	"
2	Cummings, Robert J., 211 Snediker st.	"
3	Despard, Rawlins S., 1319 Dean st.	"
4	Dudley, John E., 53 Brooklyn ave.	"
5	Evans, Richard, 648 Warren st.	"
6	Fort, Geo. E., 473 Evergreen ave.	"
7	Herrick, Seymour G., 309 Manhattan ave.	"
8	House, E. Grant, 417 Bedford ave.	"
9	Hurst, Chas. 771 Putnam ave.	"
830	*Hurst, Mrs. C.*, 771 Putnam ave.	"
1	*Hurst, Miss C. A.*, 771 Putnam ave.	"
2	King, Thomas C., 541 Driggs ave.	"
3	Larbig, William P., 476½ State st.	"
4	Lockwood, S. O., (P. O. Andover, Mass.)	"
5	MacBain Wm., 159 Prospect pl.	"
6	Newell, Frank, 450 6th st.	"
7	Nichols, C. W., 353 Clinton ave.	"
8	Rhinehart, Frank, 27 Vernon ave.	"
9	Rifenbergh, Arthur, 417 Bedford ave.	"
840	Schirlz, Ernest Wm., 440 Harman st.	"
1	Snow, Henry S., 16 Smith st.	"
2	Thomas, William D., 1639 Pacific st.	"
3	Todd, A. W., 420 Hancock st.	"
4	Van Doorn, Geo. M., 346 Macon st.	"
5	Walters, Wm. M., 877 Greene ave.	"
6	Werner, Augustus C., 130 St. Marks ave.	"
7	Williams, Herbert E., 127 Noble st.	"
8	Aldrich, Fred, Jr., 117 Lawrence st.	"
9	Cerf, Gustave, 221 Rutledge st.	"
850	Clark, H. J., 540 Greene ave.	"
1	Hatfield, A., Jr., 170 Hancock st.	"
2	Miller, Franklyn H., 212 Hooper st.	"
3	Moore, W. F., 338 Clinton st.	"
4	Olmstead, Daniel P., 65 Morton st.	"
5	Rheinhardt, L. R., 10 S. Elliott pl.	"
6	Smith, Chas. L., 345 14th st.	"
7	Smith, Walter L., 57 Cranberry st.	"
8	Smithson, Chas. E., 173 Atlantic ave.	"
9	Kelly, Edward J., 430 8th st.	"
860	Betts, Wm. B., 191 Halsey st.	"
1	Currier, Frank E., 189 Halsey st.	"
2	Graves, Clarence T., 295 State st.	"
3	Ventres, Irving S., 488 Jefferson ave.	"
4	Feltman, Henry, 239 Hewes st.	"
5	Feltman, Frank, 239 Hewes st.	"
6	Hirzel, Chas. F., 155 Herkimer st.	"
7	Anderson, John, 549 Sutter ave.	"
8	Barlow, Raymond S., 183 Amity st.	"
9	Colson, Irving, 69 St. James pl.	"

77,870	Folkus, Diedrick J., 43 Smith st.	Brooklyn
1	Letzkus, John, 164 Clinton st.	"
2	Moffatt, Willard P., 53 St. Johns' pl.	"
3	Teale, Thos. P., Jr., 464 Atlantic ave.	"
4	Walton, E. B., 86 St. Mark's pl.	"
5	Keeley, S. J., Park Theatre	"
6	Gott, Chas. L., 23d ave.	Bensonhurst
7	Ives, Edwin S., 82nd st. near Bay	"
8	Cole, Jay H., 117 Henry st.	Binghamton
9	Perkins, S. H., 125 Oak st.	"
880	Turner, Rev. Wm. R., 265 Oak st.	"
1	Forster, Frank N., 18 Seneca st.	Buffalo
2	Forster, Frank H., 622 Fargo ave.	"
3	Judd, Edward B., 15 Wadsworth st.	"
4	Washburn, Edgar T., 89 Putnam st.	"
5	Seitz, J. B., 21 Exchange st.	"
6	Windsor, Robert L., 163 No. Pearl st.	"
7	Wright, R. C., 472 Front st.	"
8	Fraser, Rev. Wm.	Champlain
9	*Martin, Miss N. Veronica*, W. 3d st.	Coney Island
890	Flagg, H. S., 565 Rogers ave.	Flatbush
1	Cleveland, H. L.	Dougan Hills
2	Cornell, Lewis H.	Douglaston
3	Chapman, H. W.	E. Syracuse
4	Hallett, Elbert, 25 Main st.	Flushing
5	Salmon, Brainard P., lock box 161	Fulton
6	Stewart, M. L., 2709 Bainbridge ave.	Fordham
7	Strickland, F. E., box 78	Greenport
8	Wiggins, C. B., box 375	"
9	Parker, F. E., Prospect st.	Herkimer
900	Chapman, Chas. D.	Hoosick Falls
1	Greene, H. J.	"
2	Jones, Ralph A.	"
3	Roraback, R. H.	"
4	Solomon, C. B.	"
5	Sweet, Fred B.	"
6	Knapp, J. M.	Islip
7	Lyon, Newell, Alpha Delta Phi House	Ithaca
8	Damon, F. Lester	Jamaica
9	Doughty, Benj. G., box 14	Jericho
910	O'Hara, George	Lexington
1	Seibert, John	"
2	Rundell, D. F.	Little Valley
3	Grace, Daniel W.	Lowman
4	Farley, Edson J., box 804	Malone
5	Towle, Chas. S.	Mamaroneck
6	Tiffany, T. C., lock box 62	Mechanicsville
7	Lynch, Frank J.	Mohawk
8	Tuttle, Geo. H.	"
9	Heidgerd, Deidrich, Jr., box 47	Monsey
920	Heidgerd, Herman, box 47	"
1	Allen, C. R.	Norwich
2	Beasley, H. L.	"
3	Jones, William A., lock box 54	Oxford
4	Powers, W. F., lock box 13	"
5	Carson, D. I.	Pelham Manor
6	*Giebert, Mrs. D. K.*, 41 Court st.	Plattsburgh
7	Henry, Smith F., Oak st.	"
8	Hitchcock, John E., 39 Oak st.	"
9	Valentine, Weldine, 1 Bridge st.	"
930	Shay, Theodore, 3 Seward ave.	Port Jervis
1	Secoy, Carroll A.	Port Leyden
2	Taylor, C. D., box 485	Port Richmond
3	Frost, Harry R., 16 Balding ave.	Poughkeepsie
4	La Forge, Mortimer, box 16	Princes Bay
5	Alexander, Clifton G., 21 Briggs pl.	Rochester
6	Ford, Geo. G., 23 Gardiner st.	"
7	Colton, C. M., 40 Alexander st.	"
8	Wainwright, J. H.	Rye
9	Coseo, F. C., 705 Nott st.	Schenectady
940	Kernochan, Henry P., Jr., 302 Union st.	"
1	Becker, Aaron, box 921	"
2	Mulcare, James, 356 Front st.	"
3	Winnie, R. H., box 156	Schuylerville
4	Spurge, Wm. N.	Smithtown
5	Dick, Archibald M., box 264	Sing Sing
6	Tingley, Fred J., box H	Stamford
7	Irving, Edward	Spuyten Duyvil
77,948	Johnson, Elias M.	Spuyten Duyvil
9	Dejange, Aug. F., box 281	Stapleton
950	Webber, John, Jr.	Tarrytown
1	Crocker, Chas. E., 25 So. Broadway	"
2	Foy, Joseph W., 104 Wildey st.	"
3	White, G. L., box 102	Tottenville
4	Dusenbury, C., Jr.,	Tuckahoe
5	Hodgman, F. A.	"
6	Hodgman, C. A.	"
7	Gardner, Chas. E., 241 River st.	Troy
8	Curtis, Walter S., 43 Blandina st.	Utica
9	Steele, Harvey W., 23 Washington st.	Watertown
960	Breslin, T. Edgar	Waterford
1	Hibbert, H. S.	"
2	Mitchell, C. L.	"
3	Mitchell, Nelson W.	"
4	Morris, Thomas H.	"
5	Organ, M.	"
6	Cornell, W. W., 22 Dougan st.	W. New Brighton
7	Washburn, Chas. I., 19 Taylor st.	"
8	Hothorn, E. G., box 71	West Brooklyn
9	Dissosway, Wm. A.	West Troy
970	Newcomer, H. C.	West Point
1	Mackay, Kenneth, 57 Poplar st.	Yonkers
2	Mee, Edward, 99 Park Hill ave.	"
3	Taylor, J. D.	"

North California — 60.

Acme Club Wheelmen.

77,974	Agnew, A. H., 376 14th st.	East Oakland
5	Neece, G. F., 1,254 Broadway	Oakland
6	Burgans, C. H., 517 7th st.	"
7	Manning, T. J., 562 8th st.	"
8	Swain, A. P., 1,322 10th ave.	"
9	Hannan, C. S., 531 9th st.	"
980	Wetmore, J. L., Jr., 577 12th st.	"
1	Wright, J. H., 16th st. depot	"
2	Donovan, J. L., 1,003 3rd st.	"
3	Allen J. J., 864 1-2 Broadway	"
4	Black, A. L., 1,381 8th st.	"
5	Patterson, H. F., 685 Sycamore st.	"
6	Ormsby, A. S., Girard House	"
7	Elford, Bert, 520 15th st.	"
8	Bedbury, A. L., 1,301 Tel. ave.	"
9	Mott, F. R., 624 9th st.	"
990	Schlueten, Theo., 1205 West st.	"
1	Tallman, J. R., 1921 Myrtle st.	"
2	Gallagher, J. J., 13th and Clay sts.	"
3	Thibault, E. J., 833 Madison st.	"
4	Hammerly, F. J., 1831 Adeline st.	"
5	Shear, C. B., 317 14th st.	"
6	Thayer, E. F., 531 9th st.	"
7	Guth, Jacob, 14th and Broadway	"
8	Staples, C. H., 510 12th st.	"
9	Carpenter, H. S., 465 22nd st.	"
78,000	Gilbert, H. L., 1301 Telegraph ave.	"
1	Palmer, J. I., 1177 Market st.	"
2	Corwin, C. C., 854 1-2 7th st.	"
3	Brouillet, G. W., 2100 Telegraph ave.	"
4	Hutchinson, Henry, 1257 9th ave.	"
5	Clymer, J. A., 317 14th st.	"
6	Goodburn, W. R., 845 Harrison st.	"
7	Van Court, D. C., 951 Grove st.	"
8	Deming, H. B., Acme Club	"
9	Archer, Sam, 45th and Emery sts.	"
10	Hickey, T. M., 948 Union st.	"
1	Palmer, H. F., 262 11th st.	"
2	Scott, J. E., 480 10th st.	"
3	Agnew, F. J., 465 9th st.	"
4	Kenna, J. R., 1505 13th ave.	"
5	Stocker, R. B., 804 Broadway	"
6	Michener, P. B., 966 Wash. st.	"
7	Hanifin, J. J., Jr., Merritt Hotel	"
8	Hardie, L. W., 531 9th st.	"
9	McKeon, J. J., 956 Grove st.	"
20	Greaves, Wm., 526 35th st.	"
1	Sharpe, F. W., 952 Broadway	"
2	Slattery, J. J., 261 East 16th st.	"

78,023 Starratt, F. S., 422 12th st. Oakland
4 Whitman, T. D., 2nd and Grove sts. "
5 Smith, W. J., 1055 Broadway "
6 Rogers, J. W., 474 11th st. "
7 Weber, J. C., 1634 Howard st. San Francisco
8 Phillips, H. W., 505 Clay st. "
9 Owen, W. M., 327 Sansome st. "
30 Mendell, E. D., 308 Market st. "

Stanford C. C.

1 Rambo, Wm. T., 418 Market st. San Francisco

Unattached.

2 Woodford, F. F., 741 11th st. San Diego
3 Wiel, Irvin J., 738 Market st. San Francisco

No. Dakota — 1.

Unattached.

78,034 Gaylord, S. M. Woods

Ohio — 26.

Carel C. C.

78,035 Hayes, Leon H., box 272 Carthage
6 Niedhamer, Chas. N., 632 Race st. Cincinnati

Cin. B. C.

7 Buttolph, Henry W., 305 W. 4th st. Cincinnati

Cary C. C.

8 Porter, Gypsy, 87 West 8th st. Cincinnati

Porkopolis W.

9 Ruoff, Geo., 1004 Baymiller st. Cincinnati

Wade Park C.

40 DeMars, O. P., 2294 Euclid ave. Cleveland

Lobdell C. C.

1 Steele, Rufus H., 312 3rd st. Marietta

Chillicothe W.

2 Rebstock, L. E. Hollsville

Conneaut W. C.

3 Colson, F. B. Conneaut
4 Roberts, Chas. S. "

Unattached.

5 Carpenter, R. H., box 174 Berea
6 Pomeroy, J. B. "
7 Becher, Chas. A., 257 So. Market st. Canton
8 Grant, W. E., 124 E. 3rd st. "
9 Nixon, W. D., 40 Saunders st. Cincinnati
50 Bloyd, Wilbur C. Barnesville
1 Thornbury, Wilbur R. "
2 Brady, F. M., 2614 Broadway Cleveland
3 Kuhlman, L. W., 112 Brabham st. Dayton
4 Scott, Harry W., 626 Superior ave. "
5 Jones, Howard M. Marysville
6 Kayser, A. F. Moscow
7 Clasgens, Chas. A. New Richmond
8 Besuden E. Riverside
9 Fisher, J. W. "
60 Robinson, R. C. "

Oklahoma — 2.

Unattached.

78,061 Dailey, O. N., box 121 Ferry
2 Redmond, D., box 121 "

Pennsylvania — 72.

Oakdale W.

78,063 McEwin, J. R. Oakdale Sta.

Shamokin W. C.

4 Drumheller, Walter E., Windsor Hotel, Shamokin

B. V. C.

5 Ewing, J. L., box 374 Rochester

Emsworth W.

6 Morrison, Chas. H. Emsworth

Penn. B. C.

78,067 Berger, Chas. F., 2819 Girard ave. Philadelphia

Century Wheelmen.

8 Ferkler, Harry, 1123 Chestnut st. Philadelphia
9 Deitrick, Wm., 1014 Wistar st. "
70 Sinnamon, Dr. Geo., 2144 E. Dauphin st. "

Time Wheelmen.

1 Peters, J. M., 954 N. 6th st. Philadelphia
2 White, R. H., 1932 Camac st. "
3 Cobb, Wm. B., 1018 Chestnut st. "
4 Ostrander, C. M, 300 South 41st st. "

Germania Turner Cyclers.

5 Smith, H. J. A., 2214 N. 6th st. Philadelphia

Sewickley Valley Cyclers.

6 Townsend, C. W. Sewickley

Erie Wanderers.

7 Pratt, Frank, 209 W. 17th st. Erie
8 Welch, P. J., cor. 2nd and Myrtle st. "
9 Siegle, Chas. L., 1121 State st. "
80 O'Brien, Jos. P., cor. 7th and State sts. "
1 Julian, Toney, 128 W. 9th st. "
2 Elliott, Geo. M., 438 W. 8th st. "

Harrisburg C. C.

3 Stewart, Frank S., 24 N. 10th st. Harrisburg

Milton Wheelmen.

4 Magee, Elmer E., box 204 Mifflinburg

P. C. Club.

5 Cook, Dr. W. C., 327 Grand View ave. Pittsburg

Unattached.

6 Wilson, Charles F., 48 Church st. Bethlehem
7 McKnight, J. B., box 675 Brookville
8 Cowgill, Calvin P., 37 14th st. Franklin
9 Cooke, Harry H., 180 Manheim st. Germantown
90 Fling, Wm. J., Wister st. and R. R. "
1 McFadien, R. H. Lincoln University
2 Verner, Rev. O. N., box 87 McGee Rocks
3 Taylor, Wm. T. Overbrook
4 Linn, G. T., 518 Cantrell st. Philadelphia
5 Showell, L. J., 518 Cantrell st. "
6 Taylor, W. R., 257 S. 5th st. "
7 Koons, Wm. Harlan, S. W. cor. Norris and Camac sts., Philadelphia
8 Abbott, C. Yarvall, 20 N. 7th st. Philadelphia
9 Purcell, Peter T., 3332 Lancaster ave. "
100 Bivins, Chalfant E., 2001 Race st. "
1 Coyle, Robert M., 411 Walnut st. "
2 Burrows, H. G., 1941 N. Broad st. "
3 Patterson, Frank T., 308 Walnut st. "
4 Geiz, J. A., 931 N. 7th st. "
5 Smucker, Jno. R., 226 N. 19th st. "
6 Wood, W. C., 110 S. 42nd st. "
7 Anderson, Jno. L., 4606 Chester ave. "
8 Hardy, Nathan F., 2744 Howard st. "
9 Tomlinson, Wm. T., Third Nat'l Bank "
110 McGintey, Howard J., 736 N. 40th st. "
1 Packer, Rowland, 1222 Locust st. "
2 Roehm, Aug., 702 Parrish st. "
3 Schramm, A. Wm., Dept. Mech. Eng. Univ. of Penn., Philadelphia
4 Thompson, Samuel K., 915 Somerset ave., Philadelphia
5 Wilson, Chas., box 84 Ardmore
6 Eldridge, B. D. Bermont
7 *Compton, Blanche E.*, 332 W. 8th st. Chester
8 Dennis, J. B., box 112 Eldred
9 Shaw, V. Hallstead
120 Schwartz, Wm. J., 6 E. Broad st. Hazleton
1 Weylman, Frank, Market st. Kittanning
2 Palm, Geo. M., box 232 Morton
3 Srotanskey, Max, Market st. Nanticoke
4 Graf, Fred L., 6423 Arabella st. Pittsburg
5 Sermin, Fred, 306 *Times* bld. "
6 Stunz, Christ E. "

78,127 Smyth, R. F., 212 Emerson st. Pittsburg
8 Hutchinson, Dr. H. S., 728 Madison ave. Scranton
9 Northrup, Howard E., box 344 Stroudsburg
130 Hoffa, David Tower City
1 Lewellyn, Jno. W., box 329 Wilmerding
2 Papenbrock, Valdemar, 434 Penn. ave. Pittsburg
3 Foltz, Geo. A. Rebuck
4 Baysinger, Willis West Newton

Rhode Island — 10.

Narragansett W.

78,135 Atwell, Wm. A., 33 Snow st. Providence
6 Fearney, Henry E., 370 Public st. "
7 Masden, Christian, 357 Willard ave. "
8 Hindle, Simon, 261 Academy ave. "

Unattached.

9 Mattley, Geo. Quidnicks
140 Swift, C., U. S. Training Sta. Newport
1 Shore, Alfred, 10 May st. Pawtucket
2 Burger, John, 605 Prairie ave. Providence
3 Palmer, Albert De. F., Jr., Brown Un. "
4 Bolting, Ernest J., U. S. Ex. Co. "

South California — 4.

Crown City C.

78,145 Hill, W. C., 172 Bruce ave. Pasadena
6 Woodbury, George, 142 Orange Grove ave. "

San Diego W.

7 Hannahs, Marvin L., 1140 Laurel ave. San Diego

Orange Co. W.

8 Torrey, Chas. E. Tustin

Tennessee — 2.

Knoxville W.

78,149 Wilson, Geo. H., 304 E. 5th ave. Knoxville
150 Nuchols, Chas., box 76 "

Utah — 2.

Wasatch W.

78,151 Knox, Geo. A. Salt Lake City
2 Duke, M. H. T. "

Vermont — 1.

Unattached.

78,153 Cone, Chas. S. Manchester Centre

Virginia — 3.

Unattached.

78,154 Pierce, C. B., box 192 Luray
5 Grove, F. G., box 176 "
6 Tenny, Homer F., box 205 Roanoke

West Virginia — 1.

Unattached.

78,157 Wilson, F. E. Martinsburg

Wisconsin — 11.

La Crosse Co. W.

78,158 Thompson, Blaine La Crosse
9 Cook, C. F., box 607 "
160 Parker, E. W., 805 Rose st. "
1 Fuller, Ernest E., 1931 Cass st. "

Milwaukee W.

2 Savage, E. A., 137 2nd st. Milwaukee

Unattached.

3 Millis, James W. Lake Geneva
4 Burdick, Hugh A. "
5 Carr, Morris Caldwell
6 Clark, R. R. "
7 Angus, H. M. Kenosha
8 Babcock, Dr. C. L., 50 Colby and Abbot bl'dg., Milwaukee

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Michigan — 1.

Unattached.

78,169 *Ruple, Mrs. Verba* Bronson

Pennsylvania — 1.

Unattached.

78,170 *Ernst, Mrs. H. O. E.*, 2023 E. Dauphin st., Philadelphia

NEW LEAGUE CLUBS.

605 A. B. C. Cycling Division Arlington, Mass.
606 Plattsburg Cycle Club Plattsburg, N. J.
607 Boston College Ass'n Whm'n Boston, Mass.
608 Jefferson Cycling Club Jefferson, Iowa
609 Springfield Wheelmen Springfield, Ohio

LEAGUE CLUB RENEWALS.

511 Flemington Bi. Club Flemington, N. J.
27 Owl Bi. Club Bordentown, N. J.
560 Metropolitan Wheelmen Boston, Mass.
117 Columbia Bi. Club No. Attleboro, Mass.
298 Rushville Cycling Club Rushville, Ill.
581 Galesburg C. C. Galesburg, Ill.
252 Porkopolis W. Cincinnati, Ohio
264 Taunton C. C. Taunton, Mass.

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Same All Through.— "All the world's a stage," and most of the born supes are trying to star.— *Washington Star.*



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FEBRUARY TO AUGUST, 1895.

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Times Building, New York, U. S. A.

QUERIES AND ANSWERS

R. J., New Haven, Ct., asks: "Will a cyclometer register any more miles if placed on the front wheel of a safety than on the rear wheel?"

Ans. No, the opposite would usually be the case. The more weight a wheel carries, or what amounts to the same thing, the less air pressure there is in the tire, the more times the wheel will revolve in going a given distance. The reason is that the hub of the wheel comes nearer to the ground and makes it practically a wheel of less diameter than if it had more pressure or a lighter load.

A. M., Cleveland, O., asks:

What is the best kind of air with which to fill a pneumatic tire? Is there any difference between night air and day air? When is the proper time to inflate a tire?

Ans. This is a very important matter and much depends on a correct solution of it. The more successful racing men understand it and will no doubt blame us for giving away the secret of their success.

Don't under any circumstances fill your tire with darkness, it is too soggy. Sunlight is the thing, because it is much more resilient, and not so heavy.

As proof of this did you ever notice how much lighter hearted you feel on a sunshiny day.

We are sorry you asked the last question. The proper time to inflate a tire is of course when it needs it, but that may occur sometimes on a falling barometer and an ebb tide when the air is not right, in which case we would advise waiting until the next bright day.

"A Wisconsin Rider" asks:

Why is it that a light colored coat doesn't need brushing as often as a black one?

Ans. It is largely a question of habit. A black coat doesn't really *need* brushing. We have seen coats which were not brushed for years, but of course they belonged to people who had never ridden in a parlor car.

We advise, however, that a coat be brushed once a month whether it seems to need it or not.

T. C., N. Y., asks:

Do wood rims require any special treatment to keep them in good condition, and if so what?

Ans. Wood as well as metal should be protected from the weather. The best wearing surface which can be put on a wood rim is made with varnish of the sort used on railroad cars and carriages. Shellac should never be depended on for a finishing coat, as it is not waterproof. When rims lose their lustre a new coat of varnish should be applied.

2. Is it advisable to keep a chain oiled?

3. What is the best treatment for a chain?

Ans. It is not only advisable but absolutely necessary that the inside of chain (i.e., the wearing surface of the studs) should be kept well lubricated. We know of nothing better than oil for this purpose.

The surface of the links which comes in contact with the sprocket wheels does not need so much lubrication, but it should not be allowed to become entirely dry. There are a number of compounds having plumbago for a base, which are especially adapted for the surface of chains. In an emergency, however, good results may be obtained from the use of tallow or common bar soap of any kind.

The only objection to oil for this purpose is its tendency to catch dust, which being held in place by the oil tends to wear both the chain and the sprocket teeth.

INFORMATION WANTED.

Two correspondents ask where they can obtain chain covers.

Another wants to know where he may get a catalogue describing a practical unicycle.

Still another wants some means of paralyzing a dog.

And several want to know which are the best leggings, stockings, caps, etc.

We cannot recommend any of these things through the reading columns of the BULLETIN, but do not hesitate to do so when asked privately.

Interested parties would do well to send us catalogues.

EDITOR BULLETIN:

I bought a poor wheel and paid a high price for it, which suggested this joke.

The joke: I don't like my wheel, and yet I am "stuck on it."

How much can you give me for this, as I understand you wish to buy jokes?

L. A. W., 71,479.

Ans. We would like to give you six months, but there is no law which covers the case.

Indiana is worrying over the case of some people who ate onions and died.— *Bangor Commercial.*

Most of us are troubled over people who eat onions and live.— *Boston Traveler.*

Amen.

$1.00 per year.

CORRESPONDENCE

EDITOR L. A. W. BULLETIN:

Dear Sir,— Permit me to thank you for your "Antidote for Apple Tree Lice," published in the BULLETIN of May 17.

I have been watching the agricultural papers for months for the application given in your item, and was delighted to find it in the L. A. W. BULLETIN.

"It is an ill wind that blows no body good."

Yours very truly,

CINCINNATI, O., May 31. No. 38,501.

ED. L. A. W. BULLETIN:

"Safety" asks in last week's BULLETIN what the New York cyclists are going to do about enforcing the American law of the road and making all foreign ignoramuses and home-made cockneys keep to the right.

One very common way in New York city is to write to a newspaper (just as an Englishman writes to his *London Times*) and then relapse into silence, overcome, perhaps, by the recoil of his protest. Another way, not uncommon in the same city, is to form a club or league to carry out the members' desires.

So I hope, and will help to accomplish the hope, that a new League club be formed for the enforcement of all wheelmen's rights. By being a League club I understand representation could be had in the L. A. W., and its majestic conservatism shaken up; but without revolutionizing the L. A. W. such a club could wage an incessant warfare upon what has been recently well called, the horseocracy of New York, and perhaps of the rest of the country.

That such a scheme would be beneficial is apparent from the increase in numbers of this division under the present chief consul. In fact an aggressive organization always attracts members.

An illustration of what organization can accomplish is seen in the defeat of that proposed law for New York wheelmen, to require each one to sound a vocal, no, I should say, make a flourish of trumpets in honor of each horseman overtaken or met by a cyclist. No doubt the sale of trumpets would have put much money in manufacturers' pockets for the time being, and no doubt the wheelmen and women of the division would have been asking themselves "What are we going to do about this thing?" had not the chief consul been a man of action. So the bill was killed. Mr. Potter alone would have been powerless to reach, much less influence the members of the division, had he acted as an individual.

There is no more than time now, before the next session of the legislature, to find out what the law is and what it ought to be. So I say, as "Safety" did: "Fellow cyclists, what are you going to do about it?"

JOHN B. UHLE, 61,156.

NEW YORK CITY, May 25, 1895.

EDITOR L. A. W. BULLETIN:

Dear Sir,—Here's one to add to your collection: While in a cycle store recently, a cyclist entered with a wheel and requested that the gear be raised so he could coast down hill faster.

Although a stranger I could not help asking how it went up hill and was told it was all right, but was always left by the crowd in coasting. I wondered if he thought of the old "chestnut" of lubricating the valves. No. 61,778.

A SHREWD MOTHER.

Mother — "Johnny! On your way home from school, stop at the store and get me a stick of candy and a bar of soap." Father — "What do you want of a stick of candy?" Mother — "That's so he'll remember the soap." — *New York Weekly.*

WHAT TO PRINT.

EDITOR L. A. W. BULLETIN:

Answering your question, I would say *touring matter* should and would touch *seventy-five* men out of every *one hundred.*

We are not all sports nor *hoss-jockeys.* I am one of the 39,950 who will *not forgive* you for filling your pages with race-rot, as all the weeklies did all last year. You hear me?

Don't want news. Give us more of art; the elevating influence of "the good of all out doors," the charms of the sunlit fields, and those touches of nature that are so satisfying and attractive to those of us who are so numerous and not in the scorch class.

Give us touring, the League and good roads.

Let the other weeklies have the news. Your space is too valuable to spare for any or much crackajackerosity.

Truly yours,

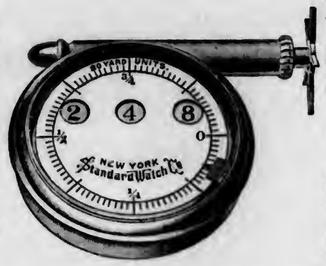
STAMSON.

SEE THE EVIDENCE!

EVERY "Standard" Cyclometer carries with it the MOST LIBERAL and UNQUALIFIED guarantee ever placed on any article of merchandise.

BOSTON, MASS., May 20th, 1895.
Gentlemen: I beg to acknowledge receipt of the new Standard Cyclometer in exchange for the one damaged and returned to you. Please accept my thanks. If you desire to refer to me, both for the correctness of your cyclometer, as well as the readiness with which you make good your promises, I am at your service,
Yours truly,
LOUIS H. SCHNEIDER.

AURORA, ILL., May 16th, 1895.
N. Y. Standard Watch Co.,
Gentlemen: I beg to thank you for your liberality and promptness. The "Standard" seems to be the cyclometer for which the cyclists have longed. Even in this city a wheel looks incomplete without one.
Yours respectfully,
FRED. HARTZELL, 29 West Ave.



ÆTNA INSURANCE COMPANY OF HARTFORD.
HARTFORD, April 29th, 1895.
The New York Standard Watch Co.,
Dear Sirs: The cyclometer reached me in good order this morning, and your generosity and promptness is fully appreciated by me. I shall never lose an opportunity to put in a good word for you amongst my cycling friends.
Yours truly, JOS. W. RUSSELL.

NEWARK, N. J., May 3d, 1895.
New York Standard Watch Co.,
11 John Street, N. Y. City.
Gentlemen: I owe you cordial thanks for your kindness in sending me a new cyclometer for the old one which had been injured, and for your promptness in attending to the matter.
This proof of the character of your guaranty is very gratifying to me, and I will endeavor to compensate by recommending so good an article wherever I have an opportunity.
Yours very truly, W. W. WINNER.

We now furnish cyclometers with the L. A. W. Emblem on the dials.

THE NEW YORK STANDARD WATCH CO.,

11 John Street, New York.
103 State Street, Chicago.

Pacific Coast Agents: POPE MANUFACTURING COMPANY, 344 Post St., San Francisco.
OVERMAN WHEEL COMPANY, Larkin and McAllister Sts., San Francisco.

WHO?

"Who hath not owned with rapture smitten frame.
The power of grace,— the magic of a name."



...THE UNION CRACKAJACK

The Fin-de-Siecle Cycle.

UNION CYCLE MFG. CO.,

Branches:
Philadelphia, Milwaukee.

239-243 Columbus Ave., Boston, Mass.

Our Catalogue Describes It.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

STERLING ELLIOTT, Editor.
ABBOT BASSETT, Associate Editor.

JUNE 7, 1895.

Total number printed this week, . . . 25,500
Sent to paid subscribers, ... 24,029
Samples to Advertisers, Exchanges, etc., 1,471

THE BICYCLE AND THE CHURCH.

THE order in which we mention these two great human diversions should not be regarded as any reflection on the latter; it is due rather to the fact that this is a bicycle paper instead of a religious one.

Of course the church was established and had its Pope long before the bicycle was invented. It is also true that people have differed from the beginning and we hope they always may.

The church of the olden time, however, used arguments which, though convincing in a way, are no longer considered favorably by civilized people.

The modern church, at least so much of it as anybody takes seriously, is an institution of great value, power and importance. So when we understand that the church opposes any given thing it at once becomes a matter of consequence even though it was not already.

The church, like any human association, contains people of all sorts, intelligent, ignorant, broad, narrow, live, petrified, enterprising, conservative, generous, selfish, forgiving, and revengeful.

By far the larger part of our people in, as well as out of the church, believe in and are infatuated with the bicycle, *i. e.*, for a portion of the time, but there seems to be a more or less endorsed idea that while it is quite proper to ride a wheel on Saturday or Monday (in fact the pastor may use it in making his parish calls), that to ride the same vehicle on Sunday violates in some imperfectly understood fashion the very fundamental rules of religious ethics.

In talking this matter with several pious people and following it up with a series of questions, we find that the average opposition to Sunday riding is based on the supposed fact that it diverts the mind of the rider away from religious things, and another question always brings out the evidence on which the opinion is based, *viz.*: that the wheelman allows his wheel to keep him away from church.

The next question, Would these people go to church if they had no bicycles? is not so easily answered. But there is another one which is easier. Do all people who are *not* addicted to the bicycle habit go to church?

Then there is another question while we are at it. Is it always necessary in order to be a devout Christian, that a person should attend church regularly?

Is it not possible that a man might get into closer relations with the Infinite, and better appreciate those marvellous miracles of growth which no one can hope to understand, if he, suitably dressed, should roll his bicycle leisurely along the shaded country road, his lungs filled with purity and his mind free to take in the beauties of nature. Perhaps one of them may be riding with him. He may also have a kindly thought of the minister and choir, who with possibly a few others are taking their sunshine through stained glass, and by their singing are obscuring the voices of the birds who can do it so much better.

Or, the wheelman may put on a "boiled shirt" and sit through the sermon while his mind is in the woods.

Which is best? THE L. A. W. BULLETIN will not pretend to say.

We have no sympathy with the wheelman who allows his Sunday riding to annoy others who may feel differently, no more have we any excuse for the religious fanatic who thinks he is serving God when he is persecuting men; both are wrong and should be educated.

The bicycle needs no endorsement, its reputa-

SAUCE FOR THE GANDER SHOULD BE SAUCE FOR THE GOOSE.

A few years ago several prominent makers made double tube men's wheels, using two small tubes, claiming they were more rigid than one large one. Today these same makers claim more rigidity in large single tubes for men's light wheels, yet continue to inflict the ladies with "back numbered" double tube wheels. If small double tubes were not a good thing for men's wheels, why should they be for ladies?

We can't take any more orders for ladies' Clippers and fill them before July 1st.

Makers of



Business Bicycles

Grand Rapids Cycle Co.

Mich.

"Built Like a Watch."

Ride a Sterling because it is solid

"Built Like a Watch."

We are in receipt of a very flattering letter from Mr. E. C. Alvord, secretary and treasurer of the well known Schultz Belting Co. of St. Louis.

He writes that so great is the demand for Sterlings at this time in St. Louis that he was the other day offered $130.00 cash for his second-hand Sterling, and refused it.

STERLING CYCLE WORKS,

236-240 Carroll Avenue, c
CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York City.
Sieg & Walpole, 285 Wabash Ave., Chicago.
Johnston & Bryan, 14 Post St., San Francisco.

CAPITAL SPEEDOMETER

MADE OF ALUMINUM.

Gives the speed in miles and fractions. Is fastened to fork below head, where it can be easily read at highest speed, and mud cannot reach it.



Absolutely reliable and durable, dust and water proof.

Positively No Wear on Tire.

Weight, 3 oz.

Price, $3.50.

Satisfaction Guaranteed.

Will be ready for delivery May 15. Orders booked now.

CAPITOL MFG. CO., Chicago, Ill.

DID WE WIN IT?



In the Circuit Court of the U. S. for the District of Indiana.

S. F. HEATH CYCLE CO. }
v/s.
HAY & WILLITS. }

Decision rendered April 22, 1895.

JUDGE BAKER says:

"In my opinion it involved invention to change the form of the Choker device * * * and combine it with an air pump having a hose with an open end adapted to slip over any bicycle nipple. To one who has accomplished this result the quality of inventor should not be denied. I am of the opinion that the device covered by it constitutes a patentable invention, and that it had not been anticipated by any prior patented device. The defendant's device is an infringement of it. In my judgment it is so palpable an infringement that it is needless to point out the coincidence of structure and the operation of the two devices. It is apparent upon the most casual inspection. There will be a decree for the complainant."

S. F. HEATH CYCLE CO.,

MINNEAPOLIS, MINN.

Heath pumps are the best, and prices are bottom.

N. B.—Don't accept infringing pumps.

tion is made, just as much as is the reputation of bread as an article of food.

Sunday is the only day on which the average person can spare much time for riding.

No one is apt to ride a wheel while there is a more attractive diversion available.

The rider would put up his wheel and go to church in a minute if that were made more interesting to him, but so long as it isn't, the truly religious religionist will not find it in his heart to blame.

People put up their bicycles to attend the theatre and pay a dollar or more beside, without the necessity of a law to compel them.

Why is it?

Many of the more progressive ministers have seen the handwriting on the wall and taken up the subject of cycling.

Some churches are providing storage for bicycles so that worshipers may use wheels in going to and from.

Dyspepsia is a foe to good behavior, a man with a disordered stomach may *say* he is worshiping God but God knows better.

The bicycle is a promoter of good health and for that reason is one of the strongest allies the church ever had.

The bicycle has come to stay, so has the church; both are being improved each year, they must work together for the general uplifting of mankind.

In a small town in New York an attempt has recently been made to stop the riding of bicycles on Sunday.

Chief Consul Potter of the New York Division L. A. W., with his usual vigorous promptness, hastened to assure the wheelmen of that town that they would be protected in their right to use the streets on any day of the week.

Ministers and others should remember that wheelmen cannot be made to come to church by foul means, and if they could, the desirability of such attendance may well be questioned.

The reason why a thousand new people are joining the L. A. W. every week is because they can see that it is to their interest to belong to an organization which has made it possible and easy for them to ride the wheel on all roads and on all days of the week.

The average condition of the roads has improved more than a hundred per cent. within the last ten years and that improvement is largely due to the bicycle.

Let us hope that the church may have its power for good similarly increased by the same influence.

In the meantime the bicycle, notwithstanding its deficiency in the matter of wings, continues to arrive at its destination as formerly.

"WHAT IS IT GEARED TO?"

It is not strange that the non-mechanical rider often comes short of understanding the mechanism of the machine he rides.

To those unfamiliar with the theory of "gear" we offer the following explanation:

When the "ordinary" bicycle (*i. e.* the old style machine having cranks attached to axle of front wheel) was used it was necessary to have them built in different sizes to suit the rider's length of leg, and a man then rode "a 52" or "a 48," meaning a wheel of that diameter. Of course one revolution of the pedals would move the machine just one revolution of the wheel.

When the safety came to pass, (and it soon did pass the ordinary) it was necessary to so arrange the mechanism that the smaller driving wheel would revolve enough more than one revolution to each turn of the cranks, to still move the machine forward at about the same rate.

When we speak of a safety as "geared to 56" we mean that one revolution of the cranks will turn the driving wheel (whatever diameter it may be) an amount equal to the circumference of a 56 inch wheel.

If the driving-wheel of the safety is 28 inches it would make exactly two revolutions to each turn of the cranks, and the sprocket wheel on the crank shaft would have exactly double the number of teeth as the one on the rear wheel.

The diameter of sprocket wheels or the number of teeth would make no difference in the calculation so long as one was just double the other.

THE PRINCIPLE. If the wheel turns faster than the cranks, it will turn as much faster as the crank sprocket is larger.

AN EXAMPLE. A 28-inch wheel having a 9-tooth sprocket is driven from a crank shaft having a sprocket with 17 teeth. What is the gear?

THE ANSWER. $\frac{17}{9} \times 28 = 52\frac{8}{9}$

One of the causes which contributed to the superiority of the safety was the fact that a rider could have a gear proportioned to his strength regardless of the length of his leg.

It is common now for racing men to ride machines geared to seventy and more, while it would be an exceptionally long rider who could reach a 60-inch wheel of the old style.

Two hundred and sixteen new names each day last week and nearly the same number of renewals.

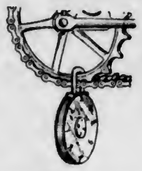
A marvel of artistic design and substantial construction. . . . . —•—



PRICE $1.50

The New
TOURIST CYCLOMETER.
Send for Circular.
W. S. BIGBY,
31 and 33 Fulton St., Brooklyn, N. Y.

BICYCLE COMBINATION LOCK.



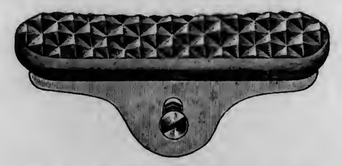
Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.
PACKARD & CARTER MFG. CO.,
Agents wanted. *Malden, Mass.*

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.



The Lightest and Best Bicycle Clock Made.
Sent by mail on receipt of price. $2.25.
Speed calculator included.
Levy Cycle Clock Co.,
1817 Ridge Avenue,
Philadelphia, Pa.

STOP PUNCTURES We don't KEEP 'em We SELL 'em.
Werneth's Puncture-Proof Tire Armors.
Price, $1.50 per Pair, mailed free.
806 Druid Hill Ave., BALTIMORE, MD.



REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.
THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

Tally-Dial Cyclometer.



GUARANTEED PERFECT.
Only Cyclometer with a Tally-Dial.
Sets back easily and quickly, but by Holder of Detachable Key only.
Sent postpaid for - - - $2.00.
With Burleigh's Watch-Carrier, 2.75.
Records 1000 miles and repeats.



Watch-Carrier.

YOU HAVE A WATCH ALREADY? Good! Then USE IT with our Cyclometer and Watch-Carrier, and you will have the best PACE-MAKER in the world, always at hand, and a SPEEDOMETER with no suspicion of friction.

We will sell you a Chronograph for $6.00; 2-inch Clock for $1.00.

TALLY-DIAL CYCLOMETER CO.,
Factory: Tilton, N. H. Newport, R. I.

Thieves Are Riding Better Every Day!

PUT A TAG ON YOUR BIKE.

IF your wheel is stolen and is registered with us, we find it for you, give the thief what he deserves, and furnish you with a wheel, conforming in make and quality to the one stolen, to ride until yours is recovered, for $2.00 per year.

The WHEELMEN'S PROTECTIVE CO.,
Havemeyer Bldg., . . . NEW YORK.

Send for a list of those who are glad they know us.

Patronize the Pioneer Protectors.



AFTER a quest of many years we have run to earth a full set of L. A. W. tickets, and we make display of them this week. The set is held by Mr. Wm. B. Everett of Boston, who holds No. 104 and whose name is second on the list. Mr. Everett is a member of the Boston Bi. Club and helped to organize the League at Newport. The tickets tell their own story. The first one is signed by Albert S. Parsons, the first corresponding secretary of the League, and by Hugh S. Willoughby, the first treasurer. Mr. Parsons is still a member. Sam. T. Clark of Baltimore and Dillwyn Wisteer of Philadelphia, sign the second ticket. Other tickets bear names well known in League history. A new process in photography allows us to bring out all the designs on the tickets, though they are printed in purple, green, red and other colored inks.

SIGN YOUR NAME.

Correspondents should let us have their full name and address, though it need not be published unless you desire it.

When you have a name and don't want to wear it out by too constant use, this is the proper way to do it.

Sign X. Y. Z., or whatever you prefer, and write your name and address in full on a separate sheet of paper.

WHY EDITORS SAY "WE."

The Editorial "We."—Irate subscriber (bursting into the sanctum)—Where is the editor! I have come to whip him! Ar-r-r-r!

Editor Hawville *Clarion*—All right, sir! We will attend to your case in a few moments, and—

Subscriber—Hold on! Hold on! I'll take it all back if there are two of you for me to fight.—*Puck.*

CAN YOU BLAME HIM?

The secretary becomes poetically enthusiastical as follows:

Of all the records we have made,
We find not one that sticks;
Last week we published ten three seven,
And now show twelve nine six.

MASSACHUSETTS VS. NEW YORK.



This rooster has a history of which we may speak later. The particular occasion of his present appearance is the important, and we might say unusual fact that Massachusetts raised a larger number of new members this week than New York did.

To the Trade:

Gentlemen,— Owing to the universal demand for cycles, and the extraordinary success so generally enjoyed by manufacturers, the outlook for another season is particularly bright. It is very desirable that firms of solid standing with the public start early enough, so that when the demand comes the agent expending money and tissue need not do so in vain.

We have decided to end the present season on July 15; after that date we shall be in a position to show our line of 1896 pedals and quote '96 prices, and enter orders for early delivery.

We have made many improvements for '96, and the leading pedal for '95 will again occupy the same position next season.

Having studied all matters connected with this most necessary adjunct of the cycle, we can assure you that you will be amply repaid by entering into correspondence with us, or appointing a date when the writer will be pleased to call upon you in reference to establishing pleasant business relations for the coming season.

Very truly yours,
Record Pedal Mfg. Co.

P. S.— Record pedals are swift as swallows' wings.

June 3, 1895.





IMPROVED SHOES
$2.00.
Best Kangaroo Calf.
Orders filled to any part of the United States on receipt of price.
HUB SHOE CO.,
95 Bedford St., BOSTON, MASS.

WELL, WHY NOT?

Same All Through.— "All the world's a stage," and most of the born supes are trying to star.— *Washington Star.*

Oil for the trade in 10c. and 25c. bottles. Lititz Oil Co., Lititz, Pa. Trade taken.

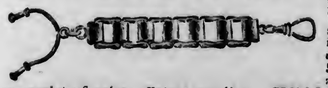
You carry about you a watch, a knife, matches, and various other handy things. Do you carry Redding's Russia Salve? Better leave all the rest at home, rather than not carry Russia Salve. Quick relief from pain and danger in many kinds of accidents—cuts, burns, bruises, sprains, punctures, etc. Your druggist will sell you a box of it, today, for only 25 cents.



New Celluloid **L. A. W. Lapel Buttons.**
Sent by mail, 12 cents each; $1.00 per dozen.
Solid Gold Buttons or Pins, $1.00 and $2.00.
We can make up any special club design in celluloid, gold, or gold plate. Prices on application. Badges, bicycle flags and banners. Knights Templar uniforms.
THE BOSTON REGALIA CO., 7 TEMPLE PLACE, BOSTON, MASS.

ROAD MAPS
Of Maine, New Hampshire, Massachusetts, R. I. and Conn. These maps are handsomely colored and show all the roads and points of interest; for sale by the dealers, or sent by mail by the publishers; price 25 and 50 cents; send for catalogue. GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.

ZIMMERN BICYCLE FOB CHAIN FOR YOUR WATCH



Light, Strong and Durable. Fine rolled gold plate 14 kt., 5 inches long. **$1.00 each**, cheaper grades **50c. each.** The above sent postpaid on receipt of price. Patent pending. **HEALY & CO., 1097 North Main Street, Providence, R. I.**

ATTENTION, WHEELMEN!
See N. Y. Sunday Press **EUROPEAN CONTEST.** I am in it. Will you send me one or more coupons and insure my going? It will be appreciated. Address: E. A. Underhill, L. A. W., Glenham, N. Y.

HOW PNEUMATIC TIRES ARE MADE.

BY JOHN T. GRIERSON.

(Copyrighted by India Rubber Publishing Co.)

THE general public, and indeed many who market rubber tires, have but a misty idea of the manner in which they are made. It has been the feeling among the progressive rubber manufacturers that the more the handlers and users of rubber goods knew about them, the better would be the business, particularly in high quality goods. This word of introduction is my excuse for accepting the invitation to describe briefly the manufacture of tires.

India-rubber is the dried or coagulated sap of a tree. The best rubber, for there are hnndreds of kinds, is the Para, and to the credit of the tire makers it should be said that nearly all of them are users of it. This rubber, when received in its crude state, is first soaked in hot water to soften it, and then run many times through corrugated rolls, being sprayed with water the while to cleanse it, and form it into sheets. It is then hung in a warm room for months, to dry and season. The process that follows drying is the compounding or mixing. The sheets of rubber are wound around large hollow steam heated rolls, running close together, one a trifle faster than the other, to give a friction or kneeding motion, and while thus running the various ingredients are forced into the softened gum. Of the ingredients used sulphur is the most essential, for that combining with the rubber effects vulcanization. There is oftentimes an expressed wish on the part of tire purchasers that they be assured that they are getting only "pure gum"; that is rubber with the simple addition of from six per cent. to ten per cent. of sulphur. This assurance is often given, but as a matter of fact they neither need nor do they receive pure gum. India-rubber has the curious quality of assimilating almost all kinds of earths, metallic oxides, and even vegetable substances. From these it borrows various qualities that are oftentimes of great advantage. For instance certain ingredients used in hose help the rubber to resist oils, others assist in delaying the destructive action of acids, hot water, etc. Some earths give a soft putty-like consistency, while others make a compound hard and only slightly elastic. All of these peculiar attributes that rubber may take on are known to the manufacturers, and it is safe to say that to-day only a few adulterate tires for the mere sake of cheapening them. They do not use pure gum, in the strict sense of the term, for the reason that it would not last as well as rubber combined with a percentage of metallic oxides that will give it better wearing qualities, and while not affecting its resiliency, will keep it from tearing. It is safe to say that there is not one successful manufacturer of tires to-day in the world, who has not in spite of all his experience in the compounding and manipulation of rubber, been forced to try hundreds of experiments, and learn by actual experience exactly what rules should be followed to enable him to turn out tires that should give first-class service.

After the rubber is mixed the next step is to put it in shape so that it can be made up, and the first thing is to get it upon the fabric that forms so important a part of the tire. For this purpose it is taken to the calender, a massive machine in which are steam heated rolls, that not only smooth the rubber out in a thin and even coating upon the cloth, but also drive it between the meshes so that every space is filled with gum. It should be borne in mind that the strength of the tire depends largely upon the fabric. Its elasticity, its air and waterproof qualities, come from the rubber.

The rubber-coated fabric as it comes from the calender is next taken to the cutting room, where it is cut into strips, and from there it goes to the making up departments. Here it is shaped roughly like the finished tire. Where any points are to be joined, rubber in a benzine solution is used as a cement. Forms are used for the making up, that allow the workman to give it its general shape. Its final finish is given by pressure during the vulcanizing. There are two different methods for this, one which is practically a dry heat. That is where the tire is put in a large ring-like mold and expanded so that its surface is pressed against the inner mold surfaces; another where the cover is cured, flat or rounding on the surface of the drum. In the latter case the rubber is kept from losing its shape during the cure by being wound with cloth. This style of cure is the open steam heat, and is now widely practiced partly because it is less costly than it is to make molds, and partly because of the prevalent belief that open steam cures give a tougher rubber than do the dry cures. Speaking of the curing, it may be well to realize that this process either makes or mars the tire. Too high a heat will burn the rubber and greatly shorten its life. Workmen judge the amount of cure by the smell of the rubber and also by the "bloom." It is safe for the ordinary tire purchaser to decide that if the surface of his tire is covered with a fine yellow-white coating of sulphur, that works out from the rubber a little while after its cure, that it is not burned.

Thus far I have been speaking of the cover to the tire alone. The inner tube however is made up differently. This part of the tire has no fabric, nor does it need the wearing qualities that the cover must have. Hence this can well be pure gum. In preparing the rubber for this the washing, drying and mixing are as already described, except that the metallic oxides are left out. Nor does this gum go to the calender. Instead it is taken to the tubing machine, which is a huge screw revolving in a strong iron cylinder, that draws the gum in at one end and forces it out at the other,

INDIA RUBBER WORLD
ELECTRICAL TRADES REVIEW

is confessedly **the authority** on rubber matters the world over. It has subscribers and correspondents in every civilized country, and has the reputation of being up with the times on all matters pertaining to rubber manufacture. From the beginning it has followed the growth of the tire business with ever increasing interest, and has repeatedly been appealed to to answer questions, decide disputes, and furnish information for both tire makers and tire users. Hence we believe that the series of articles here announced, founded upon a knowledge of all branches of rubber manufacture dating back many years, and of the tire industry from its beginning, should have an exceptional value to tire manufacturers, tire dealers, and especially tire users—the men who pay the bills, ride the wheels, and know what they want.

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Bicyclers are likely to get cut, scraped, sprained, bruised, or some way hurt. No matter which, an application of Redding's Russia Salve will take away the smart and pain, and cure the trouble in a hurry. Thousands of wheelmen never go on the road without it. Why should you? 25 cents buys it of any druggist. Handy box for your pocket

TWO WHEELS IN ONE

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The first changeable gear put on the market in this country was the **HY-LO** People now call changeable gears "Hy-Lo's." See that you get the genuine—get it from us. They are marked with Our Trade-Mark **"HY-LO."** That means high gear or low gear any minute. We invented the gear, and the word Hy-Lo is of our coinage. Pamphlets and testimonials 2 cent stamp.

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Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced.
Mention THE L. A. W. BULLETIN.

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We have other PREMIUMS to offer. Send for SAMPLE COPY. Address,

WHEELMAN COMPANY,
167 Oliver Street, BOSTON, MASS.
Mention THE BULLETIN.

in the shape of a continuous tube. These inner tubes may be rolled up by hand, but the machine made are the most common. The cure is effected in the same manner as already described.

Of course there is in every mill a department for inspection, where all of the tires are most carefully examined. There are also various testing machines, and as a rule the tires of every successful rival in the business have had to show their worth. The riders of tires should appreciate the fact that in producing the pneumatic commercially the rubber manufacturers have solved the hardest mechanical problem that has yet been submitted to them. No one will ever know how many hundreds of thousands of dollars have been sunk in experiments, in accidents, and in replacing tires that when finished were apparently perfect. Because of this hard won success, and because the future development of this business rests upon the attitude of the user as well as that of the maker, the claims for replacement in the case of unsatisfactory tires, should be urged only when they seem just in the light of such knowledge.

HE HAD BEEN THERE.

An American tourist on one of the Rhine steamers, taking passage for Cologne, made acquaintance with an English gentleman, also bound for Cologne, who presently settled himself for a cosy nap. He slept placidly as the boat swept on past the famous Rhine shores, till, arriving at Cologne, his companion took the liberty of waking him.

"Ah! we're here, then, eh?" said he. "And so I presume we've been up the Rhine," he mused, gathering himself together with a complacent expression, and deep satisfaction in his voice. "I've always meant to 'go up the Rhine,' sir, and now I've done it. Thank you, sir; good-day."

AN EVEN START.

The story is told of some people in a little village on the English coast who depended on "wrecks" for their living, surprised at church one day by the cry outside of "ship ashore!"

The congregation rose, leaped toward the door, but wavered, hesitating, as the preacher's passionate cry was heard from the pulpit:

"Wait, brethren! Dearly beloved, wait! One word more," he implored, at the same time coming in hot haste down the pulpit stairs.

"One word more," he shouted, striding down the aisle, then beginning to run.

"Here we go, boys! Let's start fair!"

NEWGATE PRISON.

A VERY interesting and little known ride for cyclists living in western Massachusetts is to old Newgate prison in East Granby, Conn.

Taking Springfield as a starting point, cross the North End bridge, then turn to left along the river to the distillery in Agawam, then direct road south. At fork about two miles from Agawam, turn to right and keep direct. At Suffield, by soldiers' monument, turn to right down hill, (look out for railroad crossing at bottom) fine road, straight ahead to Turret house, here turn to left and road is direct. At branch after passing small brook turn to left and continue till you see a sign "To Newgate," here turn to right up Copper Hill to destination. The distance is about twenty miles from Springfield.

The prison has a very interesting history. Here George Washington kept political offenders and British redcoats during the Revolutionary war. At



the back of the prison, looking south, there is a window with iron bars, near the ground, where the worst offenders were kept. One of the bars is sawed half way through by prisoners who tried to escape.

A woman prisoner in the room above heard them sawing and gave information to the keepers, who cautiously opened the trap-door and caught them in the act. Two of them were hung up by the thumbs for twelve hours.

On the east side is the opening to some of the dungeons, which are nearly full of water, and are now devoted to the unromantic purpose of cooling cans of milk.

In the library of the Capitol at Hartford there are two old drawings of Newgate. In one of them is shown files of convicts marching in the prison yard, and guards with their guns on the walls.

The road is generally good, though sandy in places, but it is well worth the trouble to see this interesting old place. "SPROCKET."

ZIMMERMAN.

He used to have another name, but it has fallen into disuse. He came to Waltham on May 30th and showed the crowd how he does it. The band played "Hail to the Chief," and the crowd yelled. "Zimmy" smiled that same modest smile which has made him famous.

Many suppose that his riding ability is the cause of his wide popularity. Of course this *may* have had something to do with it, but those who know him best think of him not only as a great rider, but as a modest, quiet gentleman, whose hat is never too small on account of his success.

THE FASTEST MILE

in competition was, until May 30th, held by E. C. Bald; time, two minutes four seconds. The record was reduced at Waltham on Memorial day to two minutes one and four-fifths seconds. The fortunate rider was Charles Murphy of Brooklyn, N. Y.

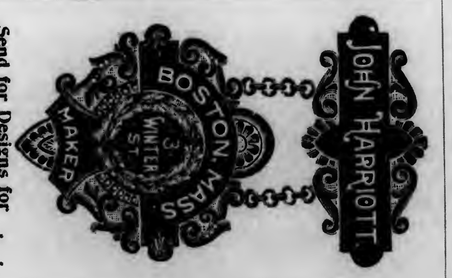
THE Chattanooga (Tenn.) Athletic Association will hold a race meet in that city July 4th.

AT Norwood, Mass., on June 17th, there will be a celebration and bicycle parade under the auspices of the Norwood Business Men's Association. A great time is expected.

HAVERHILL, MASS., has a live young organization known as the National Cycle Club. It started with fifteen members the first of April and has already increased to fifty. It contains a number of promising racers.

Careful wheelmen are never on the road without Redding's Russia Salve. It is the best thing extant for bruises, sprains and cuts. All druggists recommend it and sell it for 25 cents.

Send for Designs for . . Club Pins or Prize Medals.



"ZIMMERMAN

Abroad and Points on Training" for sale by all news dealers, or send fifty cents to J. M. Erwin, room 906, 218 La Salle street, Chicago.

THE L. A. W. AND RACING.

Less than one-tenth of the members of the league ever take part in public competitions, while more than nine-tenths care nothing for races or racers. Yet this small fraction of the league's membership receives the lion's share of attention. An overwhelming majority of the league cannot name the present champions or their records, and would not mourn if the world never saw another bicycle race. The matters which interest them are cheaper, more durable and easier running wheels; better roads on which to use them; a cycling dress which a modest woman need not blush to wear, and legislation which will give wheelmen all their rights, and some additional privileges. If this class of wheelmen and wheelwomen find that the league fails to help them in these directions, they will gradually drop out and seek aid elsewhere. During the past year the league lost more that ten thousand members, and a large majority of these ten thousand deserted because they were not interested in racing, while the league seemed to care for little else. —*Outing* for June.

SECRETARY BULL,

Where are you? Why don't you arrange with this "justice" to send business on commission? You could have helping hands erected at different points advising wheelmen to "take this road."

The hands can be had at this office for $1.00 each.

"There's a Justice of the Peace in a country town not far from here," said the bicycler, "who has a scheme that will make him a millionaire if he sticks to it for a year or two.

"You see, the town has an ordinance forbidding bicycle riding on the sidewalks. A good many wheelmen go that way, so what does this justice do but scoop out a hole and make a great big mud puddle clear across the street right in front of his office. Of course when a wheelman comes along, rather than ride through the mud, he turns upon the sidewalk. That's what the justice is waiting for. He has a constable on the watch and the two rush out and nab the cycler.

"I was caught in the snare last week, though I protested I only intended to keep on the walk till I had passed the mud. It was of no avail. I was fined five dollars and had to pay it. I got a chance to look at his book when he was recording my fine, and there was a record of some twenty wheelmen who had been served the same way that day and it was still early in the afternoon.

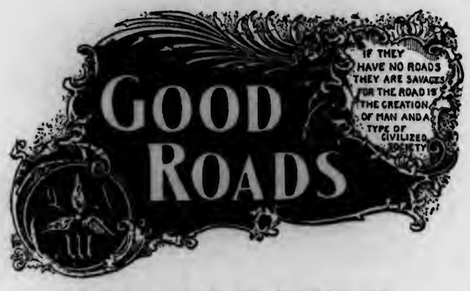
"It made me mad and I began abusing the old fellow for having such a mud puddle in the street.

"'Why don't you fill it up?' I asked, "if you want wheelmen to keep in the road?'

He grinned in a most exasperating manner and answered without so much as a blush:

"'Spose we're goin' to destroy such a source of revenue as that mud puddle is? I guess not. John,' turning to the constable, 'you better take the hose and soften it up a little bit, ready for the next sucker.'" —*Buffalo Express.*

Scribner's for June has several very interesting articles on bicycling. It is interesting to note that journals of that class find it desirable to devote so much space to the wheel.



GOOD ROADS IN BROOKLYN.

AT a recent meeting of the Brooklyn Good Roads Association, St. Clair McKelway, editor of the *Brooklyn Eagle* said among other good things:—

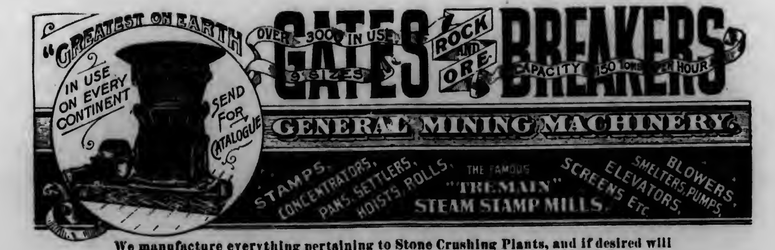
"Ladies and gentlemen, when I hear your applause I know that you have views. When I see these officials on the platform I know that you have votes. There seems to be a strong conviction in his honor's mind. It is that one-half—the better half of the human race—rides a wheel better than the other half, which is not the better half. He spoke about the elasticity and grace of the human figure, but he did not tell us whether the particular object of his admiration wore them or wore it. My own conviction is that they look a great deal better in the one than in the other, and I shall not say in which.

"When the park commissioner had the temerity to take credit to himself for having created the cycle path in only one direction it reminded me of the man whose mother-in-law desired to visit Texas. He got her railroad passes there and back. He gave to her the pass there. He kept the other in his pocket. She's in Texas still. She was never known to be still in any other state. . . . Seriously, however, good roads are an evidence of civilization. There are bad roads where the people are still voting for Andrew Jackson for president. Where roads are bad thinking is bad. Where roads are bad business is bad, citizens are poor and schools are poor. Where roads are bad existence is apt to run on contracted and unlovely lines. The movement for good roads is an evidence of the forward movement for civilization. People have found that good roads pay and that bad roads are a loss. By good roads the farmer can more quickly get his crops to market or to cars, and merchants can more quickly receive what they would put on sale and more quickly dispose of it. Freight charges can be made just and equitable and the regularity and promptness of supplies can be assured. American people diffuse themselves as sojourners all over their country. The fact that good roads pay and that bad roads do not is almost of itself argument enough to insure the former and improve the latter."

A SUGGESTION FOR STONELESS DISTRICTS.

T. L. OLMSTEAD, JR.

THREE years ago, while on a bicycle tour in the eastern counties of England, I saw a road material being used which I have never elsewhere seen or heard of. The place was in Essex or Cambridgeshire, in a district of heavy clay soil without ledges of hard rock and without the flints that are so generally used for road making in that part of the country. The material used was simply burned clay in irregular lumps averaging, as well as I can recollect, about two inches in diameter. It was spread upon the road-bed like broken stone and left for the broad tires of the clumsy-looking, but efficient, farm carts to roll, for it was only a minor road and not a main highway. I was unable at the time to obtain any information as to the method of burning the clay or the results of past experience with it as a road material, but another section of the road, which seemed to have been prepared in the same way, was then in capital condition under a light farm traffic.



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Although there are large sections of this country where tolerable brick clay is abundant and where hard rock is not to be obtained except by very long transportation, I am not aware of any attempt to make a road in the way I have described. In the vicinity of a large brick-yard I have known some of the spoiled brick to be put through a rock-crusher and used for macadamizing a short piece of bad road. In this case the substitution of burned for unburned clay was a vast improvement, but the traffic was too heavy for the material and the wearing was rapid.

Vitrified brick, which are now being so extensively used for pavement, especially in the western cities, are, of course, only a more highly developed and more durable form of such road material, and they are correspondingly more costly. Vitrified paving brick are to a macadam of burned clay as granite paving blocks are to a macadam of crushed stone. Whether the parallel will hold good as to cost and wearing qualities is a question that I am not competent to answer. In fact it is probably a question that can be answered only by a test of the burned clay on a reasonably large scale in actual practice. As to the cheapest method of getting hard burned clay in regular fragments of the proper size, it may be economical to use a crusher after burning or it may be cheaper to break up the clay before burning. A brick maker is the man to give an opinion.

Is the material not worth at least a trial?

[This paper would be glad to print the results of practical tests in the above line.

Burning has a good effect on clay, and has been highly recommended for sinners.— ED.]

INDIVIDUAL STREET CLEANING.

Kansas City, Mo., has been obliged to cut down the appropriation for street cleaning, and now individuals have taken the matter up. Each resident is supposed to clean the street in front of his place from the curb to the centre.

We can imagine that this plan might lead to a profitable rivalry among the dwellers on a street, and it would certainly enable the passerby to locate any negligence, which, by the way, is not so easy when cleaning is done by the street department.

BINGHAMTON, N. Y.

A good roads tournament is contemplated for this city, which will last through two of those delightful August days, and it is expected that many of the "good uns" will be present.

HE DON'T LIKE VASELINE.

A. F. U. U.'s talk on "Vaseline vs. Oil," interested me greatly, as I have experimented with vaseline in my bearings and have proven to my satisfaction that it is not a proper lubricant for a ball bearing. As he says, vaseline stays "where it is put." That is the very point we are after, and my experience is that it has entirely too much staying qualities. Did A. F. U. U. during his boyhood days ever help roll a big snowball, and has he ever noticed how much more power was required to roll it than it takes to roll a ball in a bowling alley? When we want easy running we want the balls to roll as easily as possible, and when they act upon the snowball principle it is evident that more power is required to turn them than it will if they run on a clean surface lubricated with a thin oil. Since "vaseline has just enough viscosity to keep its place," we had better give it that place. If we place it on our chapped hands or our frostbitten feet it gives good results, and will also act as a very efficient rust preventative for the nickel plating when the wheel is laid by for winter, but my own experience has taught me that vaseline is no more fit for lubricating ball bearings than it is for lubricating a sewing machine.

Oilways yours, H. L. C.

MT. JACKSON, PA.

HE DIDN'T TAKE A CYCLING PAPER.

"Jay's" little article reminded me of a talk I had with a brother wheelman the other evening. He is also an "agent" and sells the —— wheel, but rides a crock of the vintage of '92. We were talking of rides we had taken, and he told me he had ridden one hundred miles the other Sunday between 11 A.M. and 5 P.M. I told him that was right good time over these hilly roads of ours, and he said he knew he'd ridden the hundred miles for he had "Bloodkiller's Socklameter" (accent on the first syllable) on his wheel, and he knew it registered correctly for he'd tried it and it tallied with the guideboards in his neighborhood. I haven't noticed this instrument advertised in any of the cycling papers and would like to know where a "Bloodkiller's Socklameter" can be procured and the probable cost of one. [He may have meant Butchers. ED.]

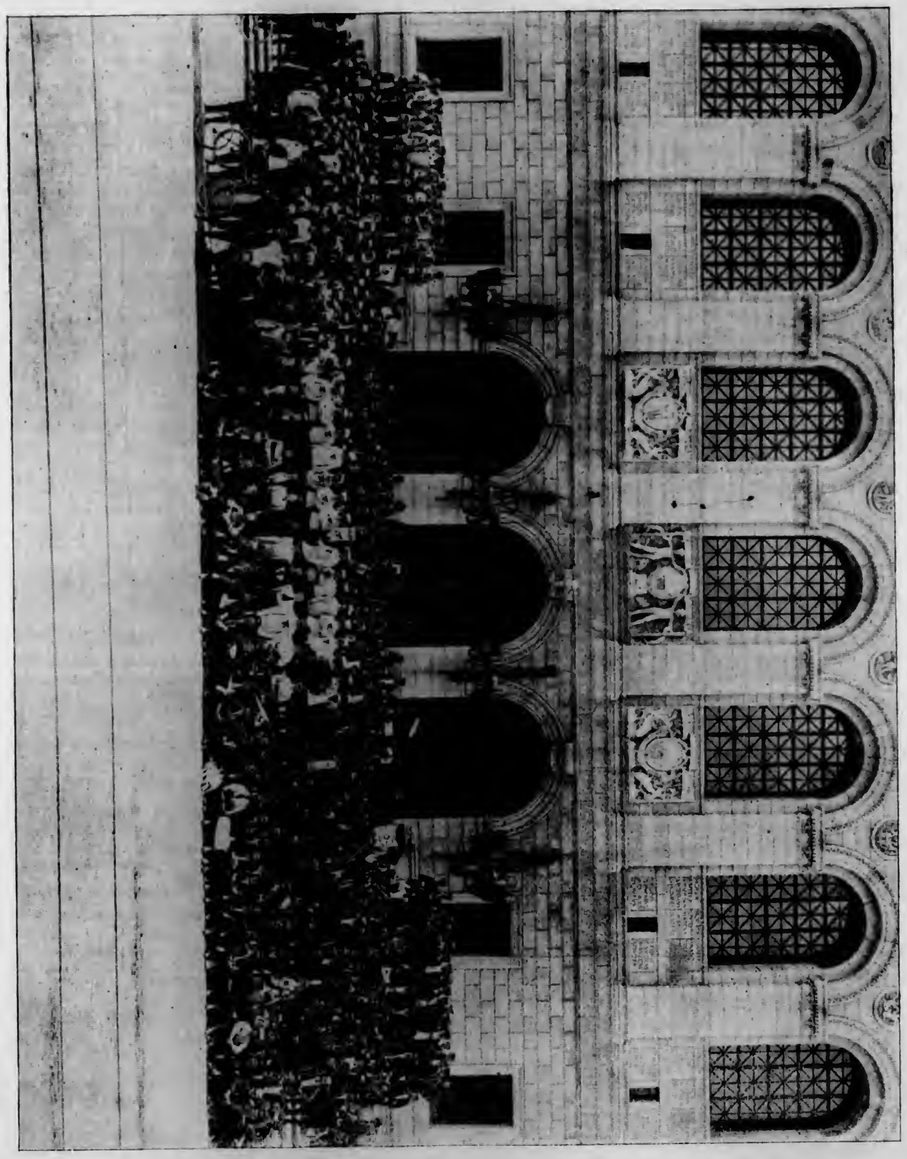
During the talk we got on the subject of detachable sprockets and he said that his front sprocket was "nutted" on the "crank holder," and that he'd lost the set screw out and couldn't "back pedal" without "unnutting" the wheel.

LEMONS.

P.S. He is not a member of the L. A. W., neither does he take a cycling paper.

SAN FRANCISCO.

The wheelmen propose to elect a superintendent of streets, and the sentiment seems to be in favor of their probable success.



THIS small cut is from a 13x17 photograph taken May 30. It represents a few Massachusetts members of the L. A. W. with a famous background consisting of the new Boston public library, which is, without question, the finest and most extensive public library in the world. In the panels under the upper windows were the notorious anagrams which were taken off by the order of the building committee.

Clearly shown in the photograph are the three pieces of sculpture over the main entrance, the central one being the "St. Gauden's Twins" which created such consternation among the old maids of Boston when it was first received.

Copies of this handsome photograph mounted on heavy 20x24 mounts may be had at this office for $1.00 each; packed and delivered to express company on receipt of $1.25.

League of American Wheelmen
Official Department

Boston, June 7, 1895.

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12 PEARL STREET, - - BOSTON, MASS.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA.—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.

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GEORGIA.—Chief Consul, Charles M. Rushing, Savannah.

ILLINOIS.—Chief Consul, L. C. Jaquish, 1612 Ashland Block, Chicago. Secretary-Treasurer, A. J. Marrett, 509 Cleveland Avenue, Chicago.

INDIANA.—Chief Consul, Thomas Hay, 70 North Pennsylvania Street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA.—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, E. Kostomlatsky, Oskaloosa.

KANSAS.—Chief Consul, W. W. Hooper, Leavenworth. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, Edward A. Newhaus, German National Bank, Louisville. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson Street, Louisville.

MAINE.—Chief Consul, James E. Marrett, 448 Commercial St., Portland. Secretary-Treasurer, Percy H. Richardson, 31½ Exchange St., Portland.

MARYLAND.—Chief Consul, J. A. Arnold, 404 S. Eutaw St., Baltimore. Secretary-Treasurer R. H. Carr, Jr., 9 E. Lexington St., Baltimore,

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Charles S. Howard, 15 Crawford St., Roxbury.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSISSIPPI.—Chief Consul, W. H. St. John, Yazoo City. Secretary-Treasurer, J. J. Lowrey, Jackson.

MONTANA.—Chief Consul, W. L. Fant, 32 W. Broadway, Butte City.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, Frank H. Siefken, 1223 Harney St., Omaha.

NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Ravlin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, J. A. Drain, Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

IT'S YOUR FAULT?

Letters have been received from a number of Massachusetts towns, asking why local consuls have not been appointed.

In such cases we find that a satisfactory application has not been made. Why not make it?

STERLING ELLIOTT, *Chief Consul.*

EXECUTIVE COMMITTEE.

"The Executive Committee has voted that fines begin after sixty days from expiration of membership and not from the date of expiration of membership."

GEO. A. PERKINS, *Secretary Ex. Com. L. A. W.*
May 22, 1895.

NEW YORK STATE DIVISION.

To Members.

The State Meet will occur at Brooklyn on June 14th and 15th (Friday and Saturday), as before announced. Bring your League ticket and bring your friends.

Reduced Railroad Fares.

Reduced fares have been secured on all the Trunk Lines running into New York, including the N. Y. C. & H. R. R. Co.; Pennsylvania; Central Railroad of N. J.; West Shore; D. L. & W.; Lehigh Valley; New York, Ontario & Western; New York, Susquehanna & Western; New York, Lake Erie & Western; Rome, Watertown & Ogdensburg; Delaware & Hudson Canal Co.

With each of these roads, the following arrangement is made: League members visiting the meet will pay one full fare to New York, and receive a certificate filled in on one side by the agent from whom the ticket is purchased. Agents at all important stations and coupon ticket officers are supplied with certificates. If a station agent at a local station, is not supplied with certificates, buy your ticket to the nearest important station, and there obtain the necessary certificate to New York. When you reach Brooklyn, present your League ticket and deposit your certificate at L. A. W. headquarters with George S. Pennell, chairman Transportation Committee, and obtain his endorsement and that of the Special Railroad Agent, who will attend for that purpose. This will enable you to return home for one-third the regular fare.

League headquarters during the meet will be at the 13th Regiment armory, Flatbush avenue and Hanson place, and will be opened on Thursday, June 13th at 10 o'clock.

Informal run to Prospect park on Friday at 2 P. M. Photograph will then be taken of the L. A. W. members present.

On Friday evening an entertainment will be held. On Friday and Saturday evenings provision will be made for the entertainment of all visiting wheelmen, and arrangements are now being made to that end.

Friday evening, June 14. Grand run to Manhattan beach. Paine, the celebrated fireworks artist, is preparing special pieces for the wheelmen for this occasion, and the display will be of unusual splendor. Present your L. A. W. tickets at headquarters on Friday and receive free admission ticket to fireworks.

On Saturday, June 15th, at 10 A. M., will occur the semi-annual meeting of the State board of officers, at 80 Hanson place, Brooklyn (Brooklyn Bicycle Club house). On Saturday at 1.30 P. M., will occur the grand parade and celebration at the opening of the cycle path from Prospect Park to Coney Island. All League members are earnestly requested to be present and take part in this parade. Due announcement of details to be made by the grand marshal, Lieut-Col. Charles H. Luscomb, and will be posted at League headquarters on the 13th inst. On Saturday at 3 P. M., June 15th, will occur the great race meet (national circuit) at Manhattan Beach. The new track will be opened on that day. Sousa's band will supply the music. All the flyers and crackajacks will compete.

Sunday, June 16th. Runs have been arranged to all interesting and prominent points about New York and Brooklyn, and detail announcement will be posted at headquarters, and published in the daily papers at the time of the meet.

Important.

You must bring your League ticket. No one will be recognized as a League member who does not present his League ticket, but wheelmen making application for membership at the meet or any time before the meet, will receive temporary certificates entitling them to League privileges, or the receipt for money sent by Secretary Bassett will be recognized.

ISAAC B. POTTER, *Chief Consul.*

New York, June 3, 1895.

NEW YORK.

TOUR BOOKS. Members of this division who renewed on or before May 18th, 1895, or members whose names were published in the list of applicants in the L. A. W. BULLETIN on and before May 24th, 1895, are requested to notify me at once if they have not received the 1895 Tour Books. *All other members* of this division are asked *not* to write regarding this book as the first edition of five thousand copies, is exhausted. I understand an other edition is in course of preparation, but have no information as to when it will be completed or in my hands for mailing.

ROAD BOOKS. The 1893 Road Books (some two thousand, one hundred copies) turned over to me by my predecessor were mailed to members entitled to receive them as long as the supply lasted.

ROAD MAPS. As noted in the BULLETIN of April 12th, and again in May 10th, the limited supply of Road Maps was exhausted some two months ago

CAP PINS and MEMBERS' BUTTONS. Notwithstanding notices in the newspapers and in circulars I have not and never have had any Cap Pins and only recently received a limited supply of Members' and Consuls' Buttons. Of these buttons, mailed by me, notwithstanding care in packing, several were damaged beyond repair. I have requested a supply of some suitable means in which to mail the buttons. Until I receive the same I do not think it best to risk sending these handsome and valuable buttons through the mails.

CASH PRIZES. Competitors must observe strictly the conditions as printed in the circular mailed to all members. I will not agree to give credit to those failing to do so.

CORRESPONDENCE. I must request that members in corresponding with this office give, in all cases, their L. A. W. numbers, and the same address at which they received the BULLETIN. Many members who reside in one city and do business in another almost invariably, when they have a kick to make and must have an immediate answer, use their office stationery and omit to give league number or league address, making it almost an impossibility for me to trace them.

Yours fraternally,
W. S. BULL, *Sec. Treas.*

WISCONSIN DIVISION.

Following is a list of additional local consuls who have accepted their appointment:

Colby, A. W. Moerke.
Darlington, F. W. Gray.
Delavan, H. G. Hambright
Grafton, J. Frank Chesebro
Jefferson, Fred O. Ray.
Little Suamico, J. J. Whitcomb
Marinette, W. F. Overbeck.
Princeton, Fred E. Yahr
Richland Centre, H. D. Black
Waupaca, F. W. Spencer.

M. C. ROTIER. *Sec.-Treas.*

May 31st, 1895.

F. G. Cramer and W. A. Krasselt, of the Badger Wheelmen, are hereby appointed on the recruiting committee for Milwaukee.

Respectfully,
A. CRESSEY MORRISON, *Chief Consul.*

NEW HAMSPHIRE DIVISION.

New Hampshire state division meet will be held in Keene, N. H., July 4, 1895, in the Y. M. C. A. building, at 12 o'clock. There will be a parade in the morning.

Yours truly,
HUGH J. TAGGART, *Chief Consul*

ARIZONA.

Mr. C. H. Coble of Flagstaff, Arizona, is hereby appointed local consul at that place.

Fraternally yours,
W. L. PINNEY, *Chief Consul.*

OHIO ADDITIONAL LOCAL CONSULS.

Bucyrus, R. V. Kerr.
Canton, Mrs. Frank W. Jay.
Chagrin Falls, H. M. O'Malley.
Cleveland, East End, O. P. DeMars.
Elizabethtown, C. B. Guard.
Hallsville, L. E. Rebstock.
Hamilton, Wm. J. Ehrnschwender.
Hanover, H. L. Simpson.
Harrison, H. O. Campbell.
Marion, G. W. Davidson.
Mt. Sterling, F. C. Fritts.
Mt. Gilead, E. H. Mayer.
Peebles, P. A. Wickerham.
West Jefferson, Wm. E. Booth.
Belleville, L. L. Garber.
Elmwood Place, Willis A. Ross.
Elyria, Clem Collins.
Ironton, F. A. Dupuy.
Madisonville, Geo. A. Mann., Jr.
Mt. Vernon, W. R. Spittle.
Norwood, W. C. Hattersley.
Oberlin, F. W. Stewart.
Orville, W. L. Bechtel.
Preston, Aug. C. Frederick.
Shelby, W. A. Shaw.
Wellington, E. P. Whitney.

A. B. HOWSON, *Sec. Treas.*

CHILLICOTHE, O., May 30, 1895.

NEBRASKA.

TO LOCAL CONSULS:

I desire to call your attention to the following requirements of each local consul: To keep as near as possible an accurate list of the names of wheelmen in his town and vicinity, and to furnish a copy of same to the chief consul.

To arrange for the appointment of a League hotel in his town that will allow L. A. W. members reduced rates on presentation of their membership card, and which will be advertised in the official organ, and in division literature, as a League hotel, and as such commended to all wheelmen.

To distribute League literature among wheelmen and solicit applications for membership, and to call on local League members in renewal season and endeavor to secure their renewals.

To furnish on application, information regarding roads, hotels, the League racing laws, etc., and to report to the chief consul any fracture of our racing rules that may come to his notice.

All who have not complied with above will please do so at the earliest moment possible. Below is a list of League hotels already appointed. The division board desires to have this extend to every town in the State, and will expect each local consul to do his part promptly:

Columbus, Meridan Hotel.
Fairfield, Kyne Hotel.
Grand Island, The Kohler.
Kearney, The Midway.
Omaha, The Dellone.
Scotia, Hotel Scotia.

Yours fraternally,
J. E. EBERSOLE, *Chief Consul.*

OMAHA, May 20, 1895.

IOWA DIVISION.

We have prepared a recruiting circular which we wish to place in the hands of every wheelman in the State. Members who will assist in distributing them will please write to the chief consul for a supply. Also send the names and addresses of any that you cannot reach personally and circulars will be mailed to them. We want local consuls in all towns where no appointment has been made. The division now offers a reward of thirty dollars ($30) for the return of stolen wheels.

FRED BEACH, *Chief Consul.*

MUSCATINE, May 20.

KANSAS DIVISION.

From and after this date the "Hotel Carey" at Wichita, Kansas, is discontinued as a League hotel. Another hotel will be designated as soon as satisfactory arrangements can be made. Wheelmen who are members of the League will confer a favor by reporting to me any inattention to them by advertised "League hotels."

W. W. HOOPER, *Chief Consul K. D. L. A. W.*

NEBRASKA.

TO THE BOARD OF OFFICERS OF THE NEBRASKA DIVISION:

You are hereby notified that the semi-annual meeting of the Board will be held at Lincoln, Neb., on Saturday, June 8, 1895, at 8 o'clock P.M. Place of meeting to be announced later.

Fraternally,
J. E. EBERSOLE, *Chief Consul.*

OMAHA, May 20, 1895.

NEW JERSEY L. A. W. CONSULS, HOTELS.

Arlington, A. W. Van Dusen, Hammond House.
Atlantic City, Thomas Newell, Hoffman House.
Asbury Park, W. W. Dorsett, Ocean Hotel.
Allendale, Thomas M. Smith.
Atlantic Highlands, Thomas J. Emery, The Waldemere.
Bordentown, F. G. Wiese, Washington House.
Beverly, W. H. Huff.
Bridgeton, Dr. E. T. Davis.
Bound Brook, H. L. Bailey, Berkley House.
Bellville, G. F. Sandford, Belleville.
Bayonne, Geo. F. Spearin.
Bloomfield, F. T. Camp, American House.
Burlington, Geo. J. Bernasco, Exchange Hotel.
Butler, Adam H. Fritz, Butler House.
Belvidere, Geo. S. Innes, Belvidere.
Boonton, E. B. Dawson.
Closter, Benj. A. Mahew.
Cranford, Dr. W. C. Allen.
Camden, J. G. Reeves, The Stratford.
Collinswood, W. E. Macrae.
Changewater, F. B. Whitman.
Cramer Hill, W. J. Owrid.
Clinton.
Dundee Lake, Dundee Lake Hotel.
Dover, Dr. B. F. Tillyer, Mansion House.
Dayton, J. W. Osborn.
Elizabeth, Henry J. Bauer, Sheriden House.
Elizabeth, Lewis L. Evans.
Englewood, G. N. Lemmon.
Edgwater, George H. Nash.
East Orange, F. L. Fieger.
Flemington, Dr. W. W. Hawks, Union Hotel.
Freehold, Fred D. Bennett, American Hotel.
Fanwood.
Fort Lee, James L. Abbott.
Franklyn Park, J. G. Blackwell, Franklyn Park.
Glen Rock, Ferndale Hotel.
Greenville, G. C. German.
Garfield, C. V. B. Demarest, Garfield Hotel.
Hackensack, Dr. C. F. Adams, Hackensack House.
Hoboken, V. F. Meyer, Continental.
Hackettstown, L. G. Salmon, Clarendon.
Heightstown, E. H. Savige, Jr., Railroad Hotel.
Helmetta, Chas. D. V. Bissett, Middlesex Club.
Irvington, Harry McDavit.
Jersey City, Frank Evland, Taylor Hotel.
Jersey City Heights, Benj. Van Buren.
Jamesburg, Chas. E. Westervelt, Jamesburg.
Lambertville, W. E. Wagg, Union House.
Lake Hopatcoug.
Lakewood, Chas. H. Shinn, The Buckingham.
Long Branch, Chas. L. Edwards, Ocean Hotel, Doelton Hotel.
Lawrenceville, Dr. H. S. Johnson, Lawrenceville Lodge.
Madison, W. T. Brown, Madison House.
Montclair, Walter Rutan, Mansion House.
Millville, W. Scott Calkins, Doughty House.
Morristown, W. K. Muchmore, Mansion House.
Moorestown, Dr. Joseph Stokes, The West End.
Mt. Holly, E. F. Burns, Washington House.
Manasquan, John I. Bailey, Osborn House.
Metuchen, H. B. Johnson.
Morris Plains, C. H. Stout.
Manalapan, Manalapan Hotel.
Mattawan, Peter Ten Eyck, Aberdeen Inn.
Marlton, W. Henry Evans.
New Brunswick, Dr. Harvey Iredell, Mansion House.
Newark, W. E. Eldridge, Continental Hotel; Carl Amman, Central Restaurant; J. B. Merrill, Dr. S. H. Frazer.
Nutley, S. S. Davis, Franklin House.
Orange, Dr. W. P. Richards, The Park.
Oakland, William S. Carr, The Oaklands.
Orange Valley, Dr. J. T. Morehouse.
Plainfield, F. L. C. Martin, McVay's Hotel.
Passaic, W. E. Shuit, Pagoda; Passaic County Hotel.
Perth Amboy, Chas. W. Barnekov, Amboy Hotel.
Paterson, W. G. Norwood, Geo. A. Beckwith, Bellevue Hotel.
Princeton, A. D. Cook, The Nassau.
Penn's Grove, John P. Leap.
Rahway, Wm. Chamberlain, Jr., Rahway House.
Rutherford, W. D. Peck, Blake House.
Roselle, R. L. Stewart, Van Court Inn.
Ridgefield, P. A. Mesesole
Roseville, Herbert W. Thowless.
Redbank, George W. Barlow.
Ridgewood, The Rouclers.
Swedesboro, Henry McCollistor.
Salem, Dr. Henry Jackson, Fords Hotel.
Summerville.
Summit, William S. Porter.
South River.
Stelton, Frank Runyon.
Stanhope, H. A. Timbrell, Franklin House.
Trenton, F. H. Lalor, American House.
Tuckertown, F. R. Austin.
Tenafly, F. Unkart, Clinton House.
Vineland, Geo. A. Cheaver, Baker House.
Verona, Paul Grosch.
Westfield, Dr. Fred A. Kinch, Westfield Hotel.
Washington, G. S. Gardiner, St. Cloud Hotel.
Woodbridge, Frank R. Valentine, Woodbridge Hotel.
West Hoboken, W. Oliver Vivarttas.

A NATURAL EVANGELIST.

The following extract is taken from a Kansas recruiting circular.

You would have *no rights whatever* to-day on any public road, street or bridge, if it were not for the League of American Wheelmen. It has promoted the interests of cycling, has protected the rights of wheelmen, has facilitated touring, and has been, is now and ever will be the champion of good roads, and when you contribute the dollar, mentioned in the former part of this epistle, you are doing your duty towards unborn generations, and at the same time getting interest on your investment now.

It is a labor of love in which you should engage with your whole heart, and the payment of one dollar. You see the results of past years of patient toil before you every day. Can you afford to be a clam? A clam never moves, it stays where it is put — in the mud, opens its mouth continually, but says nothing — and I assure you there is no likeness between a League wheelman and a clam.

I enclose application blank for one new member — get him.

Yours for renewed life,
W. C. F. REICHENBACH, *Sec.-Treas.*

AN EFFICIENT LOCAL CONSUL.

R. E. Hall, Jr., of Sherman, Texas, reports that of thirty-one L. A. W. members in that town, thirty renewed and the other moved to St. Louis. Chief Consul Holm, please keep watch and if you see a man from Texas come into town, nail him.

Renewal season extended to July 1.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VI of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State,

References, ...

.....

(Club.) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose ONE DOLLAR, seventy-five cents of which is to renew my membership and twenty-five cents to be paid to the publisher for another year's subscription to the L. A. W. publication.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

L. A. W. Veteran Bar.

The veteran bar which has been adopted by the L. A. W. to be worn by the veterans of the organization, can be



worn above the League badge, or as an individual pin.

Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar.

Members holding numbers between 100 and 1656 are entitled to wear the bar at this date.

The bar is of gold with the word "Veteran" in enamel. Each bar must have the owner's name engraved on the back. All orders must be sent to the Secretary accompanied by the price of bar, $2.50.

We can supply any style or form of badge with bar. The standard badge retails for $3.00, and will be sent attached to bar if this sum is added to remittance.

TIME FOR RENEWALS EXTENDED.

Owing to the fact that each last year's ticket bore a contract which gave its holder until July 1st in which to renew his membership the executive committee has decided that the new rule which limits the time for renewal to June 1st should not take effect until next year.

The extension of time until July 1st has been officially ordered.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, June 7, 1895.

Total, 1296.

Alabama — 3.

Birmingham C. C.

78,171 Wisner, William, 1913 First ave. Birmingham

Victor B. C.

2 Buhl, D. W. Mobile

Unattached.

3 Murrell, John W. Jr., box 206 Mobile

Arizona — 11.

Unattached.

78,174 Thompson, Rev. H. A., box 124 Phœnix
5 Pinney, Harry B., box 489 "
6 Hastings, Paul B., box 330 Prescott
7 Swigert, Joseph E., box 191 "
8 Ralston, Emile "
9 McInerney, Murray, box 332 "
180 Aitken, John M., box 241 "
1 Fenner, H. W. Tucson
2 Russel, F. E. "
3 Drake, Chas. F. "
4 King, R. M. "

Colorado — 7.

Turner W. C.

78,185 Haberl, Paul A., box 174 Denver
6 Wolff, Oscar, 1027 26th st. "

Leadville C. C.

7 Nowland, Ralph C. Leadville

Unattached.

8 Hyatt, C. S. G. Alamoosa
9 Munroe, H. "
190 Lasell, Hon. S. M., box 61 Como
1 Jory, T. A., 141 So. Broadway, Denver

Connecticut — 6.

Rockville C. C.

78,192 MacGeorge, W. C., box 1124 Rockville
3 Moon, George C. "

Unattached.

4 Smith, W. G., 98 Trumbull st. Hartford
5 Perwo, Geo., 105 Babcock st. "
6 Goodwin, Claude E., 658 Park st. "
7 Andrews, James P. "

District of Columbia — 2.

Georgetown C. C.

78,198 Feldhaus, William, 1901 9th N. W. Washington

Unattached.

9 Drake, Alphonso G., 509 N. Jersey ave. Washington

Illinois — 13.

M. & W. C. C.

78,200 Fraser, E. B., 19 No. May st. Chicago

Mazon C. C.

1 *Skelly, Miss Maude* Mazon
2 Menaugh, V. W. "
3 *Murray, Miss Eva* "
4 *Upp, Miss Alice* "
5 Drake, E. J. "
6 Weston, Alvah "

Rock Island C. C.

7 Spencer, C. A., R. I. National Bank Rock Island

Aurora C. C.

8 Beckwith, Everett, care W. W. Scraper Co. Aurora

Unattached.

9 Ridenour, F. M. Chillicothe
010 Trevett, R. L., 101 No. Elm st. Champaign
1 Chaffee, Geo. D. Jr. Shelbyville
2 Eggleston, E. L. Gibson City

Indiana — 1.

Unattached.

78,213 Inlow, Chas. Manilla

Iowa — 5.

Ganymede W. C.

78,214 Rigdon, W. S., 512 Pearl st. Council Bluff

J. C. C.

5 Stevens, J. E. Jefferson

Unattached.

6 Cummings, T. H. Marengo
7 Elder, A. T. Marshalltown
8 Lodoge, Wm. C. Grundy Center

Kansas — 6.

T. A. A. W.

78,219 Alexander, W. A., 1004 Topeka ave. Topeka

Unattached.

220 Olive, David D., 618 Ottawa st. Leavenworth
1 Smith, Dr. A. G., Union Block Oskaloosa
2 Huddleston, Chas. W., Union Block "
3 Boyle, Allan, 913 West 4th st. Topeka
4 Piazzek, D. F. Valley Falls

Kentucky — 8.

Iroquois W. C.

78,225 Otter, R. Wortham, 1105 4th ave. Louisville

O. W. C.

6 Read, J. J. Owensboro

Unattached.

7 Sage, Jno. P., care Hill & Stetter Owensboro
8 Hackemiller, Geo. J., 3311 3rd st. Louisville
9 Hewett, L. A., 949 5th st. "
230 Morton, Edw. D., 949 5th st. "
1 Thorne, Karl, 545 4th ave. "
2 Watts, Thomas P., 2311 W. Madison st. "

Maine — 41.

Augusta B. C.

78,233 Barbier, Ernest E., 210 Water st. Augusta
4 Buckley, Thomas C., 218 Water st. "
5 Hamlin, H. E., 24 Sewall st. "
6 Hayes, Forest, 324 Water st. "

Cornish C. C.

7 Merrill, Ralph Cornish

Cyclone C. C.

8 Mann, C. F. Lisbon Falls

Portland W. C.

9 Hunt, Oscar F., 563 Congress st. Portland

Sanford C. C.

240 Bennett, Harry E., box 25 Sanford
1 Bennett, Chas. A., box 218 "
2 Bowley, George R., box 151 "
3 Goodwin, G. O., care A. C. Watson "
4 Leavitt, J. Will "
5 McCrellis, Harry E., box 407 "
6 Russell, H. W. "
7 Stoddard, Geo. E., M. D., 57 West Main st. "
8 Spinney, Sidney H. "
9 Travis, Sam, box 36 "
250 Whitcomb, Walter H., box 523 "
1 Watson, Arthur C., box 531 "

W. B. C.

2 Lincoln, R. E., 22 School st. Waterville

P. A. C.

3 Sanborn, Wm. T., 502 Congress st. Portland

Unattached.

4 Nason, John R., 30 5th st. Auburn
5 Passmore, Arthur C., 47 Court st. Bath
6 Passmore, Harry T., 47 Court st. "
7 Libby, John L. East Pittston
8 Jones, Herbert W., 3 Oxford Block Freeport
9 Merrill, Ralph L., 95 Park st. Portland
260 Davenport, Benj. F., 42 Grove st. "
1 Lovell, W. H. 249 Cumberland st. "
2 Elwell, C. H., 550 Cumberland st. "
3 Banks, John W., 188 Commercial st. "
4 Lee, Chas. W., 3 Lime Rock Rockland

78,265 Rankin, Wm. Sanford
6 Perfa, O. Howard "
7 Wright, John "
8 Haigh, Thomas "
9 McKechnie, Archie "
270 Talbot, Fred'k W., box 192 So. Portland
1 Merrill, W. D. M., Pleasant st. Yarmouth
2 Stoddard, W. O., Bridge st. "
3 Pendexter, F. A., Main st. Yarmouthville

Maryland — 15.

Balto. C. C.

78,274 Knight, Clarence, 1632 John st. Baltimore

Clifton W.

5 Herpel, Louis P., 119 So. Regester st. Baltimore
6 Morrow, Archie E., 2222 Gough st. "

Unattached.

7 Baxter, James, 519 W. Franklin st. Baltimore
8 Grentz, Lawrence G., 2005 Christian st. "
9 Hersh, Wm. M., 1626 John st. "
280 Knight, John M., 1632 John st. "
1 Taylor, Arthur A., 708 No. Cary st. "
2 Vordemberge, F. W., 717 Portland st. "
3 Stowe, Thos. Godwin, Jr., 2112 Oak st. "
4 Button, Harry E. Cumberland
5 Daughtrey, Wm. N. "
6 Eyman, J. Frank "
7 Mahaney, J. H. B. "
8 Rosensteel, Rev. C. O. Rockville

Massachusetts — 378.

Appleton.

78,289 Thompson, S. Bayard, 113 Devonshire st. Boston
290 Williams, William G., 254 Shawmut ave. "

B. C. A. W.

1 Fraser, John A., 706 Tremont st. Boston
2 Ruddy, Edw. F., 896 Albany st. "
3 Trainor, Patrick J., 16 Trumbull st. "

Boston Common C.

4 Parker, William C., 23 Alston st. Boston

B. W.

5 Buxbaum, Jacob, 131 W. Concord st. Boston

Commonwealth.

6 Gleason, H. C., 3 St. Charles st. Boston
7 Hamlin, H. R., 24 West st. "
8 Morse, Howard C., 350 Albany st. "
9 Riggs, Harry O., 21 Broadway Chelsea

Clarendon C. C.

300 Thompson, W. Harry, 38 Falmouth st. Boston

Eagle C.

1 Loveland, Dr. Frank A., Langham Hotel Boston
2 Pike, F. T., Harvard Dental School, No. Grove st., Boston
3 Pike, F. J., Harvard Dental School, No. Grove st., Boston
4 Pray, Dr. M. W., 171a Tremont st. Boston
5 Quinn, John, 30 Wendell st. "
6 Wheaton, Melvin J., 529 E. 6th st. So. "

Mass. B. C.

7 Brainerd, Geo. S., 12 Howes st. Dorchester
8 Ferguson, W. J., Sewall ave. Brookline
9 Hill, Chas. M., 20 Elston st. W. Somerville

Mattapan R.

310 Fisher, Edgar G., 5 Park sq. Boston

Metropolitan W.

1 Fellows, Frank I., 34 Pearl st. Cambridge
2 Jaeger, Fred C., 37 Pearl st. Boston
3 Mathews, Harry V., 1 Sacramento st. Cambridge
4 O'Hara, Harry E., Sumner st. Dorchester
5 Terry, Oscar J., 31 Tremont st. Boston

Mt. Wash.

6 Holmes, Stephen A., 174 Lincoln st. Boston

Munsen.

78,317 Chapin, Harry T., 69 Charles st. Boston

Press.

8 Perrin, Lewis, 23 Court st. Boston
9 Tupper, F. L., 367 Columbus ave. "
320 Brooks, Marcus A., 121 Tremont st. "

Union.

1 Brown, Chas. N., 1453 Washington st. Boston
2 Martin, F. M., 1485 Washington st. "
3 Stewart, Wm. E., 18 So. Church st. Somerville

U. B. C.

4 Maine, Martin W., 4 No. Market st. Boston

Allston.

5 Burgess, F. P., 115 Franklin st. Allston
6 Eldridge, L. J., 33 Raymond st. "
7 Seager, S. H., 1 Dighton pl. Brighton

A. B. C

8 Fiske, Frank B. Arlington

Shoe City.

9 Bondry, Archie, 48 Joslyn st. Brockton
330 Harbridge, Chas. E., 89 Main st. "
1 Thomas, H. C., 533 Main st. "

Middlesex.

2 Baxter, Alex., 39 Erie st. Cambridgeport
3 Farnham, Jas. F., 16 Valentine st. "
4 Littlefield, W. R., 35 Pine st. "
5 Tucker, Chas. E., 24 Norfolk st. "
6 Fay, Chas. E., 42 Hopedale st. Allston

Roxbury B. C.

7 Cohen, Mark, 1113 Washington st. Boston
8 Douglass, Fred N., 18 Union st. Charlestown
9 Wennerberg, Henry, 18 Union st. "

Mt. Pleasant.

340 Elton, R. W., 68 Adams st. Dorchester

Roxbury W.

1 Alexander, Joseph, Hotel Chapman, Compton st., Boston
2 Farrell, Jas. F., 329 Boston st. Dorchester

Lowell.

3 Hatch, Benj. V., Field's Corner P. O. Dorchester

F. R. R. C.

4 Brown, Robert, 2 Jackson st. Fall River
5 Johnson, Guilford R., Conanicut st. "

Rollstone.

6 Gillis, E., 147 Main st. Fitchburg
7 Lawrence, L. S., 20 Oliver st. "
8 Simonds, Chas. H., 54 Payson st. "
9 Snell, H. B., 54 Day st. "

Y. M. C. A.

350 Hawley, C. L., 21 Winter st. Fitchburg

Haverhill.

1 Kimball, A. L., 48 Pecker st. Haverhill

Dedham.

2 Chadbourne, H., 148 Summit st. Hyde Park

Hyde Park C.

3 Wilson, Robert, Davidson st. Hyde Park

Boylston.

4 Kornatis, Carl, 11 Brookside ave. Jamaica Plain
5 Sennott, Geo. P., 3 Codman pl. Roxbury

Jamaica.

6 Fallon, Jno. J., 236 Lamartine st. Jamaica Plain
7 Hudson, Henry E., 65 Boylston st. "

Suffolk.

8 Johnquist, Henry A., 165 Boylston st., Jamaica Plain
9 Schlehauf, Wm. J., 11 Armstrong st. "

Lawrence W.

360 Remick, J. Albert, 26 Shattuck st. Lawrence

Vesper.

78,361 Bennett, Chas. H., 45 Walker st. Lowell
2 Gage, Dr. J. A., 64 Central st. "
3 Tweed, Gordon, 96 Mansur st. "

Annawan C. C.

4 Lishman, Fred N. Mansfield

Malden B. C.

5 Cushman, L. T., 46 Voule st. Melrose
6 Stoodley, Chas. F., 638 Main st. Malden
7 Symonds, Ernst A., 4 Berry st. "

Malden W.

8 Sproul, A. F., 6 Wiley st. Malden

Elmwood.

9 Chapman, Wesley F., 18 Winchester st. Medford

Garden City.

370 Goodwin, John, Pearl st. Newton
1 Seelig, C. H., 9 Boyd st. "
2 Nicholl, J. E., Waltham st. West Newton

No. Adams B. C.

3 Wilkinson, John W., box 274 No. Adams

Tiger Roadsters.

4 Heath, Alfred W. No. Easton
5 White, Geo. A., 74 Auckland st. Dorchester

Quadrant C.

6 Howland, E. G. Plymouth

Roslindale C.

7 Fisher, Geo. L., 214 Poplar st. Roslindale

Alphia C.

8 Daniels, Henry J., 12 Renfrew st. Roxbury

Cambridgeport C.

9 Hickey, Jno. E., 99 Longwood st. Roxbury

D. A.

380 Rogers, Percy S., 197 Roxbury st. Roxbury

Journal C.

1 Guptil, Albert W., 173 Blue Hill ave. Roxbury

Warren C.

2 Lynch, T. H., 21 Clarence st. Roxbury

Puritan.

3 Hartwell, Jos. W., 18 Winthrop st. Salem

Everett C.

4 Davidson, Chas. E., 4 Mt. Vernon st. Somerville

Pequot.

5 Cronin, David J., 284 Bolton st. So. Boston

Springfield Bi. C.

6 Henderson, T. E., 53 Pynchon st. Springfield

Springfield Ladies' C. C.

7 *Cooley, Alice E.*, 31 Charter ave. Springfield

Stoneham C.

8 Keenan, Joe A., box 51 Stoneham

Humber B. C.

9 Harris, S. J. Westboro

Towanda.

390 Richardson, Walter D., 11 Page pl. Woburn

Calumet C. C.

1 Baldwin, Chas. A., 63 Church st. Winchester
2 Dorsey, Jas. F., 7 Winthrop st. "
3 Hunt, F. L., Wildwood st. "
4 Huse, Geo. H., 88 Church st. "
5 Knapp, N. A., 8 Chestnut st. "
6 Merrill, J. N., Elmwood st. "
7 Nickerson, Henry, 92 Bacon st. "
8 Nickerson, Herbert H., 92 Church st. "
9 Russell, A. H., 13 Wash. st. "
400 Richards, W. D., Black Horse Terrace "
1 Woods, Geo. Adams, 32 Myrtle st. "
2 Williams, O. E., 3 Wildwood st. "

Unattached.

78,403 Adams, C. N. Q., 47 High st. Boston
4 Atkins, Chas. A., cor. Norway & St. Paul st. "
5 Ayres, Isaac H. Jr., 222 Eliot st. "
6 Baird, Edw. W., 25 Batterymarch st. "
7 Ball, Fred C., 28 E. Brookline st. "
8 Barnes, Arthur, 80 Chapel st. "
9 Barter, H. J., 82 E. Newton st. "
410 Bates, Waldron, 35 High st. "
1 Beach, H. C., 58 Eastern ave. "
2 Bell, Alfred W., 52 Commercial st. "
3 Booth, C. S., 26 Lyne st. "
4 Brandt, C., 15 Blagden st. "
5 Brookshaw, Henry, box 3629 "
6 Bruce, Philip B., Copley Sq. Hotel "
7 Case, J. H. P., 39 Warren ave. "
8 Casey, Jno. F., English High School "
9 Chesley, G. E., 12 Atlantic ave. "
420 *Crowell, Miss Clara M.*, 7 Allston pl. "
1 Curtis, Frank M., 59 Massachusetts ave. "
2 Curry, Geo. E., 61 Equitable Building "
3 Davis, Jno. L., Jr., 76 Chauncy st. "
4 DuBois, Louis A., 109 Clinton st. "
5 Edwards, Henry, 72 Eliot st. "
6 Egerton, F. Dwight, 24 Union Park "
7 Everett, Geo. M., 267 Shawmut ave. "
8 Fay, Edw. H., Boston Athletic Club "
9 Feibelman, Emile, 68 Summer st. "
430 Fenner, D. F., 722 Massachusetts ave. "
1 Firmin, Alvin L., 33 Allen st. "
2 Foster, Frank K., 134 Harrison ave. "
3 *Frost, Mrs. Mary E.*, room 20, Studio bldg. "
4 Gebel, Otto, 78 Montgomery st. "
5 Greenal, F. J., 122 West Newton st. "
6 Hanson, Jas. B., 21 Oliver st. "
7 Harrington, D. A., 873 Broadway "
8 Higgins, J. W., 273 Berkeley st. "
9 Hooper, Fred W., 4 Ashburton st. "
440 Hooper, Rev. Wilford L., 15 Newbury st. "
1 Howes, Frank A., 44 Clarendon st. "
2 Keegan, James, 258 Shawmut ave. "
3 Kenerson, A. J., 24 Cazenove st. "
4 Kennah, J. P., 520 Albany st. "
5 Lawrence, Allie F., 51 Clarendon st. "
6 Liebmann, Harry, 210 West Newton st. "
7 Liebmann, Joseph, " " " "
8 Lothrop, J. A., 98 Berkeley st. "
9 MacDonald, W. R., 118 Chandler st. "
450 Marchant, F. A., 50 Falmouth st. "
1 Masson, Jno. B., 2 Tremont st. "
2 Mayo, G. H., Selkirk road "
3 Max, Henry, 147 Washington st. "
4 Mitchell, W. S., 72 Revere st. "
5 Moffitt, Wm. A., 7 Temple pl. "
6 Moulton, H. F., 176 Harrison ave. "
7 Noyes, E. I. K., box 2364 "
8 Parker, Forrest L., 1311 Washington st. "
9 *Parsons, Miss Julia A.*, Falmouth House "
460 Partridge, Albert, 95 Commercial st. "
1 Perkins, Herbert A., 28 Union Park st. "
2 Perkins, P., 17 Milford st. "
3 Reidpath, G. A., care R. H. White & Co. "
4 Rittenhouse, Chas. E., Hotel Clifford "
5 Sawyer, Fred S., 167 W. Newton st. "
6 Scholpp, C. L., Jr., 72 Eliot st. "
7 Scott, W. W., 22 Village st. "
8 Sheldon, F. A., 51 West Cedar st. "
9 Smeaton, Wm., 30 Milton ave. "
470 Sondheim, Philip J., 61 Equitable bldg. "
1 Tasker, Dana J., 210 Columbus ave. "
2 Smith, F. H., 63 Warren ave. "
3 Troeder, S. L., 1 Durham st. "
4 Whitcomb, Wm. E., 333 Washington st. "
5 White, E. P., 60 Union st. "
6 Whittier, Wm. I. C., 1 St. Charles st. "
7 Wilson, W. H., 237 Longwood ave. "
8 *Wood, Mrs. Alice C. S.*, 237 W. Canton st. "
9 Yeaton, David H., 487½ Tremont st. "

78,480	Young, William, 288 Boylston st.	Boston
1	Brandt, Ernst, 15 South st.	"
2	Hanly, John E., 15 Court sq.	"
3	McGowan, W. S., Jr., 36 India wharf	"
4	Loud, Harrison S., Walnut st.	Abington
5	Brown, Maurice F., 2 Swan's pl.	Arlington
6	Coe, Frank M., 37 Billings st.	Atlantic
7	Benedict, E. S., box 241	Auburndale
8	Carpenter, Jesse, 210 Pine st.	Attleboro
9	*Stone, Miss Belle M.*, 11 Grove st.	"
490	Datzell, Robert, 236 Western ave	Allston
1	Herrick, A. W., 5 Webster st.	"
2	Keating, J. M., 41 Maywood st.	Boston Highlands
3	Newton, Geo. W., 633 Warren st.	"
4	Bartlett, R. B., Sutherland rd.	Brighton
5	Ray, Perley P., Brooks st.	"
6	Seager, David C., Dighton pl.	"
7	Adams, Jno. S., 63 Harvard ave.	Brookline
8	Grover, H. L., 7 Harvard sq.	"
9	Kemp, Wm. S., Cypress st.	"
500	Seely, Thos. H., Park st.	"
1	Breslin, J. E., Jr., 7 Willane st.	Cambridge
2	Davis, W. F. P., 32 Crescent st.	"
3	Hennesey, F. M., 23 Bristol st.	"
4	Larance, A. J., 693 Cambridge st.	"
5	MacCann, A. D., 57 Crescent st.	"
6	Morison, Robert S., 34 Shepard st.	"
7	Seavey, Fred H., 107 Museum st.	"
8	Achorn, W. L., 31 Bigelow st.	Cambridgeport
9	Forbush, Geo. H., 38 Erie st.	"
510	*Goodridge, Mrs. Lilian*, 67 Prospect st.	"
1	Gordon, Chas. E., 4 Blanche st.	"
2	Gove, Chas. A., 65½ Inman st.	"
3	Henderson, Irving H., 1 Grotto pl.	"
4	Ireland, Jerome B., 2 Rockwell st.	"
5	Littlefield, D. S., 465 Main st.	"
6	Murray, R. J., 113 Broadway	"
7	Pepper, Chas. E., 14 Harrison st.	"
8	Willis, A. B., 339 Main	"
9	Leonard, Jesse, 91 Auburn st.	Campello
520	Torrey, Orrin P., 1052 Main st.	"
1	Wilbur, Alfred H., 5 Montello extension	"
2	Peckham, Geo. A., 36 Union st.	Charlestown
3	Woodruff, H. A., Navy Yard	"
4	Case, Chas. A., 5 Nichols st.	Chelsea
5	Holway, H. N., 115 Addison st.	"
6	Jobling, William, Crescent ave.	"
7	Whitman, G. W., 65 4th st.	"
8	Laruld, Edward	Cochituate
9	Laruld, Victor	"
530	Hammond, Alex., 17 Norfolk st.	Dorchester
1	Richardson, Chas. E., 12 Blanche st.	"
2	Ross, O. E., Hancock st.	"
3	Ruggles, Horatio B., 170 Magnolia st.	"
4	Hatch, Harry S., box 218	E. Bridgewater
5	Sturtevant, Andrew P., box 36	"
6	Lincoln, Frank L.	E. Norton
7	Holway, R. H.	E. Sandwich
8	Keach, Chas. H., 70 Broadway	E. Somerville
9	Knowlton, Fred, 3 Waverly st.	"
540	Waite, Jno. A., 43 Florence st.	"
1	*Galloway, Mrs. Abbie B.*, 9 Lincoln st.	"
2	Hirtte, Gordon, 44 Lewis st.	Everett
3	McCormad, P. E., 16 Plymouth st.	"
4	Collins, Edw. F., 24 Day st.	Fitchburg
5	Hicks, Jno. S., 38 Western ave.	Gloucester
6	Smith, Wm. H., 102 Wash. st.	"
7	Thurston, Arthur, 72 Portland st.	Haverhill
8	Pepper, Jerome B., 55 Williams ave.	Hyde Park
9	Poote, Chas. S., 55 William ave.	"
550	Powers, E. L., 50 West River st.	"
1	White, Harry, Am. Tool Co.	"
2	Calkin, B. H., 187 Lamartine st.	Jamaica Plain
3	Devine, J. V., 110 School st.	"
4	Granmann, Chas., Boylston st.	"
5	Howe, Jas. A., 124 Chestnut ave.	"
6	Zoebisch, A. W., 12 Adelaide st.	"
7	Wolfe, Alfred, 223 Ferry st.	Lawrence
78,558	Brainard, Lowren C., 24 Nichols st.	Lowell
9	Farrell, Frank A., 158 Market st.	"
560	Gulline, Norman S., 27 Dutton st.	"
1	Hilton, Chas. E., 81 Chestnut st.	"
2	Quinn, Thomas, 158 Market st.	"
3	Robinson, Orville, 118 Ford st.	"
4	Rimels, Geo. H., 133 Princeton st.	"
5	Thomas, John, 10 Meadow road	"
6	Anderson, Chas. L., 715 Western ave.	Lynn
7	Beauregard, C. J., 11 Prospect st. pl.	"
8	Cobbett, Geo. F., 132 Flint st.	"
9	Davis, James, 108 Grove st.	"
570	Hanson, Andrew, 8 Market sq.	"
1	Meyers, C., 131 Broad st.	"
2	Morse, Sumner A., 182 Wash st.	"
3	Reardon, Philip J., 89 Pleasant st.	"
4	Trombly, Chas. W., 42 Brimblecom st.	"
5	Smith, A. S., Monson st.	Mattapan
6	*Cordingly, Miss J. C.*, 95 Converse ave.	Malden
7	Grover, A. D., 47 Gould ave.	"
8	*Murray, Miss Minnie*, 44 Watt ave.	"
9	Tukey, R. C., 103 Clifton st.	"
580	Davis, W. A., 23 Edward st.	Medford
1	Kirk, S. Thos., 18 Capen st.	"
2	Prior, A. M., 71 Trenton st.	Melrose
3	Stenson, Wiley	Mendon
4	Allan, B. S., 23 Evans st.	Milford
5	Lilley, Geo. H., Leonard st.	"
6	Lilley, Jas. L., 43 Forest st.	"
7	Dupuis, Sol. N., 196 No. Main st.	Natick
8	Lunz, John, box 52	Needham
9	Clark, M. Lawrence, Orchard st.	Newton
590	Abbott, Joseph A., box 46	Newton Upper Falls
1	Birch, Sydney, Chestnut st.	"
2	Oliver, Roland H., 8 Merrimack st.	Newburyport
3	Keyes, L. C., Sumner st.	No. Attleboro
4	Mosso, Moses, box 4	Northboro
5	McCulloch, William, care Norwood Press,	Norwood
6	Clark, Elliott A., 19 Myrtle st.	Pittsfield
7	Russell, Frank, Wendell ave.	"
8	Brewster, William, 11 Court st.	Plymouth
9	*Shaw, Mrs. Henry E.*, 36 Cohasset st.	Roslindale
600	Baker, Walter H., 23 Alpine st.	Roxbury
1	Brawley, Chas. F., 4 Sachem st.	"
2	Colton, C. Luther, 134 Thornton st.	"
3	Erickson, Jno. J., 12 Thwing st.	"
4	*Faelten, Mrs. Carl*, 71 Crawford st.	"
5	Fitzgerald, James, 3 Dayton ave.	"
6	Folger, T. E., 41 Circuit st.	"
7	Gardner, Fred, 3102 Wash. st.	"
8	Peavey, Jno. L., 29 Mt. Pleasant ave.	"
9	Rooney, Henry E., 163 Cabot st.	"
10	Scholpp, William, 39 Julian st.	"
1	Seaver, Joshua, 129 Zeigler	"
2	Silver, John A. W., 339 Blue Hill ave.	"
3	Smith, Theo. N., 45 Roxbury st.	"
4	Wild, Jas. H., 36 Dearborn st.	"
5	Turpin, Bradford S., Magnolia st.	"
6	Abbott, Alonzo F., 8 Concord ave.	Somerville
7	Bennett, Leon S., 71 School st.	"
8	Chabot, W. A., 15 Park st.	"
9	Clifford, Andrew B., 42 Trull st.	"
620	Hillson, H. M., 69 Walnut st.	"
1	Horton, Ivon P., 41 Gilman st.	"
2	Kenyon, Jno., 256 Summer st.	"
3	Saunders, A. L., 10 Granite st.	"
4	Sweet, Wm. L., 9 Mt. Pleasant st.	"
5	Thompson, Frank H., 6 Harvard pl.	"
6	*Wallis, Mrs. A. E.*, 55A Bonair st.	"
7	Bowen, Benj. J., 469 W. Broadway	South Boston
8	Law, Delbert, 159 O st.	"
9	Peterson, Walter, 357 W. 4th st.	"
630	Bent, Frederick H., care of Mason Machine Works, Taunton	
1	Buffum, Walter S., 80 School st.	Taunton
2	McQuaide, John, 74 Broadway	"
3	Lord, Walter H., 104 High st.	"
4	Coon, Geo. B., box 132	"

78,635	Reid, John G., 212 Salem st.	Wakefield
6	Wells, Chas. B., box 186	Walnut Hill
7	Wells, Jarvis A., box 186	"
8	Brown, Chas. N., 10 Ray st.	Waltham
9	Farnsworth, Geo. O., 17 Crescent st.	"
640	*Hudson, Miss Gertrude*, 880½a Main st.	"
1	Russell, W. H., 70 Alder st.	"
2	Washburn, W. A., Norumbega Terrace	"
3	Wood, Gleason, 198 Adams st.	"
4	Turner, Alfred E., 16 Green st.	Watertown
5	Carpenter, Roy,	Westboro
6	Cilley, D. P.	"
7	Powers, F. W., box 1130	"
8	Henry, C. S., 13 South st.	"
9	Woods, E. M., 25 Woodville st.	West Everett
650	Richmond, Geo. D., box 228	West Medford
1	Ting, Walter C.	West Newton
2	Mitchie, Arthur, 145 Copeland st.	West Quincy
3	Tollard, Everett F., 119 Copeland st.	"
4	Eastman, Frank L., 38 Chandler st.,	West Somerville
5	Hill, Walter E., 49 Cherry st.	"
6	Leland, J. V., Harvard st.	Winchester
7	Mackintosh, Jas. E., Brookside ave.	"
8	Hatch, W. W.	Winthrop
9	Hall, J. C.	Wollaston
660	Longtin, R. E., 98 Snow st.	Fitchburg
79,461	Sampson, Albert C., 27 Seattle st.	Allston
2	Wilkins, Clarence H., 101 Cottage st.	Melrose
3	Orcutt, Fred A., Plymouth st.	Middleboro
4	Wood, Lorenzo, Plymouth st.	"
5	Ewell, N. E.	North Middleboro
6	Mead, A. D.	Woods Holl

Michigan — 22.

Mt. Clemens W.

78,661	Gutchow, Jas. A., box 572	Mt. Clemens
2	Lamb, A. R.	"
3	Major, Fred, box 382	"
4	Schutts, George C., Fenton Hotel	"
5	Stewart, Robert J.	"

Benton Harbor W.

6	Fifield, O. E.	Benton Harbor
7	Baley, James	"
8	Peck, C. J.	"
9	Belding, H. E.	"
670	Wright, J. Sam.	"
1	Laas, Rufus J.	"

Unattached.

2	Pearl, J. S., 104 So. Main st.	Ann Arbor
3	Burke, George F., 30 N. Division st.	"
4	Lamb, W. S., box 202	Byron
5	Hurd, Frank L., 93 Woodward ave.	Detroit
6	Paulus, W. A., 95 Macomb st.	"
7	Dodds, W. H., 26 E. Congress st.	"
8	Kent, Ray C.	Flat Rock
9	Strang, M. D., R.R. Agent	"
680	Miller, Charles M.	Greenville
1	Timberlake, Wilbur B.	Jackson
2	Laible, Fred C.	Owosso

Minnesota — 3.

Austin C. C.

78,683	Morgan, Harry W.	Austin

Unattached.

4	Gregory, M. H., box 94	Anoka
5	Bishop, W. L., 3326 N. 3rd st.	Minneapolis

Missouri — 47.

Hamilton B. C.

78,686	Chubbuck, J. H.	Kidder
7	Van Note, O. D.	"
8	Ackley, F. E., M.D.	Hamilton
9	Daley, A. W.	"
690	Martin, L. M.	"
1	Martin, F. A.	"
2	Sloane, W. O.	"
3	Thomson, Guy	"
4	Taylor, Frank	"

Shelbina C. C.

78,695	Muldrow, Wm. W.	Shelbina

Unattached.

6	Reid, Robert L., box 6	Carthage
7	Grace, J. Virge	Chillicothe
8	Perrin, B. V.	"
9	Troutman, C. L., 816 Pearl st.	Joplin
700	Michel, J. P.	"
1	Boyd, D. F., 819 Walnut st.	Kansas City
2	Bruns, Oscar R., 901 Campbell st.	"
3	Matthews, Jno. G., box 46	Kirkwood
4	Harryman, Carrel R.	Mt. Vernon
5	Luckie, A. K.	Mexico
6	Harman, Henry	Mound City
7	McKee, C. C., box 50	"
8	Chittenden, H. W., box 120	"
9	Jones, George C., 402 So. William st.	Moberly
710	Badaracco, Tony, 1237 Wash. ave.	St. Louis
1	Burgess, S. R., 3933 Harper st.	"
2	Barker, H. H., 2732 Pine st.	"
3	Cox, C. Gordon, 4052 Westminster pl.	"
4	Franke, R. W., 1008 Chestnut st.	"
5	Glover, Griff, 2904 Gamble st.	"
6	Gonter, H. C., 4297 Page ave.	"
7	Hansman, Albert C., 608 Market st.	"
8	Johnson, Andrew, 417 Pine st.	"
9	McLean, H. C., 420 Commel bl'dg	"
720	Miller, N. L., 304 Union Station	"
1	Miller, O. S., 2819 No. 25th st.	"
2	Matthews, John J., 1101 Wash. ave.	"
3	Raven, Christen A., 806 Chouteau ave.	"
4	Sievers, W. O., Mullanphy Sav. B'k	"
5	Wesseler, Wm. J., 2819 So. 13th st.	"
6	Stone, H. W., 106 No. 10th st.	"
7	Spencer, David L.	Shrewsbury
8	Ashcraft, G. P.,	Webb City
9	Conn, M., Jr.	"
730	Edwards, B. J.	"
1	McCollum, J.	"
2	Palmer, T. E.	"

Nebraska — 1.

McCook W. C.

78,733	Line, J. W., box 71	McCook

New Hampshire — 14.

Echo C. C.

78,734	Wallace, Wm. S., box 506	Laconia

Unattached.

5	Porter, Fred W.	Franklin
6	Bessom, John T.	"
7	Kinney, R. Sargent	"
8	Kirk, Chas. A.	"
9	Judkins, Fred G.	Franklin Falls
740	Cogswell, Chas. W.	"
1	Hayes, Geo. S.	"
2	White, Geo. L.	"
3	Stannard, Warren L., 182 Pearl st.	Manchester
4	Smith, A. D., 142 Merrimack st.	"
5	Newcomb, A. A.	Lisbon
6	Oliver, W. W.	"
7	Whitcher, C. R.	"

New Jersey — 68.

Englewood W.

78,748	Coe, James H.	Englewood
9	Livingston, Alex.	"

Riverside W.

750	Pearsons, Frank T., 515 Park ave.	East Orange

Somerset W.

1	Snell, J. F., box 305	Somerville

Verona W.

2	Jacobus, Theo.	Verona

Belleville Wheelmen.

78,753	Forgie, Vernon	Belleville
4	Ortholf, Christian	"
5	Ward, Frank M., 447 Wash. ave.	Newark

Hackensack Wheelmen.

6	Newman, Wm. D., Moore st.	Hackensack
7	Krone, Edw. T.	Zingsem

Greenville Wheelmen.

8	Lahner, Carl, care Lembeck & Betz	Jersey City

Chatham Wheelmen.

9	Merchant, E. V.	Morris Plains

Sahodalica Wheelmen.

760	Ayres, Theodore, Jr., South st.	Morristown
1	Madigan, J. H., 44 Park pl.	"

Montclair Wheelmen.

2	Shourds, Wm. H., 170 Valley Road	Montclair

Montclair Athletic Club.

3	Hartley, J. Scott, 159 Grove st.	Montclair
4	Wallis, Frank E.	"

Matawan Wheelmen.

5	Fountain, Robert, box 4	Matawan

Atalanta Wheelmen.

6	Reed, T. H., 516 Broad st.	Newark

Eastside Wheelmen.

7	White, Wallace A., 739 E. 23d st.	Paterson
8	Newton, Henry, 534 Broadway	"

Red Bank Wheelmen.

9	Cowart, Enoch L., Broad st.	Red Bank
770	Hoffmire, Frank B., box 387	"

Mercer Co. Wheelmen

1	Bergen, Harry R., Jr., box 194	Trenton
2	Brock, John L., box 85	"
3	Davies, J. Denver, 106 Jackson st.	"
4	Fulper, Wm. H., 314 Hamilton ave.	"
5	Gaffney, Peter, 9 N. Warren st.	"
6	Shick, Geo. C., State and Warren st.	"
7	Titus, H. J., box 327	"
8	Tautum, W. H., Jr., 123 Jackson st.	"

Unattached.

9	Bennett, Edmund, Jr., box 72	Barnegat
780	Chadwick, Jos. S., Main st.	"
1	Bennett, J. C., box 115	"
2	Birdsall, Amos, box 111	"
3	Kairer, Chas. A., 400 Stevens st.	Camden
4	Turner, Wilson M., box 37	Clayton
5	Calyer, F. F., 42 Carleton st.	East Orange
6	Watson, Geo. H., 223 W. Grand st.	Elizabeth
7	Montgomery, J. M.	Englewood
8	Robinson, Oscar	Freehold
9	Duke, Louis F., 101 Monticello ave.,	Jersey City
790	Baxter, Victor, 781 Montgomery st.	"
1	Houghton, John H., Y. M. C. A. box	Long Branch
2	Lane, J. P.	"
3	Lippincott, Chas. I., box 71	"
4	Morris, Chas. E., box A	"
5	Throckmorton, Chas. H.	"
6	Carter, Rev. Fred'k B., 61 Church st.	Montclair
7	Rutledge, Geo., 138 Walnut st.	"
8	Whitfield, Will F.	Maplewood
9	Nicholson, Wm. H., Jr.	Millville
800	Briant, Chas. L., 1st National Bank	Morristown
1	Williams, Adelbert A.	Morris Plains
2	Lyon, Stanley H.	"
3	Condict, J. C., 391 George st.	New Brunswick
4	Cornell, Benj. T., 306 Townsend st.	"
5	Gordon, Geo. F., 267 Garside st.	Newark
6	Hale, W. Le B., 65 South st.	"
7	Mix, J. Rowland, 235 Highland ave.	Orange
8	Robinson, Chas. A.	"
9	Brouskievith, H. V.	Port Oram
810	Williams, Frank M., box 81	"
1	Pott, Thomas R., box 536	Summit
78,812	Clark, Warren T., 123 West st	Trenton
3	Becker, Richard, 515 Jefferson pl., Union Hill, Jersey City.	
4	Cheever, Geo. A.	Vineland
5	Olmstead, Chas. H. 422 Hoboken st.	W. Hoboken

New York — 371.

Manhattan B. C.

78,816	Gerbrach, F. H., 397 Sixth ave.	New York
7	Von Schuckmann, F. G. M., 1240 3rd ave.	"
8	Crandall, E. N., 716 7th ave.	"
9	Wessel, G. H., 438 W. 48th st.	"
820	Keys, E. M. 238 W. 51st st.	"

Alva W.

1	Crow, David, box 498	New York

Riverside W.

2	Judge, Jos. W., 127 W. 106th st.	New York
3	Nagel, Fred, 326 W. 47th st.	"
4	Weeks, Chas. H., 341 W. 41st st.	"
5	Bradley, J. F., 232 W. 104th st,	"
6	Brown, W. Alex, 20 E. 33rd st.	"
7	Oetinger, O., 487 Manhattan ave.	Brooklyn

Avis W.

8	McElroy, John C., 236 W. 74th st.	New York

Michaux C.

9	Foulke, Bayard F., 120 E. 34th st.	New York

Century W.

830	Macon, M. C., 215 W. 34th st.	New York

New Utrecht W.

1	Morgan, C. W., 60 Broadway	New York

Chelsea W.

2	Brownlee, Henry, 424 W. 29th st.	New York
3	Green, Thos. J., 521 W. 20th st.	"
4	Weiss, John Jr., 98 7th ave.	"

New Manhattan A. C.

5	Gary, Fred S., 54 William st.	New York

Hackensack W.

6	Kent, J. C., 86 Worth st.	New York

Michaux.

7	Godwin, Harold, 52 Lafayette pl.	New York

N. Y. A. C.

8	Taylor, Jas. H., 4 W. 121st st.	New York
9	Yates, John B., 46 Maiden Lane	"
840	Buchan, Jno. R., 322 W. 85th st.	"
1	Gurnee, Walter S. 3rd, 29 E. 28th st.	"
2	Deeley, T. E., box 82	"
3	Hambold, R. O., 108 E. 14th st.	"
4	Riley, Joseph, 59 E. 123rd st.	"
5	Wall, Wm. F., 56 South st.	"

Criterion B. C.

6	Spiegelberg, I. N., 47 Exchange pl.	New York
7	Sondheim, L. H., Hotel Savoy	"

Triangle W.

8	Wadham, H. N., 36 Wall st.	New York

Riverside W.

9	Archer, Geo. M., 158 E. 127th st.	New York
850	Beam, John T., 115 Leroy st.	"
1	Bronson, A. W., 179 W. 73rd st.	"
2	Carland, Frank, 452 W. 125th st.	"
3	Davies, Charles T., 443 Lexington ave.	"
4	Finley, Hugh, 109 W. 106th st.	"
5	John, Venning D., 46 7th ave.	"
6	Lynch, S. Frank, 206 W. 96th st.	"
7	Lord, W. H., 541 W. 23rd st.	"
8	Narbel, Lucien, 35 Grand st.	"
9	Reid, Harry P., 273 Bleeker st.	"
860	Servatious, L. A., 840 Boulevard	"
1	Schult, A. G., 203 E. 39th st.	"
2	Saunders, Jno. A., 614 Lexington ave.	"
3	Snyder, Percy, care Spaulding & Co. Nassau st,	"
4	Taylor, Geo. W., 190 W. 101st st.	"

78,865	Wilson, H. W., 460 Produce Exchange	New York
6	Barbeau, W. A., 5 W. 103rd st.	"
7	Creegan, Geo. H., 55 Beekman st.	"

Monarch W.

8	French, Wm. S., 2580 3rd ave.	New York
9	Ripley, A. J., 2659 3rd ave.	"
870	*Rowland, Mrs. Bella*, 669 E. 142nd st.	"
1	McThien, Frank, 543 E. 139th st.	"

Wheeling Sec't. 23rd Regt.

2	Raynor, William, 54 William st.	New York

Falcon W.

3	Earl, J. H., 216 Eckford st.	Brooklyn

Crescent A. C.

4	DuVal, Harry C., 8 Monroe pl.	Brooklyn
5	Mather, R. B., Crescent Ath. Club	"
6	McDougall, Chas., 110 Front st.	New York

Columbia W.

7	Perrin, Geo. F., 331 Clinton st.	Brooklyn

Brooklyn B. C.

8	Colton, Frederick W., 473 Throop ave.	Brooklyn
9	Lewis, Wm. J., 660 Fulton st.	"
880	Stevens, U. K., 146 Willow st.	"

Florence W.

1	Asburg, Clement B., 453 Decatur st.	Brooklyn

So. Brooklyn W.

2	Boyd, H. B., 179 Amity st.	Brooklyn
3	Harrison, L. S., 357 16th st.	"
4	Jenkins, William E., 219 Livingston st.	"

Press W.

5	Caspari, W. D., 2162 Fulton st.	Brooklyn
6	Browne, Warren C., 139 W. 15th st.	New York

Kings Co. W.

7	Blauvelt, Frank R., 47 Brevoort pl.,	Brooklyn
8	Taylor, A. L., 747 Greene ave.	"

Long Island W.

9	Carter, Frederick L., 607 Hancock st.	Brooklyn
890	White, Percy J., 55 Madison st.	"
1	Bailey, A. W., 44 Court st.	"
2	Follett, Albert G., 1198 Pacific st.	"
3	Contrell, C. B., 39 Cambridge pl.	"
4	Howe, C. E., 115 Worth st.	New York

Williamsburg W.

5	McEntee, Thos. L., 144 Union ave.	Brooklyn

Liberty W.

6	Kendrick, Chas. H. Q., 1255 Pacific st.	Brooklyn

Ramblers.

7	Briggs, Robt. M., 548 Lexington ave.	Brooklyn

Greenpoint W.

8	McKigney, Geo., North Henry st.	Brooklyn

Paramount W.

9	Volchnier, Hy, 224 45th st.	Brooklyn

Pequod.

900	Stott, A. W., 64 Irving st.	Brooklyn

Albany Co. W.

1	Blessing, Dr. A. J., 114 Grand st.	Albany
2	Burtner, O. A., 69 S. Pearl st.	"
3	Clary, Richard E., 79 Chapel st.	"
4	Gardner, John W., 365 Sherman st.	"
5	Lee, H. L., 57 Lancaster st.	"
6	Osborn, F. E., 194 N. Pearl st.	"
7	Quayle, Oliver A., 54 N. Pearl st.	"
8	Smith, E. Le Roy, 619 Broadway	"
9	Templeton, J. M., 16 Lancaster st.	"
910	Uhl, J. W., 944 Madison ave.	"
1	Waldman, Milton C., 310 State st.	"

Rockaway W.

2	Auten, H. B.	Cedarhurst
3	McIntire, E. L.	Far Rockaway
4	McDonald, R. Fergus	Hewlett

Holley B. C.

78,915	Southworth, A. G.	Holley

Ithaca C. C.

6	Hanford, Nathan	Ithaca

Lyons W. League.

7	Covert, Frank T., lock box 901	Lyons
8	Hammond, Burton	"
9	Van Camp, Wm.	"
920	Chamberlain, D. P.	"
1	Ennis, Chas. T.	"
2	Myers, S. V.	"

Middletown W.

3	Emerson, E. I., box 55	Middletown

Pathfinders.

4	Price, Walter H., box 187	Rochester

Waiontha B. C.

5	Losee, J. A.	Richfield Spa
6	Kinne, M. E.	"
7	Elwood, F. A.	"

Schenectady Co. W.

8	Lyon, Harvey, 14 S. Church st.	Schenectady

Troy B. C.

9	Gauthier, H. G., 16 Factory st.	Cohoes
930	Lincoln, Fred J., care of Geo. B. Ide & Co.	Troy
1	Lepard, Levi, 3 Bridge ave.	"
2	Ide, Jno. C., 2nd., 2231 5th ave.	"
3	McAllister, Wm. H., 416 River st.	"
4	Robinson, Perry, 2335 3d ave.	West Troy

Unattached.

5	Alexander, John, 441 W. 42nd st.	New York
6	Babbage, R. G., 317 W. 103d st.	"
7	Bridges, Robert, 19 W. 31st st.	"
8	Brown, Geo. N., 483 5th ave.	"
9	Brown, Wm. Reynolds, 59 Liberty st.	"
940	Bibley, A. A., 267 5th ave.	"
1	Browning, Wm. H., 408 Broome st.	"
2	Bayne, D. K., 119 E. 40th st.	"
3	Crow, Alfred E., 2 W. 53d st.	"
4	Cook, W. P., 226 Produce Exchange	"
5	Connell, Jas. A., N. Y. Produce Exchange	"
6	Clayton, C. O., 59 Clinton pl.	"
7	Dean, W. J., Union Square Hotel	"
8	Du Bois, Alfred W., 38 Union sq.	"
9	De Lima, E. A., 58 W. 87th st.	"
950	Eiseman, Sam, 71 and 73 Grand st.	"
1	Farrington, J. B., 1991 Madison ave.	"
2	Fitler, W. C., 121 E. 15th st.	"
3	Feinberg, Isaac, 420 W. 42nd st.	"
4	Glockner, Edw. O. A., 50 E. 124th st.	"
5	Gillie, G. B., 535 E. 142nd st.	"
6	Godine, Wm. H., 107 W. 103d st.	"
7	Herbert, Gilbert L., 64 W. 92nd st.	"
8	Hubbard, Dr. Dwight L., 117 W. 93d st.	"
9	Handy, Parker D., 50 W. 87th st.	"
960	Hamilton, Mark K. Jr., 56 Broadway	"
1	Hurley, Joseph C., Belvedere House	"
2	Howe, Lester B., 59 W. 37th st.	"
3	Kennedy, Richard, 351 W. 44th st.	"
4	Lederer, Charles, 342 E. 82nd st.	"
5	Lester, Jas. F., 341 W. 56th st.	"
6	Lienau, Jno. P., 966 St. Nicholas ave.	"
7	Long, Frederick J., 252 W. 84th st.	"
8	Little, Willard P., 28 W. 23d st.	"
9	Lichtenstein, Wm. H., 446 6th ave.	"
970	Muller, Philip, 135 W. 127th st.	"
1	Martin, Hugh, 28 W. 22nd st.	"
2	Morgan, Robert W., 89 Liberty st.	"
3	*Maguire, Miss Mamie*, 56 Perry st.	"
4	Morimura, Meiroku, 26 E. 11th st.	"
5	Moore, S. H., 160 W. Broadway	"
6	Marriott, Edw. E., 174 St. Nicholas ave.	"
7	*Miller, Emity A.*, 252 W. 84th st.	"
8	Meyer, J. Ernest, 228 E. 107th st.	"

78,979	Noyes, Dr. W. B., 162 W. 73d st.	New York
980	Niedenstein, Oscar C., 178 W. 88th st.	"
1	Plump, Chas. F., 5 Watts st.	"
2	Poindexter, Geo. C., 270 W. 128th st.	"
3	Purrington, G. Frank, 318 W. 29th st.	"
4	Ranisford, W. T., 209 E. 16th st.	"
5	Robbins, Geo. P., 54 Wall st.	"
6	Robus, Dean R., 319 W. 51st st.	"
7	Reith, George, 369 E. 8th st.	"
8	*Schermerhorn, Mrs. Arthur F.*, 91 W. 68th st.	"
9	Schermerhorn, Arthur F., 91 W. 68th. st.	"
990	Stafford. R. S., 603-5-7 Washington st.	"
1	Slettheimer, George, 175 Greene st.	"
2	Simms, Chas. H., 140 W. 79th st.	"
3	See, Milton, 31 E. 17th st.	"
4	Schneider, Christian, 103 E. 28th st.	"
5	Stevens, Frank W., 7 Washington pl.	"
6	Silkman, F. W., 231 Pearl st.	"
7	Schnaier, Robert, 230 E. 61st st.	"
8	Taylor, Dwight W., 500 Madison ave.	"
9	Terry, Seth S., 66 Broadway	"
79,000	Terry, Chas. A., 120 Broadway	"
1	Woolsey, Dr. George, 117 E. 36th st.	"
2	Wolf, Isaac W., 347 W. 50th st.	"
3	Watson, W., Jr., 38 Wall st.	"
4	Wakely, G. W., 23 W. 12th st.	"
5	Nisley, Dr. John C., 35 W. 46th st.	"
6	Voerg, Edward G., 650 6th ave.	"
7	Arthur, Henry H., 44 E. 19th st.	"
8	Beckett, Chas. H., 306 W. 88th st.	"
9	Becker, Herman, 312 W. 37th st.	"
010	Bottomley, John, 252 W. 132nd st.	"
1	Crane, Harry F., 139 W. 15th st.	"
2	Daniel, Wm. F., 60 Broadway	"
3	Harriman, Oliver, Jr., 120 Broadway	"
4	Horneck, Philip, 771 and 773 First ave.	"
5	Humphrey, Joseph, Empire Theatre	"
6	Levien, Chris L., 778 Madison ave.	"
7	Lobb, Enoch G., 19 W. 125th st.	"
8	Little, C. E., Jr., 38 Park Row	"
9	Loewenstein, Samuel, 393 Broadway	"
020	Lydon, Richard P., 754 Park ave.	"
1	Marshuetz, J. C., 85 Mt. Hope pl. Tremont	"
2	Miles, Matthew M., 486 Broadway	"
3	Osborne, W. F., 108 Times bldg.	"
4	Stewart, J. R., 42 Franklin st.	"
5	Swift, Wm. J., M. D., 40 E. 30th st.	"
6	Taylor, D. W., 254 W. 84th st.	"
7	Van Santvoord, R., 106 W. 122d st.	"
8	Webber, Wesley, 136 6th ave.	"
9	Worcester, Edwin D., Jr., 48 E. 49th st.	"
030	Zippel, Chas. J., 46 Cedar st.	"
1	Bedell, Dr. Winfield S., 743 8th ave.	"
2	Bigelow, Wesley, 369 5th ave.	"
3	Briggs, Alfred A., 152 E. 128 st.	"
4	Eberhardt, Chas., 7 Varick pl.	"
5	Goldsmith, Henry, 213 W. 105th st.	"
6	*Jacobus, Mrs. Mary L.*, 126 W. 48th st.	"
7	Koerber, Geo. C., 300 E. 81st st.	"
8	Krumenaker, Paul, 97 2d st.	"
9	McDonnell, Dan'l G., 31 W. 99th st.	"
040	McDonnell, Edw. J., 31 W. 99th st.	"
1	McMullen, Herbert, 40 Whitehall st.	"
2	Mertens, William, 16 W. 38th st.	"
3	Obre, Wm. H. B., 168 8th ave.	"
4	Steinbuch, Julius, 454 Broome st.	"
5	Wilkie, David, cor 34th & 9th ave.	"
6	Wiley, F. J., 369 5th ave.	"
7	Wendland, Otto, 2070 Madison ave.	"
8	Wagner, Joseph, 202 E. 59th st.	"
9	Wigand, Albert A., 130 Manhattan ave.	"
050	*Wigand, Mrs. Ida M.*, 130 Manhattan ave.	"
1	Zwart, M. H., 167 E. 61st st.	"
2	Crandall, W. H.,	Alfred
3	Bender, Edwin S., box 429	Albany
4	Fotens, J. H., Jr. 530 Morris st.	"
5	Pruyn, Foster, 230 State st.	"
6	Imrie, Chas. H., 40 S. Hawk st.	"
79,057	Kelley, Frederick W., 284 State st.	Albany
8	Thrall, Wesley	Avoca
9	Walker, J. E.	"
060	McKnight, A. M.	Bayside
1	Boetzkes, Walter E., Bay parkway	Bensonhurst
2	Van Brunt, Mortimer, Bay 26th st.	"
3	Barr, F. W., 840 Herkimer st.	Brooklyn
4	Bastgen, H., 1084 Bushwick ave.	"
5	Best, Dr. Otto, 413 6th st.	"
6	Berry, Horatio C., 708 De Kalb ave.	"
7	Brainerd, C. C., care of Brooklyn *Eagle*	"
8	Brundage, Albert H., 1153 Gates ave.	"
9	Brymer, Wm. V., 583 McDonough st.	"
070	Carow, Chas., 38 Tompkins ave.	"
1	Clark, C. Hastings, 1192 Bedford ave.	"
2	Dutcher, W. H., 117 Eaton ave.	"
3	Flagler, Sidney H., 487 9th st.	"
4	Fleet, Ernest W., 333 Lewis ave.	"
5	Jennings, Willard W., 72 S. 10th st.	"
6	Burr, Wilfred, 555 Jefferson ave.	"
7	Bint, Henry A., 150 Schermerhorn st.	"
8	Bryan, H. W., 150 Schermerhorn st.	"
9	*Carleton, Mrs. Ida M.*, 514 Green ave.	"
080	Crandall, Dr. R. Percy, U. S. N., 147 Monroe st.	"
1	Elcock, Edwin A., Jr., 345 Sumner ave.	"
2	Gilkes, Percy G. B., 269 Schermerhorn st.	"
3	Greene, E. Nelson G., 315 Clinton ave.	"
4	Gugenheim, Otto, 96 Lewis ave.	"
5	Ham, W. F., 159 Willoughby ave.	"
6	King, Eugene W., 658 Monroe st.	"
7	*Kohlmann, Anna M.*, 25 3rd ave.	"
8	Lair, William, 37 Willow st.	"
9	Minton, Henry B., M.D., 165 Joralemon st.	"
090	Pauli, Augustus, 159 State st.	"
1	Perry, Geo. H., 77 Green Point ave.	"
2	Rochester, Thos. M., M.D., 2 St. James pl.	"
3	Schult, John M., 76 Montagne st.	"
4	Shaurman, Daniel S., 248 Vanderbilt ave.	"
5	Shearer, R. H., 111 Montagne st.	"
6	Smith, Geo. G., 64 N. Oxford st.	"
7	Steever, Howard C., 371 Macon st.	"
8	Stillwell, A. C., 502 Macon st.	"
9	Valentine, W. R., 192 S. 9th st.	"
100	Davenport, Walter J., 39 Buffalo ave.	"
1	Foster, W. F., 244 Pearl st.	"
2	*Ginnever, Beth E.*, 220 McDonough st.	"
3	Green, H. B., 123 Livingston st.	"
4	*Green, Mrs. Wm.* 72 Macon st.	"
5	Gunther, A. C., 1450 Bushwick ave.	"
6	Hollander, Henry M., 290 Livingston st.	"
7	*McQueen, Miss M. E.* 1240 Bedford ave.	"
8	Nichols, Edward, 1450 Bushwick ave.	"
9	Overton, T. Chalmers, 1175 Dean st.	"
110	Skippon, Wm. A., 220 High st.	"
1	Skippon, Joseph W., 146 Clermont ave.	"
2	Wilson, Herbert W., 270 Ainslee st.	"
3	Kline, Henry, 142 Lincoln pl.	"
4	Kroder, Louis H., 1156 Putnam ave.	"
5	Kugeler, Henry, 1074 Bedford ave.	"
6	Loomis, Frank B., 246 Keap st.	"
7	*Mora, Miss Antonine*, 49 Rockwell pl.	"
8	Pomeroy, Daniel, 60 Hanson pl.	"
9	Muldener, Ernest, Jr., 396 Henry st.	"
120	Reynolds, John W., 376 Lewis ave.	"
1	Rider, E. W., 17 Strong pl.	"
2	Smith, H. L., 316 ave B	"
3	Seaver, Dr. A. D., 154 Berkeley pl.	"
4	Schirmer, Wm., 494 Hart st.	"
5	Woolf, Richard, 102 Brooklyn ave.	"
6	Ballou, W. F., 4 Nostrand ave.	"
7	DeForest, A. E., Main st.	Brewster
8	Smith, M. W., Main st	"
9	Brain, Herbert J., 263 Hoyt St.	Buffalo
130	DeVine, C. H., 616 Main st.	"
1	Jolley, George, 119 Clinton st.	"
2	Kleason, Marine, 14 Milnor st.	"
3	Lustig, Emil, M. D., 644 William st.	"
4	Mets, P. A., 121 Spring st.	"

79,135	Simpson, Geo. H., 10 E. Seneca st.	Buffalo
6	Vars, Harry Thorp, 312 Purdy st.	"
7	*Wood, Mrs. J. T.*, box 542	Carthage
8	Wood, A. T., box 542	"
9	Butler, Dr. A. J.	Cooperstown
140	Conway, Neil, 71 Remson st.	Cohoes
1	Roberts, Chas. E., box 658	Cooperstown
2	Carr, John Percy, Jr., 23 W. Market st.	Corning
3	Dusenbury, H. W., 34 E. Broadway	Flatbush
4	Andrews, Edwin, Jr., 448 Amity st.	Flushing
5	Andrews, F. E., 46 Locust st.	"
6	MacQuillen, T.,	"
7	Kellogg, George S.	Freeport
8	Gates, C. O.	Glen Cove
9	Harris, E. B.	Greenport
150	Riley, Theodore A., box 676	Geneseo
1	Morse, John E.	Hartsdale
2	Bonnet, Leon D.	Hyde Park
3	Drollinger, Albert F.	Hicksville
4	Gasser, Emil	"
5	Hutchinson, John I., 1 Oak ave.	Ithaca
6	Robertson, C. E., Elm st.	Huntington
7	Smith, Chas. H., Main st.	"
8	Dixon, C. P.	Lawrence
9	Engel, Dan E., box 1027	Lyons
160	Beaver, J. Perry	Nassau
1	Peters, Arthur W.	"
2	Messinger, John	"
3	Forbes, George, box 95	Olean
4	Cramer, M. E. L.	Potsdam
5	Johnson, Jos. 28 Front st., St. Johns bl.	Port Jervis
6	*Frank, Miss Bianca*, 16 Selden st.	Rochester
7	Stone, Wallace D., 93 North ave.	"
8	Farnham, Wm. B., 19 West Main st.	"
9	McMillan, George, 227 So. Fitzhugh st.	"
170	Wackerman, Geo. W., 50 So. Ford st.	"
1	Ellis, Wm. D.	Schenectady
2	Wasson, Thomas L., 509 State st.	"
3	Williams, Frank C., M. D., 911 So. Salina st.	Syracuse
4	Wild, William G.	Smithtown Branch
5	Warren, Wm. Henry	Troy
6	Campbell, Geo. A., 21 Eighth st.	"
7	Ellis, Jacob H., 188 River st.	"
8	Smallwood, Wm. R.	Towanda
9	Jones, John R., 13 Steuben st.	Utica
180	Hatch, Harvey W., 19th ave.	Van Pelt Manor
1	Mee, Rev. Patrick	Verplank
2	Brown, Alfred	Warrensburg
3	Wall, George	Webster
4	Smith, C. M.	Whitesboro
5	Borneman, F. C., box 313	White Plains
6	Thomson, Arthur S., 27 Union pl.	Yonkers

North California—45.

Colus B. C.

79,187	Boedefield, Robert T., box 40	Colussa

Eschscholtzia B. C.

8	Smith, F. E., box 256	Marysville
9	Harney, G. W.	"
190	Newbert, L. H.	"
1	Boyd, R. W.	"

S. A. C. W.

2	Bennett, H., Sacramento Bank	Sacramento
3	Miller, A. E., 426½ J st.	"
4	McDonald, Bartlett, 810 P st.	"

Paso Robles C. C.

5	Deacon, J. A.	Paso Robles
6	Blackburn, Harry	"
7	Boys, H. S.	"

Garden City C.

8	Ballou, Geo. H., box 628	San Jose
9	McGehee, Jno. H., 1st National bank	"

Acme B. C.

200	Shiman, Lorenzo W.	San Lorenzo

Santa Rosa B. C.

79,201	Bruner, C. M., 434 Beaver st.	Santa Rosa
2	Schelling, G. C., 303 4th st.	"
3	Schelling, Alex., A st.	"
4	Dequasie, E. R.	"
5	Poat, Ray W., Cowens Bazaar	"
6	Kirsch, H., 742 Beaver st.	"

Bay City W.

7	Bill, J. T., 303 Larkin st.	San Francisco
8	Benjamin, C. W., 316 Sacramento st.	"
9	Davis, A., 441 Golden Gate ave.	"
210	Germain, E. St., 55 1st st.	"
1	Hawks, C. W., 141 8th ave.	"
2	Sheldon, L. C., 127 Davis st.	"
3	Raynaud, Ben. C., 832 Greenwich st.	"
4	Raynaud, Leonard, 832 Greenwich st.	"
5	Chandler, F. C., 308 McAllister st.	"
6	Taylor, W. P., 416 Clay st.	"
7	Ostendorf, J. A., 308 McAllister st.	"
8	Welch, H. W. 1325 Market st.	"
9	Kuhn, Brick, 1510 Market st.	"

Unattached.

220	Fairbanks, Geo. B., So. Pacific Co.	Castroville
1	Preston, C. A.	Hayward
2	Ball, O. W., box 330	Napa
3	Stafford, D. R.	Redwood City
4	Lezinsky, Fred L., 25 Sansome st.	San Francisco
5	Veirs, Ernst, 540 3rd st.	Santa Rosa
6	Brooks, C. E., 605 4th st.	"
7	Trau, Hugo P.	"
8	Doran, J. T., box 145	Tulare
9	Shreve, H. M., box 304	"
230	Stone, Charles M.	"
1	Stone, Clinton	"

North Dakota—1.

Unattached.

79,232	Dilling, E. O., box 44	Drayton

Ohio—52.

Cinti B. C.

79,233	Coppock, Chas. T., 15 Allen bldg.	Cincinnati
4	Ormond, George, 35 Pike st.	"

Ironton B. C.

5	Nigh, William H., 195 Railroad st.	Ironton

Lobdell C. C.

6	Buries, Albert, 802 Front st.	Marietta

Steubenville C.

7	Wells, Will H., Wharf Boat	Steubenville
8	Carothers, E. V. L., 4th st.	"

Cleveland W. C.

9	Beck, O. M., 226 E. River st.	Cleveland
240	Bezeau, L., 1503 Woodland ave.	"
1	Cassidy, J. H., room 3 L. S. & M. S. Ry.	"
2	Converse, W. D., cor. Euclid & Wilson aves.	"
3	Denemart, J. J., Kennard House	"
4	Donahue, L. H., 223 Superior st.	"
5	Folsom, D., Jr., 9 Cose bldg.	"
6	Gimm, L., care Peerless Mfg. Co.	"
7	Gill, A. E., 53 Beechwood st.	"
8	Hart, R. E., 1270 Detroit st.	"
9	Henry, W. Q., 1 Hoff st.	"
250	Loehr, O. T., 208 Superior st.	"
1	McNamara, W. V., 209 E. Madison ave.	"
2	Meyer, Chas. C. 704 Kingman st.	"
3	Molyneaux, R., 832 Wilson ave.	"
4	McIntire, P. J., care Sigler Bros.	"
5	Noderer, R. J., 1290 Lorain st.	"
6	Packer, W. H., 1198 Euclid ave.	"
7	Quilling, N. A., 230 Euclid ave.	"
8	Rice, Fred, 1100 First ave.	"
9	Soper, A. L., 1339½ Lexington ave.	"
260	Schenpbach, T., cor. Ontario & Champlain sts.	"
1	Treese, W. E., care First Nat'l Bank	"

79,262 Townley, G. E., 27 Arcade st. Cleveland
3 White, A. W., Lake ave. "
4 Williard, L. J., 11 Ruth ave. "
5 Whitehead, W. C., 1120 Euclid ave. "
6 Bull, C. A. Glenville
7 Hotchkiss, G. W. Lakewood

Columbus W. C.

8 Smith, Chas., 534 N. Park st. Columbus
9 Leibold, Robert, 169 Cleveland ave. "
270 Byram, N. S., Jr. "
1 Lynch, W. F., 133 E. Main st. "
2 Schwallie, Dr. W. A., care Insane Institution "
3 Markham, E. E., 362 E. Long st. "
4 Hawkins, H. H., 94 West 1st ave. "
5 Roberts, F. E., 79 North 21st st. "
6 Miller, S. W., 295 N. High st. "
7 Holstein, Paul A., 484 Poplar ave. "
8 Harvey, E. E. London

Unattached.

9 LeFevre, E. L., 39 Vine st. Dayton
280 Kemble, J. Dale, Niles Tool Works Hamilton
1 Luhn, John G., box 16 Madisonville
2 Fanning, Herbert Riverside
3 Luhn, Chas. J., box 16 Madisonville
4 Conor, Oliver Toronto

Pennsylvania — 101.

Central C. C.

79,285 Gash, Chas., 106 Main st. Bradford

Allen W.

6 Haines, Albert, 336 N. 9th st. Allentown
7 Newhart, O. E., Bethlehem

Frankford B. C.

8 Allen, Wm. E., 1427 Sellers st. Frankford
9 Moyer, Salem, Paul abv. Green st. "
290 McDonough, Chas., 4268 Franklin st. "
1 Barie, Geo. E., 4446 Paul st. "
2 Castor, Horace W., 4651 Leiper st. "
3 Murray, Thos. W., 1518 Allen st. "
4 Gilmore, Geo. C., 4633 Penn. ave. "
5 Sidebotham, Jno., Penn. & Sellers st. "

Keystone B. C.

6 Vennemoe, K. R., Shiffler Bridge Co. Pittsburg
7 Wells, E. W., 634 5th ave. "
8 Curl, Jesse A., 5157 Penn. ave. "
9 Klemschmidt, Geo., 306 Oakland ave. "
300 Dolan, T. H., 324 Lawn St., Oakland "
1 Dixon, Wm. L., Brushton ave. "
2 Griffin, Chas. C., 168 Second ave. "
3 Schroth, A. J., 1st Nat'l Bank of Birmington, Pittsburg
4 Simpson, Jno. W., 6021 Penn. ave. Pittsburg
5 Schoyer, S. C., 4th ave. "
6 Smith, G. A., Liberty ave. & Evaline st. "
7 McCombs, N. Frank, 348 S. Hiland ave. "
8 Jackson, S. H., Jr. Wilkinsburg

Williamsport W. C.

9 McCarthy, Jno. D., 833 Maple pl. Williamsport

Warren C. C.

310 Clap, E. D., care Warrens Saving B'k Warren
1 Robertson, Dr. W. M. "

Allegheny C.

2 Magee, W. H., 24 Resaca st. Allegheny
3 Saville, H. E., 104 Howard st. "
4 Worrell, T. J., 47 Palo Alto st. "
5 Eicher, J. H., 41 Boyle st. "
6 Jackson, R. T., 101 Howard st. "
7 Kurtz, Geo. J., 275 Madison ave. "
8 Staiz, W. C., 196 Penn ave. "
9 Morgan, Thos., 221 Federal st. "
320 Glenn, Dr. C. E., 10 Fremont st. "

79,321 Barker, Chas. C., 31 Linden st. Allegheny
2 Hebbling, R. A., 3701 Butler st. "
3 Newburn, J. R. Bellevue
4 McKibben, C. A., 1023 Liberty ave. Pittsburg

Unattached.

5 Moorhead, Wm. S., 156 W. Penn. st., Germantown
6 Higbee, Wm. S., M. D., 544 Tasker st., Philadelphia
7 Rogers, Chas. R., 3801 Walnut st. Philadelphia
8 *Rogers, Emma Duer*, 3801 Walnut st. "
9 Camden, Horace P., 1746 N. 22nd st. "
330 Dunwoody, J. E., 743 N. 40th st. "
1 Levick, W. J., 2032 N. 4th st. "
2 Boynton, Jno. W., 5122 Eaglesfield st. "
3 Moore, Alex K., 902 Chestnut st. "
4 Shallcross, Sam'l S., 902 Chestnut st. "
5 Thomas, J. F., 902 Chestnut st. "
6 Potsdamer, Jos., 1644 N. 8th st. "
7 Flynn, J. P., 1518 York st. "
8 Skinner, M., 2035 N. 21st st. "
9 Berger, H. G., 2819 Girard ave. "
340 Wrighton, Frank H., cor. Schoollane st. and Wissahichon ave., Philadelphia
1 Malloch, Chas. D., 17 S. 34th st. Philadelphia
2 *Lagen, Mrs. Chas. A.*, 1430 S. Broad st. "
3 Eberhard, Jno. S., 242 Market st. "
4 Wakelin, Amos, 200 Bullitt Bl'dg "
5 Ross, Dr. G. G., 637 W. 16th st. "
6 Braman, Jay C., 37 S. 13th st. "
7 Hobbs, F. H., 621 N. 16th st. "
8 Martin, S. A., box 1606 "
9 *Smith, Carrie E.*, 2813 Hutchinson st. "
350 Yale, Arthur W., 1901 Park ave. "
1 Bell, Robt W., 1536 S. 15th st. "
2 Gruger, Frederick R., r. 408 *Ledger* Office "
3 Cox, Walter S., 3051 N. 15th st. "
4 Sedgwick, Arthur E., Jr., 1012 Chester st. "
5 Saull, Vincent, 921 Franklin st. "
6 Rimby, L., 900 Oxford st. "
7 McKelway, Geo. H., 1612 Locust st. "
8 McKelway, Geo. I., 1612 Locust st. "
9 McKelway, Jno. I., 1612 Locust st. "
360 Fisher, Howard W., 1326 Chestnut st. "
1 Sarver, Chas. F., 46 Federal st. Allegheny
2 Grubb, Wm. S., 410 Broad st. Chester
3 Mercer, W. R., Doylestown
4 Farnum, E. S. W., 5933 Main st. Germantown
5 Prichard, R. M., 4947 Rubicon ave. "
6 Wunder, H. C., 5319 Main st. "
7 Kendig, A. Frank, 31 S. Prince st. Lancaster
8 Longenberger, W. M., Mainville
9 Miller, Jno. H., box 232 Marietta
370 Peterson, A. C., Main st. Monongahela
1 Borland, Chas. D., box 176 "
2 Brittain, Jos. C., box 152 New Galilee
3 Wright, E. M. "
4 Tysen, Robt E. Pen Argyl
5 Easton, Henry R., 7 4th ave. Pittsburg
6 Croft, E. W., 2729 Penn ave. "
7 Keller, E. E., 224 Murtland ave. "
8 Reger, Geo. F., 374 Green st. Roxborough
9 Gerbig, T. A., 508 Wyoming ave. Scranton
380 Jones, Wm. R. box 155 Tamaqua
1 McKown, Chas. P. Tunkhannock
2 Killinger, Jno. Wayne
3 Kressley, Walter E., Weatherly
4 Jacobs, Otis L., 220 E. Phila. st. York
5 Herold, Robert, 932 N. 11th st. Philadelphia

Rhode Island — 24.

Powhattan B. C.

79,386 Popple, Arthur H., box 262 Newport

W. C. C.

7 Wilcox, W. W., 22 Margin st. Westerly

Unattached.

79,388 Kane, Henry B. Narragansett Pier
9 Griffith, Chas. T., 148 Thames st. Newport
390 Knowe, William, 12 Hall ave. "
1 Rodreck, George, 86 Pope st. "
2 Andrews, Harry G., 6 Fir st. "
3 Barker, Benj. B., 46 Gibbs st. "
4 Bailey, Percy L., 31 Bridge st. "
5 Barlow, William F., Jr., 2 Hannetts ct. "
6 Brandt, Emil, U. S. Training sta. "
7 Doucette, Luke, care Powhattan Cycle C. "
8 Fries, Frederick, 1 Wanton ave. "
9 Polleys, Chas. G., 152 Thames st. "
400 Power, John, 9 Howard st. "
1 Stanhope, Thos. S., Gen'l Del'v "
2 Tiff, John H., 67 Thames st. "
3 Brown, Abijah L., box.160 East Greenwich
4 Ames, Arthur Pascoag
5 Burton, Frank, 133 Reservoir ave. Providence
6 Mason, Wm. H., 370 Elmwood ave. "
7 Nutting, Wallace, 899 Broad st. "
8 Sharpe, Lucian, Jr., 56 Angel st. "
9 Smith, Chas. E., 75 Mawney st. "

South California — 3.

Roamers Club.

79,410 Force, Thos. F., 427 S Spring st. Los Angeles

Riverside W.

1 Cunningham, H. S., box 299 Riverside

Unattached.

2 Dawe, Henry Santa Barbara

Tennessee — 2.

Unattached.

79,413 Wills, Wayne, 1709 West End ave. Nashville
4 Edwards, D. A. Union City

Texas — 6.

Dallas C. C.

79,415 Keiper, George W., 363 N. Pearl st. Dallas

Unattached.

6 DeBorde, W. H., 343 Main st. Dallas
7 Hoskins, L. C., box 425 Gainesville
8 Hazleton, Chas. W., cr. Binkley Hotel Sherman
9 Porter, Zed R., Roberts H. & Taylor Co. "
420 Skeen, S. P., 1st National Bank Texarkana

Utah — 1.

Unattached.

79,421 Keely, A. C., 266 S. Main st. Salt Lake City

Vermont — 2.

Unattached.

79,422 Manley, John B. Dorset
3 Dunton, Sam W. "

Virginia — 1.

Charley Red Bear B. C.

79,424 Jeffery, Richard W., 303 W. Franklin st., Richmond

Wisconsin — 29.

Barron C. C.

79,425 Coe, Clarence C. Barron
6 Coe, Arthur E. "
7 Stebbins, Nelson "
8 Taylor, C. C. "

Beloit C. C.

79,429 Pollock, D. H., 308 Bridge st. Beloit
430 Jacobs, R. D. "

La Crosse Co. W. C.

1 Gross, H. E., 919 S. 16th st. La Crosse
2 Gross, Fred A. "
3 Keenan, C. G. "
4 Hulberg, Sam, 127 S. 4th st. "
5 McConnell, J. E., Bank Bl'dg "
6 Schendt, Lorenz, 827 S. 8th st. "

Unattached.

7 McGweran, Jas. W., Conw. Ry. Appleton
8 Marston, Charles L. "
9 James, Allan H., 580 Union st. "
440 Brehm, Albert M. Burlington
1 *Moore, Miss Edna E.* Chetek
2 Oliver T. C., Main st. Fort Howard
3 Hollman, Albert W., 309 N. Jeff st. Green Bay
4 Hollman, Fred H., Jr., 309 N. Jeff st. "
5 Wendell, A. A. Kewaskum
6 Decker, John W., Experiment sta. Madison
7 Bandtel, J. M., 1103 Cherry st. Milwaukee
8 Goebel, Robert P., 55 Oneida st. "
9 Siekert, F. J., 389 E. Water st. "
450 Smith, M. H., 389 E. Water st. "
1 Wieland, A. Edgar, 836 Astor st. "
2 Leschinger, E. E. Waterloo
3 Roach, W. R. "

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

New Jersey — 5.

Unattached.

79,454 Ward, M. L., 250 N. 6th st. Newark
5 Young, E. M., 209 N. 6th st. "
6 Becket, John, box 45 Paterson
7 Becket, David, Jr., box 45 "
8 Warner, Frank A., 135 Mercer st. Trenton

New York — 2.

Manhattan B. C.

79,459 Paisley, F. B., 397 6th ave. New York

Unattached.

460 Clerk, Wm. T., 32 W. 17th st. New York

LEAGUE CLUB RENEWALS.

174 Manhattan Bi. Club, New York, N. Y.
226 Fostoria Bi. Club, Fostoria, Ohio
181 Riverside Wheelmen, New York, N. Y.
349 Newburyport Bi. Club, Newburyport, Mass.
545 Powhattan Cycle Club, Newport, R. I.
534 Vesper Bi. Club, Lowell, Mass.
596 Lobdell Cycling Club, Marietta, Ohio
14 Cincinnati Bi. Club, Cincinnati, Ohio
211 Steubenville Cyclers, Steubenville, Ohio
123 Albany County Wheelmen, Albany, N. Y.
564 Lexington Minute Men Bi. Club, Lexington, Mass.
125 Central Cycling Club, Junction City, Kans.
250 Benton Harbor Wheelmen, Benton Harbor, Mich.
528 Cyclone Cycling Club, W. Bay City, Mich.
379 Belleville Wheelmen, Belleville, N. J.

NEW LEAGUE CLUBS.

610 Criterion Bi. Club, N. Y. City, N. Y.

QUERIES AND ANSWERS

EDITOR L. A. W. BULLETIN asks:

How long will it be before our entire space is taken up with new names?

ED. L. A. W. BULLETIN:—

Will you kindly give in the columns of the L. A. W. BULLETIN, the proper elevation for the outside of a track twenty-five feet wide on curves, with a radius of eighty-nine and one-half feet, which are approached by parallel tangents three hundred and seventy-eight feet long?

Perhaps you can suggest some better shape for a quarter-mile bicycle track, than the above. Either answer will be thankfully received.

Ans. Our track builder has just stepped out. Will some reader kindly send us the needed information?

STERLING ELLIOTT, ESQ., C. C. L. A. W., BOSTON:

Dear Sir.— It occurs to me that the L. A. W. might get a fine cycle path to West Boylston, the point at which the new supply of water for the proposed Metropolitan system is to be taken by the bill now before the Legislature. By making the top of the aqueduct into a path for bicycles, which could be done at comparatively small expense, we should have an ideal straightaway ride of some thirty to forty miles.

Can you not send up the suggestion.

Yours truly,

J. W. FISHER.

GOOD WOOD.

Nathan Allgood of Roswell has a clock which has been running and keeping correct time for one hundred and twenty years, and has never been out of repair but once. During the war a Yankee soldier broke a cog out of one of its wheels, which gave it a year's rest. Mr. Allgood had it repaired, and it is now doing full duty. The running gear is all of wood.— *Savannah News.*

Avon Inn At Beautiful AVON-BY-THE-SEA NEW JERSEY.

The most elegantly appointed hotel on the Jersey coast. Ten minutes ride from bicycle track at Asbury Park. Special rates to L. A. W. men and their friends during meet week, who wish to avoid the crowds. Good bicycle room.

FARINTOSH & AMER, Props.

A BORN ADVERTISER.

There was a boy who was sent out by his father to sell some potatoes. He carried the bag around all day without a sale, and, on reaching home at night, threw it down with the surly exclamation: "Nobody that I met asked me for potatoes. One fellow wanted to know what I had in the bag, and I told him it was none of his darned business."

There was, in the same town, a colored gentleman who went about bawling at the top of his voice: "Fish! Fish! Fish! Fresh fish!"

"Shut up that racket!" said an angry dame at a window.

"You heah me, missy?"

"Hear you! You can be heard a mile away."

"Dat's what I'se hollerin' for. Fish! Fish! Fish! Fresh fish!"

The colored gentleman was an advertiser and sold his goods.— *Hardware.*

WHO?

Surrounded by his happy family of nine girls and seven boys he waited in the parlor. A blue-eyed maid in nurse's cap entered.

"Well?" he said.

"A girl!" she replied in a low voice.

Rising, he turned the "Suffer Little Children" motto toward the wall, and went out into the night— *Town Topics.*

NO HEREAFTER.

In the S—— family dessert was sometimes jokingly called "the afterwards."

The kitchen-girl coming in at dinner with a message from the lazy cook lost the sentence by the way, and announced timidly, "Please, mum, there's no hereafter."

DRESS REFORM.

It is suggested that a good plan by which to gradually and effectually overcome the prejudice against short skirts would be to pass a law making it necessary for every lady to reduce the length of her dress one inch each year.

We would propose as an amendment: *Section 2.*— That any lady who had faithfully complied with the law for thirty years should be exempt from any further requirements under this statute.



FLY FISHING.

CORRESPONDENCE

SIDE PATH LAWS.

EDITOR L. A. W. BULLETIN:

Bills have been introduced in the legislature of this and, I am informed, of other States to prohibit side-path riding.

I write to suggest that concerted action on the part of the L. A. W., through its workers, *may* avert disaster to cycling interests and produce untold benefit to the cause of "good roads."

The thought is that a perfectly plain and transparent "rider" might be attached to all such bills, making the prohibitory clause inoperative where the "road-bed paralleling such paths are dangerous or unridable for wheelmen." With this proviso I think we might safely *work* as a body for such legislation.

Fraternally,

CHAS. T. HARVEY.

EDITOR L. A. W. BULLETIN:

Enclosed I send you copy of road law enacted last winter. While it is not all we want, it is a beginning, which I hope will lead to better laws later on.

I believe, considering our Minnesota soil, the use of wide tire wagons will do more for the betterment of our roads than anything else within our means, and by keeping before the public the benefits of wide tires, they can and will be brought into general use.

I advocate the use of wide tires and make use of articles in your paper, giving you due credit.

Our local wheelwrights and blacksmiths offer to put 3 inch felloes and tires on ordinary wagons for from $12.00 to $15.00. In this way a change can be effected with but little expense.

Respectfully,

G. A. KIRTSCH.

The Law.

An act to encourage the use of certain wagons, and to allow therefor a deduction of road tax.

Be it enacted by the Legislature of the State of Minnesota:

Sec. 1. That any person who shall continuously use in and about the transaction of his business any wagon or wagons, the tires on the wheels of which are not less than three inches in width, shall be entitled to a deduction from his annual road tax in the road district in which he resides to the sum of two (2) dollars for each and every such wagon used; provided that said deduction shall not exceed the amount of one-half of his road taxes.

Sec. 2. To entitle any person to a reduction of his road tax as provided in section one (1) of this act he shall, on or before the first day of April in each year, make an affidavit in writing before any officer authorized by law to administer oaths, stating that he has for the space of twelve (12) months next prior to the date of making such affidavit, continuously used on the public highways in and about the transaction of his business, a wagon or wagons owned by him, the tires on the wheels of which are not less than three (3) inches in width, and shall in due time deliver such affidavit to the overseer of roads of the proper road district, and shall at the same time pay to such overseer of roads the fee for filing such affidavit in the office of the town clerk of the town in which such road district is situate. The overseer of roads shall, on receiving said affidavit, and the fees for filing the same as aforesaid, deduct from the road tax of the person making such affidavit the sum of two (2) dollars for each and every such wagon as described in section one (1) of this act.

Sec. 3. The overseer of roads to whom such affidavit is delivered as aforesaid shall, in due time after receiving the same file such affidavit in the office of the town clerk of the town in which such road district is situated.

Sec. 4. This act shall take effect and be in force on and after the first day of January, 1896.

Approved March 15, 1895.

HARRISON'S LONG HEAD.

One of the most powerful organizations in the country is the League of American Wheelmen. They have done more in the interest of good roads than all the horsemen, farmers and "coaches" in the country put together, and there is no reason why they should not be an important factor in politics. No man appreciates this fact more than Mr. Harrison, but the only way to secure the backing of this great body of young and vigorous Americans was to become one of them. This he has done, and is said to be one of the most enthusiastic wheelmen in the State of Indiana. Outside of the organization there are thousands of young men, middle-aged men and even old men who ride a wheel, and who naturally have an admiration for a man of Mr. Harrison's dignity and position in life who would have the independence to take up such a pastime. For this reason Mr. Harrison counts on going into the convention next spring with the solid support of every delegate who comes from a cycling district, and if nominated expects to receive the vote of every wheelman in the United States.—*Minneapolis Journal.*

SUGGESTION FOR CLUBS.

The Metropolitan Wheelmen, of Boston, in doing their part toward entertaining at the spring meet of the Massachusetts division L. A. W., did the League a good turn at the same time.

Instead of inviting some organized club to be their guests on that day, as is the usual custom, they issued a ticket to each of their 53 members which ticket was given by each member to some "unattached" rider who was thus entitled to take dinner with the club at their new club house, where the advantage of League membership was expounded, and club membership talked up.

It was a case of "'Walk into my parlor' said the spider to the fly," without the *disastrous* result of the fly-spider poem. It was a good idea — and it worked — try it.

Little drops of water
Falling with a thud,
Though they hadn't oughter,
Manufacture mud.

— *Canadian Cycling.*

SEE THE EVIDENCE!

EVERY "Standard" Cyclometer carries with it the MOST LIBERAL and UNQUALIFIED guarantee ever placed on any article of merchandise.

BOSTON, MASS., May 20th, 1895.
Gentlemen: I beg to acknowledge receipt of the new Standard Cyclometer in exchange for the one damaged and returned to you. Please accept my thanks. If you desire to refer to me, both for the correctness of your cyclometer, as well as the readiness with which you make good your promises, I am at your service,
Yours truly,
LOUIS H. SCHNEIDER.

AURORA, ILL., May 10th, 1895.
N. Y. Standard Watch Co.,
Gentlemen: I beg to thank you for your liberality and promptness. The "Standard" seems to be the cyclometer for which the cyclists have longed. Even in this city a wheel looks incomplete without one.
Yours respectfully,
FRED. HARTZELL, 29 West Ave.



ÆTNA INSURANCE COMPANY OF HARTFORD.
HARTFORD, April 29th, 1895.
The New York Standard Watch Co.,
Dear Sirs: The cyclometer reached me in good order this morning, and your generosity and promptness is fully appreciated by me. I shall never lose an opportunity to put in a good word for you amongst my cycling friends.
Yours truly, JOS. W. RUSSELL.

NEWARK, N. J., May 3d, 1895.
New York Standard Watch Co.,
11 John Street, N. Y. City.
Gentlemen: I owe you cordial thanks for your kindness in sending me a new cyclometer for the old one which had been injured, and for your promptness in attending to the matter.
This proof of the character of your guaranty is very gratifying to me, and I will endeavor to compensate by recommending so good an article wherever I have an opportunity.
Yours very truly, W. W. WINNER.

We now furnish cyclometers with the L. A. W. Emblem on the dials.

THE NEW YORK STANDARD WATCH CO.,

11 John Street, New York.
103 State Street, Chicago.

Pacific Coast Agents: POPE MANUFACTURING COMPANY, 344 Post St., San Francisco.
OVERMAN WHEEL COMPANY, Larkin and McAllister Sts., San Francisco.

HIGH GRADE STEAL

The Clinching Proof.

The Test of Popularity.



The UNION CRACKAJACK.

Last week some evil-minded burglars made a descent on Boston's Bicycle Row and selected

UNION BICYCLES

As their mounts from amongst the large assortment of high grade machines within easy reach in the various stores.

While we commend their sound judgment in selecting the UNION, we do not favor their business methods and trust they will transfer their patronage elsewhere. We shall continue to give our REGULAR CUSTOMERS the best attention our stock will allow of as heretofore, and they may rely on UNION workmanship being perpetually UP TO DATE.

UNION CYCLE MFG. CO.,

Branches: Philadelphia, Milwaukee.

239-243 Columbus Ave., Boston, Mass.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

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Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

JUNE 14, 1895.

Total number printed this week, . . . 27,000
Sent to paid subscribers, ... 26,225
Samples to Advertisers, Exchanges, etc., 775

HARD TIMES.

The Cause and Remedy.

THE causes underlying the numerous industrial depressions known to history, have occupied the attention of the most learned of earth's philosophers for hundreds of years, and still with unerring regularity the cry of hard times is heard, and once in about so often the country is on the verge of eternal ruin. Each time the clouds seem just as black as they did before, and each time the gaunt visage of famine peers persistently in at the windows of the laborer, while his starving wife and little ones become subjects for the pencil of the artist and the mouth of the demagogue.

The generally accepted belief that all effects must have a cause, together with the fact that the ninety and nine refuse to do any thinking for themselves, will account for many of the political "revolutions" for which our form of government is noted.

In order to understand the general depression let us look at a special line, and the same system of reasoning will fit every other case.

The United States contain between sixty and seventy millions of people. Most of these people have each two feet upon which they do a certain amount of walking, running, dancing, etc. The poor quality of the roads as well as the severity of the winter weather makes it necessary for each person to have at least one pair of shoes, so that there must be, say sixty million pairs of shoes in daily use. The average amount of wear on these shoes is about the same at all times and under all circumstances.

The making and keeping in repair of this vast number of shoes furnishes work for many people, beside those who tan the leather, raise the cattle on which the leather grows, make the pegs and thread as well as the machinery and tools used in all these branches, mining and smelting the iron used in making the machinery, etc., etc.

If an intelligent person from some other planet were to come upon this earth and be informed of the above facts together with another fact, viz., that the number of wearers of shoes is constantly increasing, and then we should ask this disinterested visitor what he thought would be the outlook for all these people who were employed directly and indirectly in the manufacture of shoes, would he not be compelled to say that all those now employed would be needed constantly and that additional shoemakers would certainly be wanted to supply footwear to the new population which is daily being added by birth and importation.

But what are the facts?

The population continues to increase and to wear out shoes. The aggregate wear of shoe leather per day in the United States is probably even more during "hard times" than when prosperity is the rule.

And yet we hear of stagnation, strikes, lockouts and all sorts of evil results because the boot and shoe business is dull or "dead," etc., etc.

Just as many people, more in fact. Everybody wearing shoes just the same, but the shoe business is *dead*.

Of course the above has no reference to the present time or to any particular line, but is applicable to hard times in general.

The salvation of our souls may be important, but this question of what makes hard times once every few years is of even greater consequence, since a proper solution of it would go far toward settling the *post mortem* question which may interest us later.

CLIPPERS CHALLENGE COMPARISON

Makers of

Business Bicycles

Grand Rapids Cycle Co.
Mich.

LOCAL RIDERS WIN PRIZES
On The Sterling
Built Like a Watch.

Because it is light, fast, and easy-running.

In Michigan the other day, the following wins were made on Sterlings:—First place in Grand Rapids road race; first half-mile, first and second quarter-mile, first half-mile open, second two-mile H. C. at Port Huron; first, second and third place and first time in Bay City road race. 5 firsts, 3 seconds, 2 thirds on track.

Ride a Sterling because it is fast.

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PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
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Careful wheelmen are never on the road without Redding's Russia Salve. It is the best thing extant for bruises, sprains and cuts. All druggists recommend it and sell it for 25 cents.

You carry about you a watch, a knife, matches, and various other handy things. Do you carry Redding's Russia Salve? Better leave all the rest at home, rather than not carry Russia Salve. Quick relief from pain and danger in many kinds of accidents—cuts, burns, bruises, sprains, punctures, etc. Your druggist will sell you a box of it, today, for only 25 cents.



HEATH PUMPS.
Have you ever used one with a
UNIVERSAL COUPLING
Like this. Fits any valve. Always ready. Lasts a lifetime. It is much the best. Our guarantee: All broken or defective parts returned to us will be replaced free of charge.
Jobbers find them well known and quick sellers.

30,000 now in use and still growing.

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ELASTIC TIP CO., BOSTON. Minneapolis, Minn.

ROAD MAPS

Of Maine, New Hampshire, Massachusetts, R. I. and Conn. These maps are handsomely colored and show all the roads and points of interest; for sale by the dealers, or sent by mail by the publishers; price 25 and 50 cents; send for catalogue. GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.

SOCIABLE WANTED.

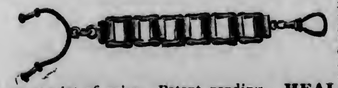
Either new or second-hand. Must be in good order and up to date.

A three-wheeled tandem might be considered if the quality and price were right.

Pneumatic tires preferred.

Address: SOCIABLE,
Care BULLETIN Office,
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ZIMMERN BICYCLE FOB CHAIN FOR YOUR WATCH



Light, Strong and Durable. Fine rolled gold plate 14 kt., 5 inches long. $1.00 each, cheaper grades 50c. each. The above sent postpaid on receipt of price. Patent pending. HEALY & CO., 1097 North Main Street, Providence, R. I.

People certainly don't save their soles any while tramping from place to place in search of employment.

If shoes are constantly being worn out, why should not shoes be constantly made? This question applies to everything else as well as shoes.

As we have taken the shoe industry to illustrate one part of it let us take an individual carpenter to show what caused the depression.

He has been steadily employed for some time, he has paid his debts, he has a little money in his pocket, when his shoes became worn and didn't look just right he threw them in the ash barrel and bought a new pair. He advised the same course for his wife and children.

It was this multiplied by millions which made a big boom in the shoe business.

One night in the village where the carpenter lived there was held a political meeting at which a number of one-sided men talked to the carpenter and all the rest about the awful consequences which were sure to follow the election of a certain man or party. This talk makes a deep impression on the carpenter because the speaker belongs to the same party he votes with.

Next week an equally one-sided man of the opposite party comes to town and talks to whoever will listen, but the carpenter doesn't care to waste his time attending the meeting for the same reason that he won't read the opposition papers.

He is already satisfied that the country is going to destruction if the other party is elected. He got this information from what seemed to be a reliable source and he is willing to bank on it.

Next comes the election of the dreaded party and the carpenter with millions of others at once prepares for the worst. Instead of buying new shoes he has the old ones patched or wears them with holes, and this multiplied by millions makes hard times with the shoemakers.

The shoemaker being out of work does not buy a new hat and this multiplied by millions makes hard times with the hat industry. When the hatter can't sell hats he won't buy clothes, and when the clothier's business is dull the weaver, the spinner and the men who make their machinery are, of course, disconsolate and cannot be expected to spend money which they have not, and this multiplied by millions makes the hardest kind of "hard times."

Just as many people.

Just as many wants.

Just as much reason why everybody should be busy.

But no! it is "hard times."

The reason? Well, that is easy.

A lack of education on the part of everybody.

A lack of honesty on the part of a few demagogues, and a lack of faith in each other.

Should a man live beyond his means?

Yes, sometimes; but when the old shoes are worth fixing, they should not be thrown away. I have known workingmen to live on food which they had no business to buy, just because they were for the time profitably employed, and at once, on being thrown out of work, come down to a painful degree of economy.

There has seldom been any sufficient reason for hard times.

The only source of prosperity for anybody is the fact that everybody has wants to be supplied.

As these wants always exist, the real conditions for prosperity always exist.

If all men were philosophers and would act in harmony there could be no hard times.

The one greatest cause of industrial depression is intense partisanism.

The man who believes that all the good is in his party is a dangerous element and when he talks or writes he is too apt to say things which cause alarm among the unthinking.

If he shouts calamity because he believes it, he should be reasoned with.

If he does it to further his personal ends he should be shot.

THE SUNDAY SERMON.

Ye preachers who for cyclers fear,
Because from church they stray
To ride through grove and glen, should hear
What Wordsworth has to say:—
"One impulse from a vernal wood
May teach you more of man,
Of moral evil and of good,
Than all the sages can."

QUESTIONS BY A BEGINNER.

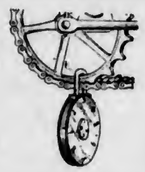
How many fishes are there in the seas?
How many sands on the shore?
How many leaves have there been on the trees?
How many grasses have waved on the leas,
How many stars have shone o'er?
When you have answered these questions of mine
Then you may further provide
Some wonderful method with which to divine
Into how many angles a wheel will incline
When a fellow's just learning to ride.

A marvel of artistic design and substantial construction. . . . . —•—



The New
TOURIST CYCLOMETER.
Send for Circular.
W. S. BIGBY,
31 and 33 Fulton St., Brooklyn, N. Y.

BICYCLE COMBINATION LOCK.



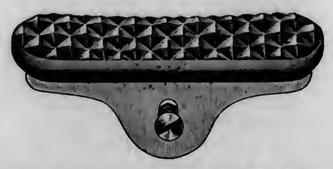
Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.
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Agents wanted. *Malden, Mass.*

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.



The Lightest and Best Bicycle Clock Made.
Sent by mail on receipt of price. $2.25.
Speed calculator included.
Levy Cycle Clock Co.,
1817 Ridge Avenue,
Philadelphia, Pa.

STOP PUNCTURES We don't KEEP 'em We SELL 'em.
Werneth's Puncture-Proof Tire Armors.
Price, $1.50 per Pair, mailed free.
806 Druid Hill Ave., BALTIMORE, MD.



REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.
THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

DIXON'S 679 CYCLE LUBRICANT
Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced. Mention THE L. A. W. BULLETIN.
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STOLEN. New Columbia bicycle, model 40, No. 1064, new Dunlop tires, black tip of left handle broken off. Reward of $10.00 for its recovery. ALBERT BAUM, 620 Chestnut st., St. Louis, Mo.

Avon Inn At Beautiful AVON-BY-THE-SEA NEW JERSEY.
The most elegantly appointed hotel on the Jersey coast. Ten minutes ride from bicycle track at Asbury Park. Special rates to L. A. W. men and their friends during meet week, who wish to avoid the crowds. Good bicycle room.
FARINTOSH & AMER, Props.

FITS IN FRAME OF BICYCLE
TOURING BAGS.
THE BEST THING MADE.
Price, $2, $2.50, $3. Light and Strong.
Bicycle Shoes.
12 Styles from $1.50 to $3.50. 10 per cent. discount to L. A. W. members.
DETACHABLE CLEAT CO., 302 Washington St., Boston.

Thieves Are Riding Better Every Day!

PUT A TAG ON YOUR BIKE.

IF your wheel is stolen and is registered with us, we find it for you, give the thief what he deserves, and furnish you with a wheel, conforming in make and quality to the one stolen, to ride until yours is recovered, for $2.00 per year.

The WHEELMEN'S PROTECTIVE CO.,
Havemeyer Bldg., . . . NEW YORK.

Send for a list of those who are glad they know us.

Patronize the Pioneer Protectors.

THE BICYCLE AS A REFORMER.

"Where are you going, my pretty maid?" This question, addressed to the up-to-date, bicycle-riding young lady seems to be one of importance just now.

To be sure it really doesn't matter much where this one individual young lady is going, on her wheel. It may be that she's going to the park on pleasure bent, or to the store for a dozen hairpins, or to call on a sick friend at the other end of town, or to get a doily pattern of somebody, or a recipe for removing tan and freckles. Let that be as it may. What the interested public wishes to know is, where are all the women on wheels going?

Is there a grand rendezvous somewhere toward which they are all headed and where they will sometime hold a meet that will cause this wobbly old world to wake up and readjust itself?

What's the terminal station of the route they are following; where's the final home base?

As was to have been expected, various persons are endeavoring to indicate the destination of the woman on the wheel. Some people of supposedly good standing say she is riding to her earthly disgrace and eternal destruction. Others say her chances of final salvation depend on the sort of a costume she wears, and whether or not she rides on Sunday.

The dress reformers are positive she is slipping into an era of freedom from the bondage of garments that have so long shackled and tortured her.

The doctors all agree she is gliding along toward better health of mind and body, and hence to greater happiness. And now comes Elizabeth Cady Stanton, who declares that "women are riding to the suffrage on the bicycle."

This is important, indeed, if true; and why shouldn't it be true.

Who is so well informed on this subject as is Mrs. Stanton? She says she sees in the bicycle the promise of the emancipation for which she has labored half a century.

So, after all, the inventor is the real reformer. No one can deny that the locomotive is the great centre rush of civilization. The invention of the typewriter gave woman a new place in the world of commerce. The bicycle promises to put her at the very front of the political procession and to give her an advanced standing in all the other fields of thought and endeavor.

St. Paul was all right in his time, no doubt, but if he were on earth to-day, with his old-fashioned, slow-going notions of the gentle sex, some new woman, mounted on her steed of steel, would run over him the first time he dared to wander outside of his own gate.

The bicycle is a pretty big thing. And the end is not yet.

ELECTRICITY VS. STEAM.

"Will electricity supersede steam as a motive power" is often discussed in the newspaper press. In view of this very common expression it is of interest to note that outside of the electricity which comes from the chemical decomposition of zinc as in batteries, there is no such thing as "electric power." It would be equally proper to say that a wagon is hauled by the power of the whiffletree. Electricity as commonly used in moving machinery is only a means of transmitting steam power.

THE LORD'S PRAYER.

THE following is told of Mr. Booth, the American tragedian: Booth and several friends had been invited to dine with an old gentleman in Baltimore, of distinguished kindness, urbanity and piety. The host, though disapproving of theatres and theatre going, had heard so much of Booth's remarkable powers that curiosity to see the man had, in this instance, overcome all his scruples. After dinner was over, lamps lighted, and the company reseated in the drawing room, someone requested Booth as a particular favor, and one which all present would, doubtless, appreciate, *to read aloud the "Lord's Prayer"* Booth expressed his ready willingness to afford them this gratification, all eyes were turned expectantly upon him. Booth rose slowly and reverently from his chair. It was wonderful to watch the play of emotion that convulsed his countenance. He became deathly pale, and his eyes, turned tremblingly upwards, were wet with tears. As yet he had not spoken. The silence could be felt. It became absolutely painful, until at last the spell was broken as if by an electric shock, as the rich-toned voice from white lips, syllabled forth, "Our Father who art in heaven," etc., with a pathos and fervid solemnity that thrilled all hearts. He finished. The silence continued. Not a voice was heard nor a muscle moved in his astonished audience, until from the corner of the room a subdued sob was heard, and the old gentleman (their host) stepped forth with streaming eyes and tottering frame, and seizing Booth by the hand,—"Sir," said he, in broken accents, "You have afforded me a pleasure for which my whole future life will feel grateful. I am an old man, and every day from boyhood to the present time, I thought I had repeated the Lord's Prayer; but I never heard it before—never!"—*Ex.*

HOW TO PUMP A PNEUMATIC.

THE writer once followed a lengthy discussion in an agricultural paper as to what was the best time to water a horse. When the evidence was all in it was decided that the best time to water a horse was when he was thirsty.

No instructions as to the proper air pressure for a pneumatic can be given, which would hold good for all cases. Much has been said and done in the line of pressure gauges, but for the everyday rider who keeps a bicycle to use, the pressure gauge is not by any means indispensable; in fact, it would be necessary to find out the proper pressure by another means before the scientific instrument would be of *any* use.

Generally speaking, a small tire requires more pressure than a large one, if it is to carry the same weight; and a given tire requires more pressure in proportion as the rider is heavy.

A tire should always contain enough air to keep its rim from the ground. If, in riding, you feel the slightest jar as your wheel runs over ordinary obstacles, it is because there is not sufficient air pressure.

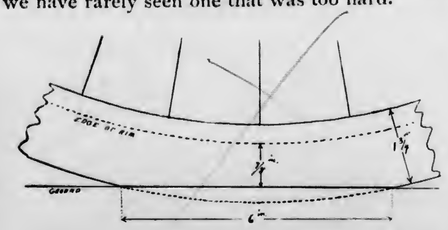
There is no danger of bursting a tire, as many riders seem to fear, when the small hand pump is used, and even with the best foot pump, only the very weakest tires could be burst, while any good road tire will hold more than double the pressure which you could get into it with a foot pump.

Don't let the air out of a tire when not in use, "to save it." It is much better off, when standing, to be well inflated.

In considering the comfort of both the rider and the tire it is important that enough pressure be maintained to prevent the outer and inner parts of the air tube from coming in contact.

As this depends upon the diameter of tire and weight of rider, each one must settle it for himself; no rule embodying pounds per square inch would be of general use.

An extensive observation has found a great many tires which were very much too soft, while we have rarely seen one that was too hard.



The above sketch shows a very safe rule which may be observed, when a rider is in doubt as to the air pressure used. This is applicable to a 28-inch wheel and a $1\frac{3}{4}$-inch tire.

When the rider is sitting still upon the saddle and the wheels are resting on a smooth surface, the floor should be touched by the tire for a distance of about six inches; this will bring the edge of the rim within seven-eighths of an inch of the ground, allowing for the thickness of tire. This will leave nearly three-fourths of an inch for the extra compression caused by striking stones or other narrow obstacles.

A MODERN TENDENCY.

J. C. LINCOLN.



Ere I became a benedict,
My youthful wisdom airing,
I discoursed long and often
On woman's place and bearing.
'Twas man's prerogative to rule,
I claimed, and vowed, most stoutly,
That when I married, I'd be "boss,"
And meant it, too, devoutly.
"My friend," said Tom: "A married man
Experience always teaches.
I'll wager when you're married
That your wife will wear the breeches."

I took that bet; I'm married now.
And fast my cash I'm spending,
On dainty bonnets, pretty gloves,
And dresses never ending.
Last week I bought my wife a wheel;
She teased me for it sweetly,
And vowed if she had only that,
She'd happy be, completely.
"Now, come and see my costume, dear,"
My pretty wife beseeches.
I've seen it; and I've lost my bet.
By Jove! she wears the breeches.

HOW TO ESTIMATE YOUR SPEED.

EDITOR L. A. W. BULLETIN:

There is a very simple way to tell the speed at which one is riding. Observe the number of entire revolutions the crank shaft makes in ten seconds. This with 28-inch wheels will give the number of miles per hour, directly for a 56-gear.

For any other gear use a different length of time, as follows:

Use 11	seconds	for a	61.6	gear.
$11\frac{1}{2}$	"	"	64.4	"
12	"	"	67.2	"
$12\frac{1}{2}$	"	"	70.	"
13	"	"	72.8	"
14	"	"	78.4	"
15	"	"	84.	"

The time for the 56 and 70-gears can be easily fixed in mind, and that for the others approximated.

Of course by extending the time of observation to a minute or more, one will get better results.

L. A. W., 73,950.

STATE UNIVERSITY, MINNEAPOLIS, MINN.



THE OLD L. A. W. BADGE.

The above shows the first badge ever adopted by the League. The central portion which so much resembles a ham, and which was referred to by the irreverent as the "sugar-cured emblem" was intended as a relief map of the United States.

You will observe in the centre what appears like a system of arteries as they are pictured in medical journals; this is supposed to represent the Mississippi river and its immediate connections, "the great lakes" or at least a part of them are shown, and the rocky mountains were not forgotten; in fact the rocky parts of it seem to have received the most attention.

The outer ring, enclosing a series of pigeon holes was supposed to be the griddle upon which the "ham" was being broiled, as that would be emblematic of the manner in which the United States has been "roasted" to the tune of many millions really through the curse of bad roads. We are informed, however, that the builder of this badge builded better than he knew, and that the rim and spokes of a wheel was what he intended it for.

The bar by which it was pinned to the member, bears a fairly good resemblance to the handle bar of those days and was provided at its middle with a flat panel in which was stamped the number of its wearer.



IKE'S INVENTION.

BY L. H. BENTON.

IKEY CRANE was an inventive genius. There was no getting out of that. His ambition was to perfect a great invention, and thereby attain fame and fortune. Ikey's ambitions were noble ones, but alas! the results were inclined to be ignoble.

Isaac's latest idea was to invent a bicycle which would put the mile record alongside that of the locomotive at least. Surely he could construct a bicycle on which a good rider could cover a mile in thirty-two seconds!

Visions of a second Zimmerman danced before his eyes.

Ikey had been inspecting a tandem bicycle which had come to town for a short time, and the arrangement of the gears interested him greatly. A great idea came to Isaac's active brain. Surely that arrangement of gears could be modified in certain ways so that a wonderful speed might be attained. Anyway he resolved to try — and try he did.

Master Crane went home, and as soon as possible began work on the invention which was to revolutionize bicycle racing.

Having hastily eaten his supper, he repaired to his room and locked himself in. No one must disturb him now; not until his idea was put on paper.

In half an hour Ike had his drawing completed. The annexed cut is a faithful reproduction of it.

There was no one represented as riding the machine, yet the wheels were apparently going around at about the rate of forty miles an hour, and were casting uncertain shadows with surprising distinctness.

However, his *idea* was there.

The next thing to do was to procure some old wreck for working material. This he did in the course of a few days.

In just one week the great invention was ready for the grand trial.

Ikey had endeavored to keep his movements secret, but somehow it leaked out, and even the time at which the trial was to take place appeared to be known.

Much to the inventor's disgust a large crowd had assembled to see the fun.

Though his thoughts were of success and glory, there came to him the forboding thought, "What if it shouldn't work?"

It *must* work; it would never do to fail now, and before the assembled villagers.

With mingled pride and trepidation, Isaac trundled the sixty-pound invention out into the road and mounted it.

Now Ikey had forgotten that there was such a thing as friction, and had arranged a 56–gear to work in conjunction with another 56–gear, thus giving him a 112–gear.

The steepest hill in that part of the State was on that very road, about half a mile ahead of where Ikey was making the grand trial.

Isaac mounted that sixty pounds of iron and started.

Considerable "pumping" was necessary to "get the thing agoin' in good shape."

However, after doing the hardest three minutes' work he had ever done, Ikey got an eight-mile

clip on and arrived at the first incline of Sky Hill, and he started to climb. He *started*, and that was all, for inside of ten rods he came to a dead standstill. Sweat was dripping from his hair, and running down behind his ears and down his neck.

He *would* get some speed out of it anyhow; so with determined mien he dragged the machine up the hill, stopping to rest now and then.

At length he reached the top.

Aiming the Streak of Lightning down hill, he mounted, and with a terrific push off, started.

The hill was long and steep. (Kindly keep this important fact in mind, dear reader).

Ike had been a little careless in regard to the strength of several parts, and just as the Streak had attained a terrific headway, the axle of the double-rear sprockets snapped off flush with the frame.

The rear chain disengaged itself and dropped by the wayside, which seemed to be rushing past at an awful rate! (His chains were *outside* of the frame.) The fore-chain flew up and gave Ikey such a blow on the calf of his right leg that it made him wince. All poor Ikey could do was to rest his feet on the coasters and "let her go," *which she did!*

All this happened in less time than it takes to record it, and the railroad locomotive record was in a fair way of getting irreparably smashed — and so were Ikey and his "invention"!

At the foot of the hill was one of those combinations known as a "four-corners." As luck, or rather ill-luck, would have it, Jedediah Slocum was about to cross Ike's path with a load of kindling-wood just as the latter individual came flying along. (The reader will please note that Isaac Crane was *travelling* just about this time, and on a wheel unhampered by chains.)

Jedediah took in the situation at a glance and had had just time enough to make a half turn, when the hapless Isaac struck the wagon on the starboard quarter and without further hesitation emigrated into the load of wood with excessive celerity.

The "invention" which was to revolutionize bicycle racing was a wreck — and so was Ikey. That unfortunate individual seemed to be the only thing which had been "revolutionized"!

It was just six weeks before Ikey appeared on the street again, and then one ear was furled and one eye closed for repairs!

The family physician seemed to be the only contented person concerned, as he smiled audibly over the bill he was making out for services rendered in digging the kindling-wood out of Isaac's epidermis.

"ZIMMERMAN

Abroad and Points on Training" for sale by all news dealers, or send fifty cents to J. M. Erwin, room 906, 218 La Salle street, Chicago.

Highest Grade. Highest Price.



Record pedals are like the quality of mercy, they are twice blessed, blessing the man that sells and he that rides.

They become the high grade cycle better than the monarch does his crown.

Record Pedal Mfg. Co.,

243 Columbus Avenue,

Arthur Sidwell, Manager. BOSTON, MASS.

STOLEN. From Masonic hall, Newport, R. I., Monday, May 27, Red Tourist, No. 5721, 26 inch frame, Hunt saddle, drop handle bar. Reward for information leading to arrest and conviction of the thief. TOM ROE, Newport, R. I.

WOULD YOU TOUR IN EUROPE?

Wheeling tour in England. Companion wanted. Five weeks' trip. Leave New York June 26th. Address at once HUNT, P. O. Box 630, New York City.

ANNUAL RACE MEET ARROW CYCLE CLUB L. A. W.

Du Bois, Pa., July 4 and 5.

$800.00 IN PRIZES.

Finest half-mile track in the state. Entries close June 28, 1895.

F. I. SCHWAN, *Secretary.*

SOLID GOLD Hard Enameled, L. A. W. VEST PINS, Ruby Center, $2.00 each, in Rolled Gold $1.00 each. Sent by mail on receipt of price. Fine Gold Bicycle Medals, Silver and Gilded Cap Pins, Lapel Buttons, etc., made by **JOHN FRICK** Jeweler and Medallist, 8 Liberty Place, (opposite 21 Maiden Lane), New York City.

THE SALOON AND THE BICYCLE.

It had seemed that there were enough reasons for the ever increasing popularity of the bicycle, but the *Buffalo Courier* has discovered another, and one which certainly looks reasonable, and which ought, if possible, to add to the glory of the "silent steed."

It is commonly supposed that one of the chief grievances saloon-keepers have is the existence of so many clubs, which of necessity are injurious to their business. This is not the case. The bicycle is coming in for a heavier dose of their execration. They say the craze for owning one of these implements is far more damaging to their interests than all the saloons ever heard of, particularly during the warm season, or when it ought to be warm. One by one their patrons become affected with the mania, and it cannot be resisted, usually resulting in the victim's getting into debt, and between settling this and racing around the country they seldom visit their wonted haunts, the proprietors of which suffer correspondingly. From the standpoint of a moralist the bicycle would be praised for effecting this change, but you do not want to say much in its favor in the presence of the average saloon-keeper.



Territorial St., looking West.

SIDE PATHS FOR BICYCLES.

How it is Done in Benton Harbor, Mich.

H. R. HUNTINGTON.

OUR scheme is unique, in that we applied to the city council and obtained their permission to occupy a portion of the street, before any move was made. We then raised, among the wheelmen, a fund of $150 and went to work. The city surveyor established the grade, and set stakes so that our "path" is eight inches above the street grade at all points.

The manner of construction was as follows:

Three feet of the street and equal amount of the tree lawn, between sidewalk and street was plowed to a depth of ten inches, the dirt was thrown up in a bank and a curb of ten-inch plank fastened to four by four oak posts driven three feet into the ground; the earth was then levelled back, wet down thoroughly and rolled, until the surface was four inches below top of curb. This space was then filled with cinders and refuse lime from the gas works, which was wet down and rolled, until we have a surface almost equal to asphalt and far ahead of macadam at its best.



Territorial St., looking East.

The length of path is nearly one-half mile, the width six feet and the cost complete was $132.

The streets on which path is built are very sandy and almost utterly impassable for a wheel, and as there is a good deal of pedestrian travel along those streets it was necessary for us to devise some way to make it passable, without encroaching on sidewalks.

The "city fathers" now seem inclined to help us out by building similar paths on one or two streets that are in a bad condition for wheel travel.

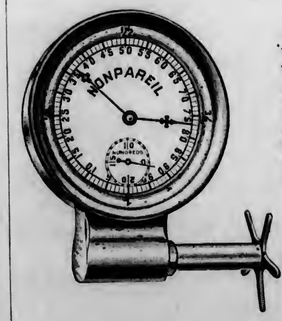
Yours fraternally,

H. R. HUNTINGTON.

SOLOMON ANTICIPATED IT.

"The race is not to the swift,
Nor the battle to the strong,"
The scriptures say, and it's true to-day,
We find as we drift along.
For "they say" at the big road races
The prize doesn't always go
To the best men but to the ones who cut
The courses a mile or so.

Oil, box 27, Lititz, Pa.



Requires no BOOK-KEEPER.

Two hands, each independent of the other; one for season work, the other can be set back at will for trip work. Registers from $\frac{1}{10}$ to 2000 miles; weight, 3 oz.

Send for circular.

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Any of above books sent on receipt of price.

WM. FREEMAN, 67 W. 63d Street, New York.

VACATION TIME.

Now tired, business-weary men
Their play-times are beginning;
We've reached the summer season when
The outing has its inning.

A TALKING HORSE.

Don't check my head too high.

Don't cut off my tail and then expect me to stand easy without a fly net.

Don't clip the hair off my ankles and legs.

Don't burn my feet when I am shod.

Don't yank the bit in my mouth.

Don't say back when you mean stand still.

Don't expect me to eat when I have a bad tooth.

Don't hitch me out in the cold with the wind blowing hard.

Don't leave a shoe on me more than four weeks.

Don't trot me down hill.

Don't be afraid to water me when I am warm. Do you ever drink when you are warm?

Don't whip me if I am afraid.—*American Cultivator.*

THE PEOPLE'S PRAYER.

Oh, women! bent on being "scorchers,"
We've this request to make of you,
Don't "stoop to conquer"—spare the tortures!—
The way your horrid brothers do.

PROCRASTINATION.

There is a story to the effect that an old gentleman said there were three things that always puzzled him to account for. The first was, why should boys knock apples from the trees? If they only waited they would fall off of their own accord. The second was, why should men go to war to kill each other? If they only waited they would die of their own accord. The third, why should the men go to see the women? If they only waited the women would come to see them. —*National Stockman.*

The L. A. W. is growing.



A CALIFORNIA ROAD
That Needs No Sprinkling.

Bicyclers are likely to get cut, scraped, sprained, bruised, or some way hurt. No matter which, an application of Redding's Russia Salve will take away the smart and pain, and cure the trouble in a hurry. Thousands of wheelmen never go on the road without it. Why should you? 25 cents buys it of any druggist. Handy box for your pocket



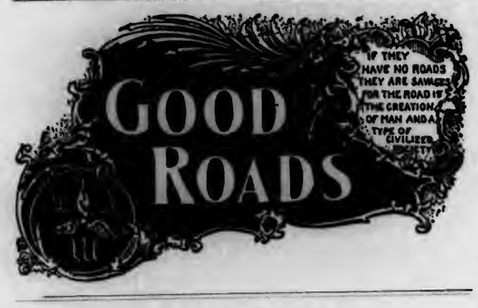
IMPROVED SHOES
$2.00.
Best Kangaroo Calf.
Orders filled to any part of the United States on receipt of price.
HUB SHOE CO.,
95 Bedford St., BOSTON, MASS.

WEST POINT RIDERS, LOOK OUT!

We learn through Mr. Altshimer of Highland Falls, N. Y., that the authorities at West Point have an unpleasant habit of putting chains across *certain* streets at *certain* hours of the day, which tends to cause quite a falling off of riders in that vicinity.

HORSE SENSE.

Doctor P. was riding in the suburbs of Buffalo with his small boy, and stopped at a tavern to water his horse. The child watched the operation intently, and evidently thinking it clumsily managed, piped out: "Papa, why doesn't the horse take the pail up with his feet and drink?" "Why, he isn't made that way." "Why not?" "Well, God didn't see fit to make him so." "Why didn't God make him so?" "Ah! that beats me. How should I know?" The infant's respect for his father clearly suffered. "H'm!" he said, after a moment's hesitation: "I'll ask grandma. She knows God."—*Buffalo Commercial.*



ROADS IN CANADA.

Our Canadian neighbors are waking up to the importance of road improvement.

The Ontario Department of Agriculture has just issued a special bulletin containing so much good information which is just as applicable here as in Canada, that we reproduce it entire.

It was prepared by the Ontario good roads association.

Bulletin (Special).—Road-Making.

REQUISITES FOR PERMANENCY. In order to make and maintain a permanent roadway, two rules must be followed:

1. Take the water out.
2. Keep the water out.

UNDERDRAINING. Where a road is to be constructed on a wet and retentive soil, a perfect system of underdraining must be provided. This is best done by cutting ditches diagonally across the roadbed with discharge into side ditches. These diagonal ditches should have a good fall and good outlet and should be from eighteen inches to two feet deep and about one foot wide at the bottom, with a slight slope outward. In these should be laid coarse, broken stone, broken bricks or other material suitable to form a drain, filling them up to the level of the sub-grade.

SURFACE DRAINING. Open ditches should be cut on each side of the roadbed at a distance of about twelve feet from the outsides of the metalling. They should be deep enough to drain the foundation; at least eighteen inches below the sub-grade.

TILE PREFERABLE. Where tile is cheap and a good outlet obtainable, tile side drains are preferable to open ditches. Shallow gutters should be made over the tiles to catch the surface water and conduct it to catch-basins placed at convenient distances apart. The catch-basins should be made of durable materials of sufficient size to be freely cleaned and should be covered with iron gratings. The basins should extend at least two feet below the bottom of the tile to provide space for the deposit and they should be cleaned at least twice a year.

THE ROADSIDES. The strips of ground between the metalled road and the open ditch should be properly graded to conform with the crown and grade of the metalling and should be seeded and kept in sod. This will always be pleasing to the eye, is cheap and very largely useful in preventing the carrying of mud on to the metalling. Moreover, the uniformity of the grade facilitates the passing of meeting teams.

LOCATION OF SUB-DRAINS. In a soil that is gravelly and pervious to water, the open ditches on each side of the road, even of a 66-feet wide road, are sufficient for draining the roadbed. If there be any springs under the road, a sub-drain, leading directly to the side ditch will be required. Should the road be on a side hill a deep, open ditch on its upper side, to arrest the flow from the adjacent land, may be sufficient, the water being at intervals conducted across and under the road by an ordinary stone culvert.

OUTLETS. Mistakes are often made by giving insufficient outfalls to the drains. Under the ditches and watercourses act a municipality has the same power as an individual to enforce the natural outlet for the drainage water of the land. But municipal officers are apt to shrink from forcing an outlet through private lands, and to leave their road drains with insufficient outlets rather than incur the ill will of possibly influential constituents. This should not be so. Municipalities should insist upon their rights, and the owners of lands interfered with should pay the same proportion of the cost of the work as if only private individuals were concerned.

BAD DRAINAGE AND FROST. Imperfect drainage is the cause of the badness of our roads in nearly all cases. The inexperienced are not apt to appreciate the paramount necessity for the maintenance of a perfectly dry foundation of earth for their surface of broken stone, gravel, etc., to lie upon. A protracted rain will soften an undrained road, and on the passing of a heavy load injurious ruts are the consequence. In these latitudes the soil water freezes and the consequent expansions and contractions quickly ruin a roadbed.

DESTRUCTIVENESS OF RUTS. It matters not whether a road be earth or macadam if attention is not given to the preservation of the finished crown. If ruts are allowed to form water is admitted. Every depression is a centre of destruction. The power of resistance to the water becomes less and less until the roadway becomes actually impassable.

ROAD MACHINES. In constructing earth roads a plow should not be used except where actually necessary, because a plowed surface is only with great difficulty made hard and smooth, and the plow is likely to cut too deeply into the earth. A good road machine should be procured if possible, for by the use of a machine the natural foundation of the ground is not disturbed in rounding up the

road as is done with common plows and scrapers. Every municipality should own a road machine and should have a man especially instructed and constantly in charge of it. With a road machine in skilled hands, there will be no question raised as to the economy of construction and repairs and the efficiency of the work done.

Width of Roadway. The roadway should be twenty-six feet between the ditches and the metalling for ordinary roads eight feet wide; where more than a single line of travel is required the metalling should be sixteen feet wide.

Height of Crown. A roadway of this width should have a crown of at least ten inches and should always be maintained in this shape.

Rolling. After the road machine has completed its work, the whole grade should be rolled with a roller weighing about five tons. Rolling is essential in making the foundation and surfacing to form permanent or gravel roads. The roller should follow closely upon the grader or scraper so that the loose earth may be consolidated while it is still moist. The roller should pass many times over the softer portions of the road, and where the road is very dry and not inclined to pack, it may be slightly moistened to facilitate the consolidation of the earth. The rolling should begin at the sides of the road and proceed gradually towards the centre; that is, the roller should be passed from end to end along the side of the road and then in the second passage the roller should slightly lap the first passage until the centre of the road is reached.

Metalling. After the formation of the road and the draining are completed, the mass of broken stone or gravel which is to form its wearing surface should be laid, packed and so consolidated that it will be practically water-tight. Such a road will be durable and easily maintained. It will shed water readily. Its hardness will prevent the formation of ruts, which is the first stage of destruction.

Width of Tires. If all the wagons used in country roads could be provided with tires four inches wide, they would roll the surface more smoothly and more quickly, and the road would be in fairly good condition all the year round.

Noxious Weeds. Chapter 202, R. S. O., 1887.

(Sec. 9.) "It shall be the duty of the overseers of highways in any municipality to see that the provisions of this act relating to noxious weeds are carried out within their respective highway divisions by cutting down or destroying or causing to be cut down or destroyed at the proper times, to prevent the ripening of their seed, all the noxious weeds growing on the highways or road allowances within their respective divisions, such works to be performed as part of the ordinary statute labor, or to be paid for at a reasonable rate by the treasurer of the municipality, as the counsel of the municipality may direct."

(Sec. 10, sub-sec. 4.) "Every overseer of highways who refuses or neglects to discharge the duties imposed upon him by this act shall, upon conviction, be liable to a fine of not less than ten dollars or more than twenty dollars."

Noxious weeds include Canada thistles, oxe-eye daisy, wild oats, ragweed and burdock.

USELESS TAXATION.

GEN. ROY STONE.

Among the taxes which the farmers pay there are some that are unavoidable, and these it is useless to talk about. There are others which farmers impose upon themselves, which they hesitate to share with others, which they submit to without a protest, and even cling to when they are being removed. These taxes we cannot talk about too much. These are taxes, too, which bring no useful revenue nor even support a taxgatherer. They are burdens as needless as the traditional stone which balanced the grist on the way to mill.

Through the failure of the government in the original surveys of the public lands to lay out a scientific system of roads and divide the lands accordingly, farmers have been left to lay out the roads for themselves, and generally they have put them on farm lines, going over all the hills that come in their way. The result of this is the hill tax in hilly regions, and what may be called the square corner tax on the prairies.

The amount of hill tax I have estimated in one county in New Jersey, and found that needless hills double all the cost of hauling in the county, making practically a money tax of $10,000 annually to the town. The people have paid this tax for one hundred years, and yet they wonder why they are poor. In the prairie regions, for want of the diagonal roads which the government should have laid out, the farmer, to reach a point ten miles to the northwest, for instance, travels seven miles north and seven miles west, adding forty per cent. to his distance, or, for the average of all travel, twenty per cent. This is the square corner tax.

The mud tax is probably about equal in total to the hill tax, and this, again, doubles the cost of all wagon transportation. Yet many farmers are opposed to stone roads.

However, the farmers themselves are doing away in many places with the enormous burden of the fence tax, and with it will go the snowdrift tax and the waste land on the roadside. They are slowly abandonding narrow tires and tracking wheels. Moreover, many of them begin to realize the enormity and absurdity of the hill, mud and square corner taxes, and we may yet hope in time to see in this country, as we do in France, beautiful hard roads everywhere winding through farms, with crops growing close to the wagon tracks, and the roads serving perfectly every purpose of public use and private convenience.

WHY THEY MOVED.

As the result of the adoption of the new county road system, settlers have already begun to flock in from Canada and elsewhere. The first to arrive was a party of four families, numbering twenty-four people, on the steamer Cambria, Tuesday morning. They came from the county of Grey, and have taken farms in Pickford township. The newcomers had twelve horses, ten cows and farming implements of all descriptions.

* * *

When asked why they picked out this particular section, their answer was: "On account of the excellent farming facilities which we have found on investigation that this county possesses. We were deterred from coming before by the poor condition of the roads. We learned a short time ago that the county would soon have a good system of roads, and made up our minds to emigrate at once. Many others will follow us."—*Sault Ste. Marie* (Mich.) *News*.

INTERVIEW THE LOCAL EDITORS.

REV. C. E. HARRINGTON.

WHEELMEN are everywhere, but their rights in the highway are not altogether understood or respected, nor are their duties fully performed.

There are still a few riders of the bicycle, and not beginners, who fail to turn to the right when meeting a team. They are indifferent, turning either to the right or left as the greatest convenience suggests. This should not be. Riders ought to be most particular in their observance of the law of the road, whether written or unwritten. When they are so particular, they will be in a position to demand of men and women in wagons or carriages that they, too, observe the law.

Foot-passengers, though entitled to their share of the highway, have never insisted upon the recognition of their rights by those who chanced to be driving. The result has been that drivers of teams often act as though the highways were made solely for the use of horses and carriages. It is true that many have become aware that bicyclers have rights also, and they respect those rights. The number is growing. But there is still need of improvement. All riders know that while the foot-passenger can easily step aside altogether for the traveled part of the highway, the bicycler can not do so.

Many a rider has been compelled to dismount when there would have been no need of it if the driver of a team had recognized the rider's right and "turned out." The road was wide, but the team-driver did not give the cycler room to pass without getting into the rough and rutty part of the road, where he was likely to be thrown from his saddle.

Many an excellent coast has been lost because riders did not feel sure that drivers would give them a "fair chance" to pass while coasting the hill. Now it is not because men or women generally or often are unwilling to share the road with a bicycle rider. One of our American humorists said "Most people are kind if they only think of it." And these people who still hold the road against the bicycler, and not infrequently to the peril of the latter, would turn out if they only thought of it.

How shall they be reminded? One way is for the rider of the wheel to hold on his course, keeping to the right and compelling the driver of the team to turn out or pay the damages. But this requires more courage than many riders have. The other way is for wheelmen in every town or city to go to the local editors, who are generally altogether friendly to the bicycle and its riders, and ask them to keep the matter before the public until the rights of the bicycler are respected as thoroughly as those of drivers of teams. All members of the L. A. W. can do a good deed for themselves and for their fellow-wheelmen by following out this suggestion.

THE CYCLERS LAST WISH.

His loving friends, in deep distress,
Bent over him and pressed his hand.
"Have you no wish you would express
Before you start for that fair land
Where thieves come not nor dust corrodes?"
He, smiling, answered, "Yes, good roads."

A NEW CITY ORDINANCE

For Chicopee, Mass.

"No person shall put or place, or cause to be put or placed, in or upon any street, lane, alley, or other public place in the city, any ashes, glass, crockery, scrap iron, nails, tacks or any other articles which would be liable to injure or damage the tires or wheels of bicycles, or any other vehicles which have wheels with rubber or pneumatic tires.

"Any person violating the provisions of the preceding section shall be liable to a fine of not less than two nor more than twenty dollars for each offence."

The above was passed by the city government June 3, 1895.

The undersigned, representing the L. A. W., will be pleased to receive any information of a violation of the above law.

Frank C. Flint, *Local Consul.*

293 Main Street.

HARD TO FIGURE OUT.

They say the tricycle is likely to become popular in France this summer. Strange that anyone who has a chance to try the bicycle should care to buy the tricycle.



VALPARAISO, CHILI.

FRANK W. N. KING.

A street scene, where lady road car conductors are the rule and the lady cyclist is a phenomenon.

THIS picturesque city on the South Pacific coast of South America is small, having only three parallel streets in the commercial part. The rest is made up of wharves. The back of the city is surrounded by hills, that are planted by pretty villas in some parts, and houses where those live who do not reside where they work. The climate of Chili is perfect, except in the far south, where winters are cold, though not so bad as in the United States or the North of England.

Valparaiso being so small on the flat, and mountainous, is not a place for cyclists, hence the scarcity of wheelmen in or around the city (Santiago, the capital, offers better opportunities for them), though the roads, on the average, are very good, mostly macadam. In the city, asphalt is the material principally employed.

The population of Valparaiso city amounts to about 150,000 inhabitants, while the province (same name) has 205,000.

During my stay in Chili (Valparaiso and Santiago), a little time back, not one cyclist was seen the whole time. The reason is that horses and mules are less than half the cost of a bicycle, and their keep is in most cases insignificant.

To see a woman on a wheel, as in Paris, London and New York would be a phenomenon. Chilians, like most other nationalities have found the street car to be the best all-round conveyance, especially for the pocket, and therefore their tramways have reached a state of A1 excellence. To describe the car in detail would occupy too much space, so while in the Pacific city I took this sketch of a car belonging to the *Ferro-Carril Urbano de Valparaiso* (Valparaiso Suburban Railway) the stock of which is held by natives and foreigners, and is quoted on the exchange every day, generally having from 25 to 30 per cent. premium. The cars are quite similar to the Paris trams, except that the former are much better finished in the interior and have a *capote* for the driver to use against sun and rain, which the French and English car drivers have not.

The Valparaiso street conveyances will be seen to have *two* flights of steps at the rear and *none* on the forepart of the vehicle, which is, at each destination, drawn on to a revolving plate and turned with the horses still attached, as is done in Paris; but the French street rail cars have only one flight of steps at the back, while in England the trams have a leading way to the top, at back and front, and the horses are turned but not the vehicle.

Well fed and good, cross-bred, strong horses are always seen attached to the Valparaiso car.

The chief attraction is the girl conductors, who do their work just like the male servant. She very seldom goes on top to collect the fare. All those for the exterior are supposed to pay her before ascending. Inside the car she collects the fare of 5 centavos; outside 2½ centavos is charged. This latter is styled 2d class; very aristocratic Chilians ride in the 1st class. It saves expense of horses, carriage, harness and attendants, they say, and therefore ride in the well-fitted-up car. I have seen none to their equal in London, Paris, New York or Buenos Ayres.

Most of the female conductors (all whites) earn thirty dollars (national currency) per month. With this they are given a blue serge overdress, a straw hat (black generally), with a number on in front. A white apron finishes their attire. Male inspectors pop on the cars very often to see that no mistakes are made, and to check off. The hours for the conductors are from 7 A.M. to 9 P.M. with limited time off for meals.

Sixteen persons can sit inside (without a New York squeeze), and twelve on top. The average earning of one car per day amounts to from ten to fifteen dollars.

Unlike in most other South American cities, the driver has a whistle for warning the public of the approach of the vehicle. Cow horns are used in all other South American cities.

The first tramway was laid about twenty years ago; the cars then were of a very different type to those used to-day. Some thirty or forty are employed for conveying the citizens of Valparaiso. The rails are soundly laid on good, hard, stony roads, and, if I am not mistaken, only one rail is grooved, the other remaining quite flat.

From the port city to the capital (Santiago) is a distance of ninety miles; here the street cars are very poor, after those fine ones of Valparaiso, and worth no notice except that female conductors are employed on them like in the former place.

FARMERS object to paying from twelve to fifteen dollars for a set of wide tires but they are satisfied to drive over the fields twice for each load of corn and keep on doing it.

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WIDE TIRE LOGIC.

The Pennsylvania legislature, by enacting what is known as the Harvey bill, has taken a radical step toward the encouragement of wide tires on the highways. By the terms of this law those who own and use only draft wagons, with tires not less than four inches in width and hauling loads of not less than two thousand pounds weight, are awarded a rebate of one-fourth of their assessed highway tax, the rebate not to exceed five days' labor on the roads in any one year. The question of roadway improvement has been agitated by the farmers a number of years past and an appropriation has been sought for repeatedly from the legislature to inagurate the work, but the *Philadelphia Times* claims that "the Harvey law is even a better beginning than an appropriation, as the terms of the act are so general in their application as to be of immediate benefit." It is rather a peculiar idea, and yet there does appear to be a sort of justice in requiring less work on the highway from men who take some pains not to injure the highway after it has been repaired. Broad tires are favorable to the highways, beyond question, and the man who uses them may well bear less of the burden of maintaining good roads than the man who doss not care what effect his wheels have upon the roadways. The results of the Harvey law will be watched with interest in many other States as well as in Pennsylvania.— *Manchester* (N. H.) *Union*.

CONNECTICUT WIDE TIRES.

The committee on roads, rivers and bridges reported that on and after July 1, 1896, all vehicles sold of a carrying capacity of two thousand pounds or more, to be used on roads, not paved, be equipped with tires not less than three inches in width and all vehicles of a carrying capacity of three thousand pounds or more shall have tires not less than four inches in width. On and after July 1, 1899, all vehicles shall be so equipped. A fine of not less than $5 nor more than $20 is provided for violators of the law.— *Hartford Post.*

WIDE TIRES IN DEMAND.

The discussion of wide tires for country roads has created a demand for such tires, not only for roads but also for farm use and many manufacturers have set about supplying the demand. Owners of lawns in Montrose would be glad of the opportunity to employ a cartman who used a wide tired wagon.—*Montrose* (Pa.) *Democrat.*

A WORTHY DETERMINATION.

Tommy — "When I'm a man I'm going to be a soldier." Mother — "What! and be killed by the enemy?" Tommy — "Oh, well, then I guess I'll be the enemy!" — *Yale Record.*

TO REMOVE CRANKS.

No. 68,791, So. Orange, N. J., writes:

"Can you give a method of removing the cranks from a bicycle without destroying the screw-threads on crank key? I have been advised to loosen the nut a little, hammer it down as far as possible, then loosen again and apply the hammer some more. This plan I have found to work well as a means of removing the thread from both nut and key, but not always successful in removing crank."

This is one of the most important operations that the repairer is called upon to do.

The crank key is, or should be, driven tightly into place by striking its head, which is full size and solid metal, but it must be driven out from the end which is much reduced in size and threaded. If the key is as tight as it should be, it will take a hard blow to start it, and it should be done with one blow if possible. A mistake too often made is to strike a number of blows with a light hammer.

If the threaded end of crank key projects any beyond the nut, loosen nut until key and nut are exactly flush, otherwise remove nut entirely. Hold a heavy bar or sledge hammer under the crank and close against the key (a piece of sheet brass should be placed between, so as not to mar the crank). Take a short rod of brass not less than one-half inch in diameter, place it squarely upon the crank key, and strike it one good, solid blow with a heavy hammer. Whatever is held against the opposite side must be heavy, so as to absorb the momentum of the hammer without injury to the shaft or bearing.

A desirable tool for this purpose is a bar of two inch round steel, about two feet long and having one end tapered to one inch with a hole in its center just a little more than the diameter of crank key. This will give a secure bearing all around the key, and by having the end of bar smooth no sheet brass will be needed.

Don't punish a crank key with a light hammer. Hit it once and hit it right, and you will have no difficulty in getting it started.

AN EXTENSIVE ROAD INVESTIGATOR.

F. J. Beatty, one of the two five thousand-mile cyclists sent out by Hofer Bros., publishers of the *Salem Capital Journal*, to make a tour of the State and report on the condition of the roads, arrived in Portland yesterday morning, and left soon after for the eastern part of the county. Mr. Beatty has traversed about six hundred miles already, and has been on the road since April 29. He expects to be on his wheel at least one hundred days. The object of the *Capital Journal* in sending out these wheelmen is to promote the cause of good roads, and the enterprise certainly is commendable and deserving of encouragement.— *Portland* (Ore.) *Sun.*

A PLEASANT RIDE FROM NEW YORK.

PHILIP F. TURNER.

THERE is no end of good cycling tours, through picturesque countries and over fair roads. But time and money are limited, and the question before us is, which one of these many routes offers the pleasantest inducements for spending a two weeks' vacation without spending the entire year's receipts.

We could go through New London, Newport, Narragansett, Martha's Vineyard, and so on to Boston, or perhaps to Bar Harbor. Yes, we could do all this, and visit our uncle on our return. But to those of your readers who prefer not doing the society act, visiting your relatives and going to "three balls" in one day, allow me to suggest a trip which will take you through a region noted for its scenic beauties, good roads, fine hotels and an opportunity for amusement.

Leave New York and ride to Hopatcong, N. J., a lake too well known to need description. The Arlington will afford all the comforts of life; while, if you desire the luxuries, the Breslin will supply them.

Remain here a day, and ride around the lake,— it will well repay you.

The third day ride to Budds lake, where you will get a very fair dinner at the Forest house; and in the afternoon ride to Schooleys Mountains, where you will find the quaint but comfortable Heath house as a good resting place for the night.

On the fourth day you will reach Easton, Pa., a town of thirty thousand inhabitants, and the United States hotel will afford you every comfort, but should you not care to be so reminded of your city life, by ascending the mountain you will find the Paxinosa inn a retreat which will fulfil every expectation. Indeed, the view from the hotel veranda is well worth the trip.

Another day's ride up the Delaware brings you to the Water Gap, and the L. A. W. house Kittatinny you will find a thoroughly modern hotel.

The next morning ride to Bushkill, see the falls, and remain there for dinner.

On leaving Bushkill you will strike roads which will fairly make your heart leap with joy. Smooth, level and hard,— what more could you ask? But this is not all, for the country is as beautiful as the road is fine, and an hour's run brings you to the High Falls hotel, at Dingman's Ferry, the heart of the famous Delaware valley.

Here in the midst of this region of waterfalls, beautiful rides and mountain climbs, you would like to spend the remainder of your days, but you can't. You must stay three days, however, and visit the High falls, Silverthread, Adams brook, Indian Ladder, Elphin Gorge, Childs Park and Raymondskill.

Another eight miles of good roads brings you to Milford, where you must stop and see the Sawkill falls; and then eight miles more, over even better road, brings you to Port Jervis, in time for dinner.

That afternoon you leave the Delaware valley and its remarkable roads and at night arrive at Guymores, and the next day sees you at Greenwood lake.

Still another day completes your vacation and brings you back to New York, and the next night at your club you declare that you never spent such a vacation, and are disgusted to think it should be so soon terminated.

THE "OLD DAYS."

STAMSON.

"A member of the old guard in cycling about Stamford, has recently received a handsome gold badge bearing the form of a wheel, and the word 'Veteran,' showing that he has been a member of the largest cycling organization in not only America, but in the world," remarked the loiterer, as he came in this morning, seemingly in a retrospective mood and with a desire to look backwards through the fleeting years.

"It is a pretty little thing in itself, but that is not why my friend got it; it means much more to him than any ordinary piece of wrought gold that anyone can buy and wear, for no one who has not been for ten consecutive years a paid up member of the League of American Wheelmen, can possess a duplicate of this memento of the early days of the greatest of all pastimes.

"It is a reminder to him of his very first thoughts even, of cycling, and of how he was led to finally attempt to ride an old high wheel, and then to buy it.

"It brings to mind many a delightful jaunt 'mid summer charms, and autumn tours in various portions of the country, back there in the old days when the sport was new. Of moonlit rides that will remain with him while memory and life lasts; of friendships formed through wheeling to and fro and up and down in the land, and every time he looks at the little badge it will remind him of some cycling experience in weather fair or foul.

"This veteran's badge will bring back to him the memory of a half completed tour of Long Island, where at Islip he took a shocking header from a fifty-two inch full nickeled Export, when he trained home, weary of ordinaries, and leaving that jaunt unfinished to this day. Then came the Facile, a comparatively safe wheel, which carried him hundreds of miles until the present safety came to bless mankind and lengthen instead of shorten human life.

"Memories of many a charming tour awheel also come up as one looks backward, among them one up in Berkshire, one "After the British at Stonington," and others over in York State and Jersey.

"Since our country roads are being improved, as many in New England have been in the past five years, not to mention that revelation down in

Union County, N. J., the lot of the cycling tourist is much more pleasant and devoid of thorns, even if his modern mount is more sensitive to them than was the hard tire of his old love.

"The cycling novice of to-day does not know the amount of hard work he misses by coming at a later day, and having a safe and easy mount to learn to ride, and which does not take an average of two weeks' time to get the mastery of.

"The old story of being better able to see the country from a high wheel, never had much weight with our folks, for, up there you had to pay so much more attention to the wheel than you do to the present one, that the balance is clearly in favor of the new and better for all form. *Vive la* the modern cycle with puncture proof tires."

TOO PARTICULAR.

Placid I am, content, serene.
I take my slab of gypsum bread,
And chunks of oleomargarine
Upon its tasteless sides I spread.

The egg I eat was never laid
By any cackling feathered hen,
But from the Lord knows what 'tis made
In Newark by unfeathered men.

I wash my simple breakfast down
With fragrant chicory so cheap,
Or with the best black tea in town —
Dried willow leaves — I calmly sleep.

But, if from man's vile arts I flee
And drink pure water trom the pump,
I gulp down infusoriæ
And hideous rotatoriæ,
And wiggling polygastricæ,
And slimy diotomaciæ,
And hard shelled orphryocercinæ
And double barreled kolpodiæ,
Nonloricated ambroeilæ,
And various animaculae,
Of middle, high and low degree,
For nature just beats all creation
In multiplied adulteration.

— *Credit lost.*

SAME HERE.

"My rule," said the new guest, "is to pay as I go."

"Our rule," said the hotel keeper, "is to pay as you come, unless you have sufficient baggage." — *Cincinnati Tribune.*

PREPARED TO DIE.

"There she lay," says the sensational writer, "there on the floor, breathing out her life in short pants."

She must have been a lady bicyclist in up-to-date garb.— *Spare Moments.*

A NEW INDUSTRY.

And one which promises to assume larger proportions.

At various points along the famous Merrick road on Long Island, can be found resorts which offer what may be regarded as special accommodations for wheelmen. One of these takes the form of racks or stands which hold anywhere from ten to one hundred wheels. On Decoration day, when the writer and a companion rode tandem to Patchogue, we put up at one of these places, and a cycler's attendant, or bicycle groom (we need a new expression to define him), made a fair bluff at assisting us to dismount. After placing our machine in a prominent place in the rack, he operated on it with a rag and duster, and afterwards polished up the chain with a brush. When we were ready to leave he wheeled the machine out and stood in the usual defferentially expectant attitude, which suggests a tip. He got it. But the question arises, can a new industry be established, and is this the first indication of it, as well as a sign of the times?

Not long ago the hostler was scornfully oblivious of the touring wheelman, evidently regarding him as an individual who was unlikely to be a source of profit to him, and therefore beneath his consideration. The owner of a horse or team usually puts on an air of importance when he arrives at a wayside inn and admonishes the groom to give the horses their pail of water, while he goes inside and gets his pint, and heretofore has had rather the advantage over the wheelman in this respect. But is it not probable that the day is at hand, when we can instruct the attendant somewhat after this style: "Be careful of this machine, my good fellow, and don't let anyone meddle with it. Raise the handle bars about an inch, and blow up the tires a little; and be sure to give the chain a rub up, will you? Have it ready in twenty minutes, and I'll make it all right with you when I come out." L. A. W., 16,552.

NOT ADAPTED TO HIE-ING.

Oh, knights of the wheel, as we hie away
Through country lanes and by-ways,
Where the roads are rough, we are forced to say,
"It is hard to hie — alackaday! —
On some of our rural highways,"

It costs considerable money to build first-class roads, but it costs very much more to get along without them.

THEY DON'T RIDE SUNDAYS.

A new club in Chelsea, Mass., has for one of the planks in its platform that no club runs shall be held on Sunday. L. L. Wadsworth, Jr., is president, and Geo. F. Slade, Jr., secretary and treasurer.

League of American Wheelmen — Official Department

Boston, June 14, 1895.

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12 PEARL STREET, - - BOSTON, MASS.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

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Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

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VETERAN BAR.



Any member who has been connected with the L.A.W. for 10 consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the Secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50.

RACING BOARD.

The suspensions placed upon Fred Taylor, Dallas, Tex., and C. H. Lush, Amityville, N. Y., have been removed.

George A. Phillips, Denver, Col., and George E. Quinn, of Mobile, Ala., are suspended pending investigation into their class A status.

William De Cardy, Chicago, is transferred to class B at his own request.

By vote of the racing board, special sanction to exceed $150 prize limit can be granted only to national circuit meets.

Under clause G of racing rules, W. L. Swinderman, of Battle Creek, Mich.; William Grant and George J. Grant, of Detroit, and Percy Patterson, of Bay City, Mich., have been transferred to class B.

For violation of clause F, class A rules, Fred Rau, P. Skelton, H. Van Herik and Ernst Ulbricht, of Chicago, are transferred to class B.

Robert E. Glenn, Spokane, Wash., has been appointed handicapper for that State.

Hartford relinquishes her date on national circuit (September 2,) and said date is claimed by the next applicant, the consolidated cycling clubs of Massachusetts, who will run their meet at Waltham. September 9 is assigned to Hartford Wheel club, Hartford, Conn., for national circuit meet, they assuming risk of rain.

Peter Inglish, Will Byers, Frank Williams, D. Ingram, Lee Myers, of Bonham, Texas, are suspended, pending investigation into their amateur status.

Eugene McClellan, L. Crawford, Frank Sowell, D. White, L. Cleveland, J. Russell, Charles Sutton, Will Goodman, L. Kelton, John Foreman, Thomas Moore, H. Benson, all of Bonham, Tex., are suspended for thirty days from May 20, for competing at unsanctioned races. Yerk Taylor, of Bonham, Tex., for knowingly competing at unsanctioned race, is suspended from all track racing for one year from May 20.

Joseph Quigley, T. Bonniwell, James Gallagher and Frank Mullin, of Philadelphia, Pa.; Phillips Blagden, Herman White Fifer and R. W. Dunbar, of Williamstown, Mass.; W. N. Eckstein, Will McCollough and George Dietrick, of Lawrenceburg, Ind.; Hubert Hays, of Elizabethtown, O.; A. Mott and H. K. Marville, Philadelphia, Pa., are suspended for thirty days from May 23, for competing at unsanctioned races.

H. L. Williams, Santa Paula, Cal.; G. A. Phillips, Denver, Col., and C. Gans, Brooklyn, N. Y.; are transferred to class B under clause (b) class A rules.

B. W. Twyman, Chicago, Ill., transferred to class B under clause (f), class A rules.

Under clause (a) amateur rule, Jay Eaton, Elizabeth, N. J.; James Zimmerman, J. Kroh, J. Conlon and James Keefe, of Philadelphia, Pa., are hereby declared professionals.

Horace Slater, Los Angeles, Cal.; Win Runyan, Urbana, Ohio; James Willis, Westfield, N. J., and —— Kiser, Dayton, Ohio, are hereby suspended pending investigation.

Aside from the members of the national racing board, who may be considered as ex-officio official referees, the referees for national circuit meets, so far appointed are: A. O. Knight, Mass.; Isaac B. Potter and F. B. Prial, New York; R. F. Kelsey, of Conn.; H. J. Alvord, Missouri; Colie Bell, Minnesota; B. J. Balliet and F. H. Chapman, Ohio; Fred Patee, Indiana.

Following sanctions have been granted:

June 20 — Utica C. C., Utica, N. Y.
June 15 — Mt. Holly A. A., Mt. Holly, N. J.
August 27 — N. Y. State Agricultural Society, Syracuse, N. Y.
July 3 and 4 — Shelbina C. C., Shelbina, Mo.
July 4 — Wilkesbarre Curling Club, Wilkesbarre, Pa.
September 2 — Poughkeepsie Bicycle Club, Poughkeepsie, N. Y.
June 29 — Star Bicycle Club, Albany, N. Y.
July 4 — Federal Cycle Club, Federaldsburg, Md.
July 4 — Vineland Wheelmen, Vineland, N. J.
June 20 — Y. M. C. A., Kansas City, Mo.
June 15 — University of California and Chicago Athletic Association, Chicago, Ill.
July 4 — New Ulm Cycling Club, New Ulm, Minn.
July 4 — Cheyenne Bicycle Club, Cheyenne, Wy.
July 4 and 5 — Iowa Division L. A. W. annual meet, Jefferson, Ia.
July 17 and 18 — Shelby Cycle Club, Shelby, O.
July 4 — Chattanooga Athletic Association, Chattanooga, Tenn.
July 4 — Queens Bicycle Club, Queens, N. Y.
October 8 — Danbury Agricultural Society, Danbury, Conn.
June 15 — Y. M. C. A., Westfield, Mass.
June 22 — Lemont & Whittemore Cycle Co., Worcester, Mass.
July 4 — Troy Bicycle Club, Troy, N. Y.
June 15 — Pilot Wheelmen, Santa Cruz, Cal.
July 4 — Riverside Wheelmen, Riverside, Cal.
July 4 — Lewis & Gage, Warsaw, N. Y.
July 1, 2 and 3 — Prescott C. C., Prescott, Arizona.
June 21 — Kirk Park Association, Syracuse, N. Y.
July 4 and 5 — Warren Bicycle Club, Vicksburg, Miss.
July 4 — Indianapolis Cycling Club, Indianapolis, Ind.
June 24 — Thomas P. Watts, Louisville, Ky.
June 14 and 15 — Maysville Bicycle Club, Maysville, Ky.
August 13 — Charles Hanauer & Bros., Cincinnati, O.
June 15 — Hobo Wheelmen, Woonsocket, R. I.
June 15 — Alpha Wheel Club, Norwalk, Conn.
June 17 — Newton Athletic Association, Newton, Mass.
July 4 — Newton Athletic Association, Newton, Mass.
July 4 — Father Matthew T. A. Society, Lee, Mass.
June 19 — Bath Cycle Club, Bath, Me.
July 4 — Union Wheel Club, Manchester Centre, Vt.

MASSACHUSETTS.

Chief Consul Sterling Elliott has recently appointed the following additional local consuls:

Acton, Frank W. Hoit.
Allston, G. W. Loring.
Brighton, Chas. W. Pierce.
Brookline, W. E. Ward.
Charlestown, Frank R. Fritz.
Cottage City, W. A. Dutcher.
Fairhaven, H. D. Waldron.
Gloucester, Frank H. Shute.
Lynn, Chas. E. Whitten.
Middleboro, W. C. Butman.
Monson, Chas. A. Bradway.
Newton, Edw. P. Burnham.
North Adams, Clarence H. Hubbard.
Rock Bottom, Albert H. Gleason.
Rockport, Robt. Herne.
Shelburne Falls, J. F. Temple.
Templeton, Chas. H. Lane.
Westfield, Gilbert J. Loomis.
West Stockbridge, J. S. Moore.
Whitman, Luther C. Hall.

HE NEEDED A BLESSING.

When Joe Jefferson was here not long ago, as is his custom, he added to his fund of good stories one that he picked up from ex-speaker Tom Reed, who tells it with inimitable humor. Reed's story is about an old farmer, who had some neighbors to dinner with him. Among them was a stranger, who looked like a Baptist preacher. As is the custom in the rural districts when there is a preacher at the table, the farmer looked at him and said: "Brother, will you ask a blessing?" The stranger leaned forward, put his hand to his ear and assumed an inquiring expression of countenance. The farmer renewed the invitation. The stranger said: "I see that you're talking to me, but the fact is, I'm so d—d deaf. I can't hear a word you say." — *Washington Post.*

SIGNATURE WANTED

for check No. 495, for $4.00, Riverside bank, New York, May 29, received at this office without signature. Will maker please send duplicate.

ABBOT BASSETT, *Secretary.*

UTAH.

Edgar E. Winters of this city is hereby appointed to be attorney for this division.

As we have now one hundred members on the rolls, I hereby appoint Mr. Geo. B. Brastow of this city to be Vice-Consul.

The division attorney is drafting a constitution and by-laws to be submitted to the members for their approval at a meeting to be held, for the purpose of forming a division, in the immediate future.

Yours fraternally,
JAS. W. NEIL, *Chief Consul.*

IOWA.

The division championships have been awarded to Jefferson, July 4 and 5, 1895, to consist of one-quarter, one-half, one mile and two mile, open only to members of Iowa division L. A. W., and no charge for entry.

F. B. THRALL,
Chairman Iowa Div. Racing Board.

INDIANA.

The annual meet of our division will be held under the auspices of the Indianapolis Cycling Club, at the State fair grounds, July 4, 1895.

Free admission of Indiana members to grounds and grand stand.

Come, and bring your friends.

THOS. HAY, *Chief Consul.*

OHIO.

Twenty-Fourth District, Attention!

What, only six L. A. W. members in Butler county, and twenty-seven in Hamilton county outside of Cincinnati! Only five in Wyoming; four each in Hamilton and Edgewood Place; three in Carthage; two each in College Hill, Hyde Park, Norwood and Hartwell; and only one each in Middletown, Seven Mile, Elizabethtown, Preston, Madisonville, North Bend, Mt. Washington, Harrison and Lockland. Only one new member in all this territory since April 1. Great heavens! Won't some one get at least one of the hundreds of wheelmen in this region to join the League?

Sorrowfully yours,
WILLIAM D. KEMPTON,
Representative in charge of Dist. 24.

CINCINNATI, June 8, 1895.

CONNECTICUT DIVISION.

We cannot impress the importance of joining the L. A. W. too forcibly upon the minds of unattached wheelmen. Recent action in our legislature shows the tendency of our law makers to pass restrictive laws upon wheelmen, which, once upon the statutes, will be very hard to have repealed. It therefore behooves us to increase our membership, and, therefore, our power, or we will soon be loaded up with laws difficult to always comply with.

The division has done all it could this year without actually going into debt, and before taking up anything new, *i.e.*, road book, etc., must be assured of an amount sufficient for it in the treasury.

It seems very strange that the riders of this State do not, for their own sake, join hands with us. Everyone knows what advantages are being had in other States, and through the L. A. W. only can we expect such things as road books, guide boards, road improvement, and laws favorable to wheelmen.

Probably by the time this reaches you, you will receive a circular through the secretary-treasurer. Take the advice therein and help build up our membership and thus show some appreciation of the laborious work of your officers.

Yours truly,
PHILIP W. WESTLAKE, *Chief Consul.*

Consuls.

Ansonia, M. J. Whitlock.
Avon, Geo. H. Gabriel.
Branford, F. E. Peckham.
Bridgeport, Harry Elliot.
Central Village, F. W. Tillinghast.
Clinton, A. H. Stevens.
Colchester, S. P. Willard.
Cromwell, John B. Bond.
Danbury, O. W. Swift.
East Berlin, W. W. Mildrum.
East Haddam, Clayton S. Boies.
Greenwich, D. W. Lent.
Guilford, H. S. Wedmore.
Hartford, Geo. E. Cox.
Ivoryton, Clarence Bushnell.
Meriden, J. E. Brainard.
Milford, Wm. B. Bush.
Mystic, Dr. G. E. T. Ward.
Moodus, L. G. Mitchell.
Naugatuck, Chas. H. Hoadley.
New Haven, C. O. Reichart.
Norwich, W. F. Lester.
Niantic, B. D. Luce.
New London, Arthur J. Raymond.
Plainville, C. W. Cowles.
Putnam, David Flagg.
Portland, E. H. Wilkins.
Rockville, Walter S. Irwin.
Ridgefield, F. S. Hurlburt.
Stamford, Geo. Weed.
Stratford, Geo. R. Fryer.
Sharon, C. H. Marvin.
Sandy Hook, H. F. Orgelman.
Terryville, A. B. Beach.
Waterbury, E. W. Wilson.
Wallingford, W. R. Gilbert.
Westport, E. N. Lipperley.
West Winsted, W. B. Phelps.
Willimantic, Geo. E. Hinman,
Windsor Locks, Don A. Allen.
Winsted, Jas. L. Dean.

Appointments.

Rights and Privileges. Everett J. Lake, Rockville, chairman; Arthur Perkins, Hartford, attorney; Wilbur H. Squire, Meridan.

Racing. R. F. Kelsey, Hartford, chairman; A. W. Knapp, Bridgeport, W. F. Lester, Norwich.

Rules. F. H. Crygier, Hartford, chairman; T. I. Fergusen, Bridgeport, W. A. Howell, Rockville.

Highway Improvement. Geo. F. Booth, V. C., New Haven, chairman; Chas. G. Huntington, Hartford, John B. Bond, Cromwell.

Special Press. Chas. G. Huntington, Hartford, chairman; Norman C. Beers, Danbury, Chas. H. Marvin, Sharon, F. C. Borst, Meriden.

Touring and Transportation. Fidel Bubser, Hartford, chairman; J. R. Lambscher, Jr., Bridgeport.

Recruiting. W. A. Howell, Rockville, chairman.

SPECIAL cash price for 21 lb. Gendron bicycles if we have no agent in town. Can ship promptly. Hopedale Cycle Co., N. E. agents, Milford, Mass.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VI of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State, ...

References, ...

.....

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose ONE DOLLAR, seventy-five cents of which is to renew my membership and twenty-five cents to be paid to the publisher for another year's subscription to the L. A. W. publication.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

SPRINGFIELD, MASS.

The Springfield Regiment band has been engaged for the Springfield Bicycle Club's tournament, and will give a concert in the club's rooms on the evening preceding the first day's races.

Harry Tyler will ride under the Springfield Bicycle Club's colors this season.

RIVERSIDE (N.Y.) WHEELMEN.

The fifth annual race meet of the Riverside Wheelmen to be held at Manhattan Field on Saturday, July 6, will be in the national circuit. The events to be contested are as follows: Class A, one-mile novice, one-mile open, one-mile handicap, and three-mile handicap; class B, two-mile handicap and the annual ten-mile invitation race.

The entries for these events will close on Thursday, June 27, with C. H. Weeks, 232 West 104th street.

TIME FOR RENEWALS EXTENDED.

Owing to the fact that each last year's ticket bore a contract which gave its holder until July 1st in which to renew his membership the executive committee has decided that the new rule which limits the time for renewal to June 1st should not take effect until next year.

The extension of time until July 1st has been officially ordered.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, June 14, 1895.

Total, 725.

Colorado — 14.

Gunnison W. C.

79,467	Barrett, Henry O.	Gunnison
8	Faulkner, H. L.	"
9	Kinne, H. W.	"
470	Myers, Chas.	"
1	Purrier, Henry	"
2	Palmer, E. G.	"
3	Pulsifer, S. D.	"
4	Sanford, F. D.	"
5	Shove, E. P.	"
6	Thompson, T. J.	"

Unattached.

7	Crosby, W. F., Hagerman bldg.	Colorado Springs
8	Harris, Geo. M., box 556	"
9	Ide, G. Herbert, 629 E. Colfax ave.	Denver
480	*Langdon, Lotta W.*, box 576	Salida

Connecticut — 6.

Altair C. C.

79,481	Dunham, Clifford C., 26 Foster st.	Danbury

Winsted W. C.

2	Dean, James L., 238 Main st.	Winsted

Unattached.

3	Oakley, O. R., 64 E. Main st.	Bridgeport
4	Baker, Josiah Q., 280 Wethersfield ave.	Hartford
5	Fox, Chas. S.	Meriden
6	Walker, E. M., 162 York st.	New Haven

Delaware — 3.

Wil. B. C.

79,487	Turner, Frank, Drawer 10	Wilmington
8	Wier, Robert, 1428 Van Buren st.	"
9	Wier, Wm. R., 1109 Jefferson	"

District of Columbia — 2.

Unattached.

79,490	Pruden, Howard M., 604 Mass. ave., N. W. Washington	

Illinois — 24.

Lincoln B. C.

79,491	Hudson, Jas. N., 466 Racine ave.	Chicago
2	Winship, H. R., 11 S. Water st.	"

Danville C. C.

3	Plant, Sam., 23 E. Main st.	Danville

Quincy B. C.

4	McMurray, J. E., 1261 Kentucky	Quincy
5	Scheipering, A. W., 12th and Ohio st.	"
6	Young, E. D., 527 Main st.	"
7	Wells, Edward C., 1450 Vermont st.	"

Unattached.

8	Johnston, Arthur P.	Bunker Hill
9	Dickie, W. P.	"
500	Hobson, W. C.	"
1	*Kilts, Mrs. Dell*	Canton
2	Behrens, W. H.	Carlinville
3	Palmer, Earl	"
4	Hill, George H., 695 Wash. boul'd	Chicago
5	*Hill, Mrs. C. D.* 695 Wash. boul'd	"
6	*Fowler, Mrs. Frank T.*, 695 Wash. boul'd	"
7	*Steele, Mrs. Gertrude T.*, 138 Powell ave.	"
8	Muller, A., 32 Olga st.	"
9	Hall, S. W., 46 Jackson st.	"
510	Wickham, A. E.	Highland Park
1	*Hatch, Miss M. S.*, 374 Merchant st.	Kankakee
2	Kerns, Chas. S.	Moline
3	Walrich, Fred A.,	Piper City
4	Whitney, J. W.	Quincy

Indiana — 6.

Unattached.

79,515	Clapp, W. F., box 371	Albion
6	Moores, Merrill, 183½ Penn st.	Indianapolis
7	Moores, Chas. W., 111 Commercial st.	"
8	Bobbs, William C., 9 W. Wash. st.	"
9	Phipps, Edward, 79 Woodburn ave., W.	Indianapolis
520	Powell, Geo. W.	Shelbyville

Iowa — 24.

Ames B. C.

79,521	Adams, Howard M., box 327	Ames
2	Baker, Geo. E.	"
3	Dawson, Will S., box 127	"
4	Fowler, Frank N., box 268	"
5	Little, M. C.	"
6	Maxwell, A. B.	"
7	Read, Russel	"
8	Sowers, D. H., box 302	"
9	Shelden, B. J., box 329	"
530	Schleiter, Frank H., box 85	"
1	Tilden, Geo. H.	"
2	Talbott, W. W., box 285	"
3	Taylor, W. P., box 326	"

Creston R. C.

4	Hawk, LeRoy	Creston

C. R. C. C.

5	Smith, Harry C., box 587	Cedar Rapids
6	Van Vechten, Ralph	"

Colfax C. C.

7	Kizer, W. J., box 93	Colfax

J. C. C.

8	Harrington, Rob.	Jefferson

Unattached.

9	Brockway, Jed	Jefferson
540	Tyler, M. G.	Goldfield
1	Owen, G. A.	Mt. Pleasant
2	Strong, S. F.	Sheldon
3	Brown, E. W.	"
4	Marshall, Geo., Jr.	Red Oak

Kansas — 6.

K. C. C.

79,545	Anton, Harry L., Armour Packing Co.,	Kansas City

T. A. A. W.

6	Bair, J. K., 610 West 6th ave.	Topeka

Unattached.

7	Wemple, F. L., 16 Veale block	Topeka
8	Boyle, James F., 913 W. 4th st.	"
9	Jennings, T. B., box L	"
550	Robinson, J. W., 721 Western ave.	"

Kentucky — 7.

Essenic W. C.

79,551	Morton, D. E., 754 5th st.	Louisville

Nicholasville B. C.

2	Hemphill, Dan P.	Nicholasville

Unattached.

3	Clark, T. R., box 324	Danville
4	Yates, E. B.	Georgetown
5	Crutchfield, Walter M., care of Barbee & Castleman,	Louisville
6	Richie, C. G., Kenyon building	Louisville
7	Johnston, A. Y., Jr., care of Barbee & Castleman,	Louisville

Maine — 3.

Bridgton W. C.

79,558	Frisbie, Percy C.	Bridgton

Ft. Fairfield C. C.

9	Collins, Walter L., 149 Main st.	Fort Fairfield

Unattached.

560	Johnson, Henry, box 246	Brunswick

Maryland — 11.

Centaur C. C.

79,561 Schneeberger, Davis, 2042 Fairmount ave., Baltimore
2 Lawder, Wiltenberger, 134 So. Patterson Park ave., Baltimore

Clifton W.

3 Reilly, Chas. E., 1405 No. Bond st. Baltimore

Unattached.

4 Holljes, John L., 332 S. Patterson Park ave., Baltimore
5 Ely, Geo. A., 401 No. Gilmor st. Baltimore
6 Wyatt, Wm. S., Balto & Howard "
7 Ways, Robert B., 1631 W. Lafayette ave. "
8 Sokel, William, 2109 Muras st. "
9 *Richardson, Mrs. T. L.*, 207 W. 25th st. "
570 McEvoy, Chas. E., Green st. Cumberland
1 Messenger, H. B. Federalsburg

Massachusetts — 92.

Mass. B. C.

79,572 Dority, Alphonse A., 647 Shawmut ave. Boston
3 Peirce, W. Allen, 385 Harvard st. Brookline

B. A. A.

4 Beal, W. F., Boston Ath. Club Boston
5 Clark, Robert J., 9 Gloucester st. "
6 Goodnow, W. R., 293 Commonwealth ave. "
7 Craig, I. Hally, 69 Broad st. "
8 Eustis, J. Tracy, 950 Beacon st. "
9 Dennis, G. B., Boston Ath. Asso. "
580 Tyson, George, Boston Ath. Asso. "

Tiger Roadsters.

1 Harring, Carl, 1001 Tremont st. Boston

Allston B. C.

2 Chase, E. C., 121 Franklin st. Allston
3 Dwight, E. R., 54 Altie st. "
4 Evanoff, J. H. C., 57 Hano st. "
5 Holman, C. E., 381 Cambridge st. "
6 Quinnlan, John, Webster ave. "
7 Walsh, M. D., 59 Hano st. "
8 Yeaton, G. W., 33 Atholl st. "
9 *Yeaton, Mrs. G. W.*, 33 Atholl st. "
590 Mallard, H., 59 Hano st. "
1 Sherman, F. A., 42 Alde st. "
2 Spaulding, F. W., Rockland st. Brighton
3 Davis, C. W., Chestnut Hill ave. "

A. B. C

4 Hooker, Edward, 12 Pleasant st. Arlington

B. A. C.

5 Heinrich, Max, Green and John sts. Brookline

Musketaquid B. C.

6 Hodgman, Lucius R. Concord Junction

Riverview C. C.

7 Kinnear, Geo. C., 1150 Wash. st., Lower Mills Dorchester

Haverhill C. C.

8 Benson, C. W., 39 Sheridan st. Haverhill

Lynn C. C.

9 Mansfield, Geo. B., 64 Grove st. Lynn

Columbia B. C.

600 Thompson, Ernest S., Broad st. No. Attleboro
1 Banks, Edwin J., High st. "
2 McCambridge, Chas. G., Wash. st. "

Newtowne B. C.

3 Raddin, Everett W., 9 Forest st. No. Cambridge

Chicopee C. C.

4 Armstrong, Wm., box 1527 Chicopee Falls
5 Wetsel, C. J., 45 Pearl st. Chicopee

Calumet C. C.

6 Webster, O. C., 17 Central st. Winchester
79,607 Fernald, Geo. A., 5 Central st. Winchester
8 Gray, P. G., 10 Norwood st. "

Unattached.

9 Goodwin, W. H., 26 Summer st. Andover
610 Small, Augustus D., 67 Ashford st. Allston
1 Cummings, A. B., box 625 Attleboro
2 Draper, R. E., box 625 "
3 Davenport, Francis H., M. D., 372 Marlboro st. Boston
4 Brewer, D. Chauncy, 41 Bay State road Boston
5 Fleischer, J. Fred, 413 D Carter building "
6 *Soule, Helen F.*, 51 Temple st. "
7 Gowing, H. G., 39 Merchants Row "
8 Bemus, Thos. A., Jr., 329 Tremont st. "
9 Ameriman, Geo. L., 89 Charles st. "
620 Palmer, Edgar P., 121 Tremont st. "
1 Patten, Harry L., box 278 Braintree
2 Swift, Forrest W., 176 Main st. Brockton
3 Hayden, John P., 22 Prescott st. Cambridge
4 Whitney, C. Hayden, box 214 Concord Junction
5 Newman, J. H., Willow st. Cummingsville
6 Newman, J. H., Jr. "
7 Casserly, W. M., 32 Mathew st. Chelsea
8 Crosby, Wm. L., 48 Professors Row College Hill
9 Marshall, F. F., 48 Professors Row "
630 Pudsey, Walter N., 41 Savin Hill ave. Dorchester
1 Nichols, Frank L., 416 Adams st. "
2 Allyn, C. H., box 98 Hyannis
3 Keith, Austin, 415 Bridge st. Lowell
4 Morrill, Eugene N., 461 Westford st. "
5 Collyer, Thos., Jr., 47 Arch st. Lynn
6 Brown, Fred E., 79 Dexter st. Malden
7 Dudley, D. Arthur, Oak Grove st. "
8 Crandall, Geo. E., 9 Lane st. Middleboro
9 Simonds, R. B., 15 Elm st. "
640 Alford, A. S., 14 Summer st. No. Adams
1 Whitmarsh, Everett H., Pleasant st. No. Attleboro
2 Otis, Harry W., box 67 No. Scituate
3 Hitchcock, Rev. A. W., 298 High st. Newburyport
4 Hayden, Chas. A., 134 Hancock st. Quincy
5 Kennard, Wm J., 124 Norfolk ave. Roxbury
6 Drew, Wm., 86½ Broadway So. Boston
7 Tobin, John J., 279 Broadway "
8 Bennett, Chas. A., 564 7th st. "
9 Oakman, O. B., box 43 So. Braintree
650 Flamery, John F. A., 34 Franklin ave. Somerville
1 Hyde, Albie F., 13 Pinckney st. "
2 Cheever, C. G., 25 Joseph st. "
3 Padelford, W. M., 18 Leonard st. Taunton
4 *Strange, Mrs. Bertha W.*, 7 Franklin ave. "
5 Gregg, William R., 66 Main st. "
6 Doty, Geo. H. Waltham
7 O'Hara, Daniel "
8 Mayell, E. A., 17 Bridge st. Watertown
9 Stackpole, W. S., 12 Bennett st. Woburn
660 Floyd, Carl S., 5 Hermon st. Winthrop
1 Baldwin, John D., 81 Chatham st. Worcester
2 Mirrick, Elmer E., W. Boyleston st. "
3 Newton, Edwin H., box 675 Westboro

Michigan — 7.

Flint W.

79,664 Catlin, Fred J. Flint

Kalamazoo W.

5 Nicholson, Clement, 528 S. West st. Kalamazoo

Manistee W.

6 Pennock, Clifford, 13 Metropolitan B'ld. Manistee

Unattached.

7 Palmer, Will W. Henderson
8 Anderson, D. O., 512 Pine st. Manistee
9 Abernethy, E. F. Iron Mountain
670 Hollister, J. F. Utica

Minnesota — 2.

Unattached.

79,671 Hamilton, Charles H. St. Louis Park
2 Miller, Julius "

Missouri — 42.

C. C. C. C.

79,673 Whitney, R. E., 707 E. High st. Jefferson City
4 Kochtitzky, O. W., Supreme Court "

Orchard C. W.

5 Smith, T. N., 1st National Bank Independence

K. C. C.

6 Eames, J. A., 808 Walnut st. Kansas City

Shelbina C. C.

7 Payne, T. J. Shelbina
8 Allgaier, J. F. "
9 Jewett, H. H. "
680 Haskin, Fred. "

Owl C. C.

1 Schnur, Herbert Joplin

Macon C. C.

2 Demeter, Ed. A. Macon
3 Soldau, W. A. "

Kenneth C. C.

4 Sarazin, N. J. Jr., 3211 Bailey ave. St. Louis

Sterling C. C.

5 Becker, Dr. Emil F., 2205 Shenandoah st. St. Louis

St. Louis C. C.

6 Bowman, Minor S., W. I. Range Co. St. Louis
7 Beach, Duane W., *Globe Democrat* "
8 Harris, Chas. W., *Globe Democrat* "

Hannibal W.

9 Allshouse, E. J. Hannibal

Unattached.

690 Alexander, Harry Carthage
1 Hefley, Henry C. "
2 Roach, Wm. T. "
3 Stafford, Frank "
4 Bartlett, Chas. W., Miner's B'k. Joplin
5 Chope, Frank Macon
6 Jobson, Geo. R. "
7 Harper, W. L. Mexico
8 Dutcher, Roscoe H. Kirksville
9 Schoekel, Julius Kahoka
700 Johannes, J. M., Rich Hill
1 Miewald, J. H., "
2 Lyell, J. R. Shelbina
3 Buess, Robert, 1014 Atchison pl. St. Louis
4 Boone, W. L., 4047 Westminster pl. "
5 Cordiz, J. H., 1901 N. Grand ave. "
6 Child, J. Harold, 1809 California ave. "
7 Dollus, Walter E., 3320 Bell ave. "
8 May, Monte S., Rice, Stix & Co. "
9 Mills, F. C., 723 Odd Fellows bldg. "
710 Lackamp, J. B., 3212 Franklin ave. "
1 Martin, Wm. M., 4748 Le Duc st. "
2 Urban, Wm. C., 312 N. 11th st. "
3 Wyman, Frank, 5845 Cabanne pl. "
4 Winslow, E. J., box 70 Webb City

Nebraska — 1.

Unattached.

79,715 Blackledge, L. H. Culbertson

New Hampshire — 6.

Exeter B. C.

79,716 Brown, John A., box 624 Exeter
7 Fuller, Arthur O., box D "

Monadnock C. C.

8 Wyman, Frank H. Keene
9 Royleigh, Geo. W. "

Unattached.

720 Julian, Wm. L. Exeter
1 Hildreth, Albert F., box 7 Hollis

New Jersey — 49.

Mercer Co. W.

79,722 Barlow, Fred, 138 S. Broad st. Trenton
3 Holcomb, W. A., box 388 "

Valencia B. C.

4 Halenbeck, Otto L., 724 Garden st. Hoboken

Jersey C. T. C.

5 Moan, Bernard, 130½ Whiton st. Jersey City

Red Bank W.

6 Oliver, Edwin W. Lincroft
7 Edgar, J. A. Red Bank

Asbury P'k W.

8 Cook, Horace P. Asbury Park
9 Dayton, Edmund E. "
730 Dager, Martin V. "
1 Dohm, W. C. "
2 Fielder, Elbert O. "
3 Finley, Joseph "
4 Hodges, Wilson, Jr. "
5 Hunt, Chas S. "
6 Scott, Martin H. "
7 Van Sant, L. Harry "
8 Ahlstrom, J. A. Freehold
9 Vannote, Eugene M. Long Branch

Unattached.

740 Fisher, Geo. E., box 474 Boonton
1 Carroll, Wm. J., box 124 "
2 Horner, Harry Clarksburg
3 Peck, Geo., M. D., 926 N. Broad st. Elizabeth
4 Campbell, S. F., box 105 Glen Ridge
5 Aspell, Purdy P., Station A Hoboken
6 Cooper, C. H., 142 Forrest st. Jersey City
7 Roome, Henry C., 112 Ocean ave. "
8 Ryder, Thomas A., 3 Enos pl. "
9 Shannon, Jos. G., 77 Sip ave. "
750 Hullfish, James E. Lawrenceville
1 Marcus, George E., 119 Mountain ave. Montclair
2 Marcus, Wm. E., 118 Mountain ave. "
3 Ford, H. Ward Morristown
4 Toohey, Martin A., 221 Garside st. Newark
5 *Stout, Mrs. J. V. E.*, 20 Hurlburt st. Orange
6 Cridge, E. L., 136 Passaic ave. Passaic
7 Bullock S. Paterson
8 Beers, George, 139 N. Main st. "
9 Oatman, A. G. "
760 Whiting, John C., 231 E. 6th st. Plainfield
1 Christopher, Wm. M. Ramsay
2 Rhoades, Chas. R. "
3 Christian, A. Floyd "
4 Mack, Arthur K., box 140 Ridgewood
5 Bunn, Chas. H. Shrewsbury
6 Shoemaker, A. H. "
7 Obre, Samuel L. "
8 Stout, Edwin, 117 Tyler st. Trenton
9 Case, Horace E., 116 E. Hanover "
770 Macom, Dr. Wm., Byard st. New Brunswick

New York — 293.

Crescent Ath.

79,771 Bigelow, Chas. E., Hotel Majestic New York
2 Dennis, Rodney S., 11 Wall st. "
3 Chauncey, Daniel, 129 Joralemon st. Brooklyn
4 Gibbs, Walter S., 378 Quincy st. "

Greenwich W.

5 Bowsky, Harry F., 849 3d ave. New York
6 Mealey, Cornelius Greenwich

Michaux C.

7 Haines, Geo. Wm., 192 Broadway New York

New Manhattan A.

8 Landauer, Justus I., 443 Broadway New York
9 Blass, Julian G., 220 E. 116th st. "

Century W. of N. Y.

780 Meyer, Ernest, 46 W. 14th st. New York
1 Miggins, Thos. J., 649 Greenwich st. "

Y. M. C. N. Bl. C.

79,782 Steele, Clarence T., 115 E. 73d st. New York

Central Turnverein.

3 Meier, Joseph, 333 E. 81st st. New York

Who-Do C. C.

4 Bial, Ernst, 145 W. 34th st. New York

Excelsior.

5 *Ullman, Mrs. J. A.*, 404 W. 58th st. New York

Washington W.

6 Leigh, Wm. F. R., 627 Eagle ave. New York

Manhattan B.

7 Baker, Jos. F., 1773 Broadway New York
8 Bailey, P., 60 W. 50th st. "

Afton C. C.

9 Hitt, G. E., Main st. Afton

Ramblers.

790 Herrick, O. C. Bolivar
1 Van Gorden, C. G. "

Bushwick W.

2 Kunzer, Jos. R., 864 Quincy st. Brooklyn

C. C. of Brooklyn.

3 Thompson, J. Claflin, 80 Columbia H'ts Brooklyn
4 Benedict, L. C., 61 So. Portland ave. "
5 Sutton, John W., 31 Wyckoff st. "
6 Woodruff, Timothy L., 70 8th ave. "

Wheeling Section 23d Regt.

7 Aikman, W. M., Jr., 273 Union st. Brooklyn
8 Newman, Howard, 21 7th ave. "
9 Sinzheimer, F. G., 180 St. Johns pl. "
800 Valentine, L. W., 177 Columbia H'ts "

Brooklyn Roadsters.

1 Paddock, Raymond B., 149 Lafayette ave. Brooklyn

Brooklyn Ramblers.

2 Maseras, Josi, 611 3d st. Brooklyn

Press C.

3 Mapledaram, W. A., 91A Saratoga ave. Brooklyn

Williamsburg W.

4 Barton, Jno. J., 554 Grand st. Brooklyn

Liberty W.

5 Hoppe, Lawrence G., 75 McKibben st. Brooklyn

Brooklyn B. C.

6 Birkbeck, A. W., 178 St. Marks ave. Brooklyn
7 Washburn, Geo. W., 2719 Pine st. New York
8 Chrisfield, Wm. E., box 23 Brooklyn

Liberty W.

9 Smith, Geo. Bennett Bellmore

Buffalo Ramblers.

810 Dold, Chas. H., 1227 Main st. Buffalo

Flapjack C.

1 Williams, C. Howard, 298 Main st. Buffalo

City C. of Corning.

2 Hoyte, J. Towner Corning
3 Tully, William J. "

Coxsackie C. C.

4 Ward, Wm. H. Coxsackie

Yonkers B. C.

5 Dunn, Thomas B. Hastings-on-Hudson

Platts. C. C.

6 McBride, D. A., 18 Court st. Plattsburgh
7 Pike, S. Lawrence, 14 Macomb st. "
8 Tutton, C. E., 1 Oak st. "

Glen Cove W.

9 Payne, E. T., box 23 Glen Cove
820 Valentine, Chas. P. "
1 Willets, Everitt, Glen Cove st. Oyster Bay

Fordham C.

79,822 Decker, W. H., Wms. Bridge Road Fordham
3 Traphagen, Clark, 2411 Creston ave. New York

Kingston B. C.

4 Burton, Joseph H., box 799 Kingston

Crescent W.

5 Lord, Franklin B. Lawrence Station

L. I. City W.

6 Jones, H. H., 59 Lathrop st. Long Island City
7 Jones, T. F., 98 10th st. " "

A. Bi. C.

8 Wolff, Carl F., box 29 Rye

Schenectady Co. W.

9 Capello, Frank, Steuben st. Schenectady
830 Steers, W. V., 204 Green st. "
1 Schmidt, Max, cor. State and Jay sts. "
2 Waygood, Rev. W. H., 1022 State st. "

So. Brooklyn W.

3 Brill, Max, 416 10th st. Brooklyn

Casino Club.

4 Howland, F. G., Spring st. Saratoga Springs

Shelter Island B. C.

5 Baldwin, E. P. Shelter Island

Van Cortland W.

6 Chapman, Eugene M. Peekskill

Catskill Wheeling Club.

7 Goldin, Percival Catskill
8 Doty, Lucius H. "
9 Marshall, Gilbert "
840 Vroman, C. A. "
1 Van Loan, Chas. L. "

Windham N. Y. B. C.

2 Tallmadge, Benj. I. Windham
3 Tallmadge, Josiah C. "
4 Stanley, W. S. "
5 Graham, E. "
6 Moon, E. C. "
7 Roach, A. U. "
8 Lewis, A. A. "
9 Kuran, Frank "
850 Brockett, Irving "
1 Clark, Edgar J. "

Unattached.

2 Adriance, Joseph H., 4 E. 86th st. New York
3 Alexander, Thomas, 920 St. Nicholas ave. "
4 Anderson, A. N., 50 Broadway "
5 Austin, Geo. C., 29 Nassau st. "
6 Burbridge, Chas. T., 343 Broadway "
7 Burroughs, E. H., 1151 Park ave. "
8 Bradley, W. F., 857 Broadway "
9 Brooks, Chas. I., 66 W. 96th st. "
860 Banta, Frank F., 239 W. 12th st. "
1 Brown, Willard, 750 St. Nicholas ave. "
2 Cassell, Jas. Wilson, 148 W. 132nd st. "
3 Cleverdon, John F., Berry st. Tremont "
4 Campbell, Alex., 17 W. 129th st. "
5 Cohen, Geo. W., 33 Greenwich ave. "
6 Carpenter, Frederick W., 331 Boulevard "
7 Clarke, Samuel B., 32 Nassua st. "
8 Cohn, William, 100 E. 101st st. "
9 Crooks, Harry T., 258 W. 21st st. "
870 Dwelle, A. D., 28 W. 25th st. "
1 Davis, T. Monroe, 16 E. 45th st. "
2 Flack, Geo. F., 111 Broadway "
3 Fressel, William, 1983 7th ave. "
4 *Fischer, Mrs. H. B.*, 241 W. 76th st. "
5 Goldberg, Jacob D., 199 Franklin st. "
6 Gaunt, Thos. F., 32 W. 33rd st. "
7 Gardner, Rev. Walter A. A., 341 W. Houston st., New York
8 Garson, K. S. 257 W. 23rd st. New York
9 Grafing, Fred, 73 Beach st. "

79,880 Harriot, S. J., 70 Broadway New York
1 Hyde, Russel D., 88 Leonard st. "
2 Hamburger, Gustav, 1075 2nd ave. "
3 Huntington, A. M., 65 Park ave. "
4 Hein, Benj., 139 W. 64th st. "
5 Ijams, R. B., box 1554 "
6 Jacobus, Geo. M., 1820 Thomas st. "
7 Joullie, Louis, 410 4th ave. "
8 Jonvaud, Lucien, 104 W. 136th st. "
9 June, Walter S., 32 W. 116th st. "
890 Leyton, Dr. Albert H., 256 W. 57th st. "
1 Larkin, A. H., 54 Wall st. "
2 Lee, Wm. D., 1 E. 111th st. "
3 *Livingston, Addie L.*, 456 W. 22nd st. "
4 Lehman, Daniel, 443 Broadway "
5 Mason, Geo. W., 158 W. 84th st. "
6 McDonald, Dr. R. E., 117 W. 44th st. "
7 McLean, W. R., 26 Broadway "
8 Murphy, Edw. F., 561 5th ave. "
9 Manny, W. B., 202 Broadway "
900 McConnell, S. H., 43 Charles st. "
1 Moore, Geo. B., 26 E. 42nd st. "
2 Moller, Adolph, box 423 "
3 O'Donohue, John J., 206 W. 45th st. "
4 Onderdonk, T. W., 10 E. 34 st. "
5 Pinard, Cazeau, 49 W. 11th st. "
6 Pick, William J., 404 E. 5th st. "
7 Pitney, Wm. A., 854 E. 135th st. "
8 Pentecost, Hugh Owen, 237 Broadway "
9 Powers, W. E., 204 Church st. "
910 Pullem, C. H., 317 Rivington st. "
1 Richtmyer, Dr. Grant H., 240 W. 34 st. "
2 Ramsperger, H. G., 180 Pearl st. "
3 Rosett, Leo, 809 Lexington ave. "
4 Smith, Ferd. F., 64 E. 104th st. "
5 Silberstem, Sol D., 442 Lennox ave. "
6 Starr, Chas. K., 51–55 2nd st. "
7 Stout, Jos. S., Jr., 35 E. 67 st. "
8 Tomlinson, Arthur J., 857 Broadway "
9 Vandewater, H. Z., 133 Front st. "
920 Van Dyke, Henry, 14 E. 37th st. "
1 Vineberg, Dr. Hiram N., 127 E. 61st st. "
2 Wolfe, S. H., 874 Broadway "
3 Walker, Dr. D. E., 219 W. 43rd st. "
4 Weinstein, Albert, 857 Broadway "
5 Wagner, M. M., Custom House "
6 Weil, Arnold C., 51 Chambers st. "
7 Webster, E. W., 1135 Park ave. "
8 Wright, L. W., 105 South st. "
9 Bibb, Wm. Garrett, 10 W. 43rd st. "
930 Anslow, Rob't. Jas., Jr., 422 E. 77th st. "
1 Carey, Henry T., 42 New st. "
2 Durber, H. F., 206 Broadway "
3 DeForrest, Shepherd K., Union Cl., 1 W. 21st st., New York
4 Fortesque, Kenyon, 57 5th ave. New York
5 Igstaedter, S., 2215 2nd ave. "
6 Klots, Henry D., 153 E. 37th st. "
7 Klots, Walter J., 153 E. 37th st. "
8 Martin, August L., 66 Broadway "
9 Martin, Albert R., 227 E. 115th st. "
940 Grafmueller, Edward, care H. Boker Co., box 2347, New York
1 Mitchill, Bleecker N., 142 E. 38th st. New York
2 Roosevelt, Robert B., 57 5th ave. "
3 Sumner, Wm., 443 W. 57th st. "
4 Slade, Henry L., 79 Leonard st. "
5 Tappin, John C., 66 Broadway "
6 Valentine, J. T., 605 Madison st. "
7 Warner, Olin Z., 467 Central Park West "
8 Clute, F. T., 150 W. 125th st. "
9 Trowbridge, F. C., 26 Renson st. Astoria
950 Blackburn, Thos. L., 1 Hunter ave. Albany
1 Logan, Gaylord, 40 Tweddle Bldg. "
2 Tellam, William, 96 Yates st. "
3 Twist, Chas. W., box 44 "
4 Bushnell, Ezra D., 41 Pierrepont st. Brooklyn
5 Brunsen, Clayton P., 389 Greene ave. "

79,956 Delano, Arthur H., 512 Lexington ave. Brooklyn
7 Foster, F. E., 497 9th st. "
8 Gilpin, Wm. J., 1300 Dean st. "
9 Hovenden, Thos., 207 Montagne st. "
960 Holmes, Donald M., 329 Hancock st. "
1 Hegeman, Albert, 519 Greene ave. "
2 Jenks, Dr. F. Percy, 419 9th st. "
3 Kalbfleisch, Edw. L., Jr., 280 Jefferson ave. "
4 Larbey, J. F., 659 De Kalb ave. "
5 Myers, Edward M., 459 17th st. "
6 *Myers, Mrs. M. Florine*, 459 17th st. "
7 Nathan, Philip, 387 Fulton st. "
8 Ormsby, Senter H., 644 Macon st. "
9 Parker, Harry A., 156 Vernon ave. "
970 Paulus, Wm. A., 56 Central pl. "
1 Pratt, Wm. W., 171 Hart st. "
2 Perkins, Geo. C., 408 4th st. "
3 Pierce, F. H., care Pratt Institute "
4 Reilly, William F., 412 Franklin ave. "
5 Morrison, A. A., 110 Hart st. "
6 Spencer, W. F., 413 Dean st. "
7 Wise, Alvin B., 227 A Monroe st. "
8 Wagner, Webster, 64 Macon st. "
9 Wheeler, Edwin M., 179 Congress st. "
980 Wanner, Charles, 426 Carleton ave. "
1 Walsh, George, box 23 "
2 Wetmore, Sylvester J., 129 Cumberland st. "
3 Zielmann, Chauncey, 53 "a" Vanderbilt st., Windsor Terrace, Brooklyn
4 Buchanan, A., Jr., 1587 Fulton st. Brooklyn
5 Buckley, John T., 378 Clinton st. "
6 Grenzbach, B. N., Jamaica ave. "
7 Henderson, Chas. H., 596 Willoughby ave. "
8 Jennings, E. C., 336 Kosciusko st. "
9 Luttmann, W. H., 114 S. 5th st. "
990 Martin, W. H., 338 16th st. "
1 McCracken, Ed. J., 136 Palmetto st. "
2 McClusky, F. W., 206 S. Oxford st. "
3 Saunders, R. H., 70 S. 4th st. "
4 Wooley, W. B., 186 Hart st. "
5 Osborn, Sam'l A., 401 5th ave. "
6 Coakley, Morgan T., 339 Delaware ave. Buffalo
7 Spann, Otto G., 27 Board of Trade "
8 Crockett, Dr. M. A., 452 Franklin st. "
9 Horn, Karl, 378 Main st. "
80,000 Juergenson, R., 330 Elk st. "
1 Vaughan, D. W., 58 Coal & Iron Ex. Bronxville
2 Bacon, W. P. H. Canisteo
3 Whitely, Lewis J., lock box 81 Cornwall
4 Egbert, George D. Eaton
5 Richardson, A. E. Eastport
6 Brown. Daniel F., box 1 Elizabethtown
7 Nye, Jasper B. Fonda
8 Woolsey, Dr. Geo., Davis Block Fort Edward
9 Dunn, Jas. M., Broadway Gravesend
010 Harris, John F. Greene
1 Russell, W. J. Guilford
2 Darling, D. H. "
3 Pedmore, Lewis J. Haverstraw
4 House, De Witt H., box 482 "
5 Meyer, William H., box 463 Herkimer
6 Christman, F. W. "
7 Wolf, William, box 610 Hilburn
8 Blakslee, W. E. Honeoye
9 Patterson, George W., Jr. Huntington
020 Lindsay, Walter T., Prospect st. Ithaca
1 Brown, Wallace M., Cascadella School Kingsbridge
2 Thayer, H. B. Kingston
3 Ingalls, Frederick D. B., 679 Broadway Lawrence
4 Porter, H. Hobart, Jr., box 223 Lockport
5 Leland, Rev. Dean R., 144 Pine st. New Brighton
6 Barton, Charles "
7 Walker, Norman S., Jr. Nyack
8 Gardanier, Geo. W., box 590 Mamaroneck
9 Tobey, Harry G., Orienta Point Malone
030 Smith, Carl D., box 324 Oyster Bay
1 Wood, T. James, Glen Cove st. Plattsburg
2 Langlois, Alexander, 15 S. Catherine st. "

80,033	Bown, W. W.	Pennfield
4	Emerson, F. W.	Pittsford
5	Conklin, Alvin, box 159	Port Richmond
6	McKenna, J. F.	Phelps
7	Spring, Edgar K., 11 Catherine ave.	Port Jervis
8	Filmer, Wm. T., box 586	Rochester
9	Landsberg, Emil M., 420 E. Main st.	"
040	Meek, Theodore H., 100 Plymouth ave.	"
1	Weber, George, 42 Hallister st.	"
2	Farrington, J. H., Jr.	Saranac Lake
3	Fay, Michael J.	Saratoga Springs
4	Guernsey, Chas. S., 71 James st.	Sing Sing
5	Horstmeyer, Henry, H. S. Barney & Co.	Schenectady
6	Mosher, Haward P.	Storm King
7	Goodenough, John, box 184	Sparrowbush
8	Snow, Sargent F., 117 E. Jefferson st.	Syracuse
9	Shea, Cornelius, box 186	Tottenville
050	Caldwell, Joseph C., 133 8th st.	Troy
1	Shanahan, E. J., box 51	Tribes Hill
2	Sturdevant, Geo. W., 3 Cooper st.	Utica
3	Lenhardt, E. J. A., 95 Varick st.	"
4	Lenhardt, Joseph F., 92 Spring st.	"
5	Ayers, Walter W., 1305 6th ave.	West Troy
6	Bould, Edward, Collins House	"
7	Coates, William, 8th st. above 5th ave.	"
8	Day, P. J., cor 4th ave. and 13th st.	"
9	Dyer, George, 1356 Broadway	"
060	Seigle, W. B., 1418 6th ave.	"
1	Tucker, W. J., 1620 6th ave.	"
2	Conner, James P.	Westchester
3	Moore, F. B.	White Plains

North California — 8.

Petaluma W.

80,064	Hopkins, S. J.	Petaluma
5	Hopkins, O. C.	"
6	Newburgh, W.	"

Unattached.

7	Chamberlin, H. E., 1619 N st.	Fresno
8	Lee, Geo. O., 1437 J st.	"
9	Manning, T. G., *Daily Republican*	"
070	Hayne, D. G.	Petaluma
1	Blake, H. C., box 931	Winters

Ohio — 53.

Porkopolis W.

80,072	Bader, Lewis, 132 Bates ave., Camp Wash., Cincinnati	
3	Lippert, L. W., Jr., Wells st., Price Hill, Cincinnati	

Carel C. C.

4	Curtis, C. H., 310 Elm st.	Cincinnati

So. End W.

5	Sellew, T. G., 10 St. James pl., W. H.	Cincinnati

Cleveland W. C.

6	Boice, E. A., 476 Clarke ave.	Cleveland
7	Brady, J. F., 6 Meridian st.	"
8	Cleland, J. H., 24 Dunham pl.	"
9	Cleland, W. G., 24 Dunham pl.	"
080	Fraser, J. N., 775 Doan st.	"
1	Goss, N. L., 1464 Linwood st.	"
2	Horner, B., 223 Sawtell ave.	"
3	Jones, G. Carlton, 43 L. S. & M. S. Gen. Office, Cleveland	
4	King, F. J., care O. S. Hubbell & Co.	Cleveland
5	Lane, E. G., 62 Wade b'ldg	"
6	McLoud, N. C., care *Press*	"
7	Moses, L. A., 815 Fairmont st.	"
8	McClellan, W. F., 351 Case ave.	"
9	Stahl, H. A., 694 Hough ave.	"
090	Spink, F. E., 176 Euclid ave.	"
1	Skinner, Geo., 21 Quimby st.	"
2	Von don Heinen, G., 702 Western Reserve b'ldg, Cleveland	
3	Whitney, J. L., care Empire Line	Cleveland
4	Pritchard, H. T., 635 Soc'y for Sav. b'ldg,	"
80,095	Pettingill, G. B., 2575 Euclid ave.	Cleveland
6	Burleigh, H. C., 116 Superior st.	"
7	Meng, Geo. E., 305 Scoville ave.	"
8	White, S. C.	Euclid

Alcyone B. C.

9	Holloway, W. T.	Columbiana
100	Russell, L. G.	"

Valley City C. C.

1	Studevant, L. M.	Sidney
2	Loudenbach, Geo. R.	"
3	Sayre, William	"
4	Cary, Albert P.	"
5	Smith, Jack C.	"
6	Yoakum, N.	"
7	Dickensheets, J. L.	"
8	Sterline, Web	"
9	Amos, Howard	"
110	Tenney, Dr. C. E.	"

Unattached.

1	Lambert, J. W.	Alton
2	*Smith, Mrs. Emma B.*, Sta. I	Cincinnati
3	Berry, Frank B., 241 St. Clair st.	Cleveland
4	Wooderman, John E., box 327	Elmwood Place
5	Werner, Chris, box 312	"
6	Comings, A. G., 16 W. Coll	Oberlin
7	Nettleton, W. T., box 573	Toledo
8	Bate, Ira D.	West Jefferson
9	Burrows, A., Jr.	"
120	Flannagan, Dallas	"
1	Kuehner, Herman	"
2	Lewis, Homer	"
3	Olney, Frank L.	"
4	Taylor, Bayard	"

Pennsylvania — 9.

Galesburg C. C.

80,125	Sherrard, C. F., box 178	New Castle

Unattached.

6	Jenks, Robert D.	Ashbourne
7	Bradley, Frank E.	Leetonia
8	Weidler, Ed. S.	Mountville
9	Thiel, Max, 934 Arch st.	Philadelphia
130	Rowe, L. S., College Hall, U. of Penn.	"
1	Zensen, Jacob G., 1859 Etting st.	"
2	Witmer, Lightner, 1326 Spruce st.	"
3	Daniels, Chas. R., S. E. cor. 17th & Montgomery sts. Philadelphia	

Rhode Island — 2.

Cumberland C.

80,134	Steere, E. B., box 88	Valley Falls

Unattached.

5	Fuller, James R., 2nd, box 803	Providence

South California — 1.

Unattached.

80,136	Preston, I. H., 217 New High st.	Los Angeles

Tennessee — 5.

Knox W.

80,137	Coykendall, Ed., Southern R'y	Knoxville
8	Turner, Cal, 407 W. Main st.	"
9	Woodruff, W. W., Jr.	"

Unattached.

80,140	Henneman, John B., Univ. of Tenn.	Knoxville
1	McColl, J. R., Univ. of Tenn.	"

Texas — 2.

Unattached.

80,142	Jones, W. Goodrich	Temple
3	Hodge, J. P., 725 S. 4th st.	Waco

Utah — 15.

Wasatch W.

80,144	Lutz, Fred W., S. L. Litho. Co.	Salt Lake City

Social W. C.

5	Bradford, A., care Harry Haines	Murray
6	Stern, Louis	Salt Lake City
7	Wagener, Chris, box 450	"
8	Gadbe, Frank, 1014 So. 9th E. st.	"
9	Jones, W. E., box 173	"
150	Lake, W. E., 343 E. 4th So. st.	"
1	*Werner, Miss Henrietta*, 211 E. 7th So. st.	"
2	Treillis, J. C., 53 W. 5th So. st.	"
3	McKaig, R. H., Co. Court House	"
4	Thatcher, Frank, 247 Brigham st.	"
5	Robinson, L. P., 347 So. W. Temple st.	"
6	Obendorfer, Jas., box 1557	"
7	Brown, W. D., 74 W. 1st So. st.	"

Unattached.

8	Hyde, A. E., Jr., 40 W. N. Temple st.,	Salt Lake City

Vermont — 2.

Unattached.

80,159	Haskell, H. S.	Derby Line
160	Kimball, A. W.	"

Virginia — 7.

Ports. C. C.

80,161	Nelson, James A., 804 4th st.	Portsmouth
2	Schooler, Clifford V., 520 2nd st.	"
3	Baker, B. W., Jr., Swimming Point	"

Unattached.

4	Dodson, W. P., box 207	Norfolk
5	Staylor, W. W., 151 Main st.	"
6	White, W. N., 108 High st.	Portsmouth
7	McIlwaine, John S., box 101	Richmond

West Virginia — 1.

Unattached.

80,168	Bingell, E. W., 91 Main st.	Wheeling

Wisconsin — 17.

G. C. C. C.

80,169	Chappelle, Will H., *Daily Press*	Ashland
170	Smith, Ben S., 9 Bristol blk	"

Barron C. C.

1	Crawford, W. B.	Barron

Badger W.

2	Wagner, Lewis, 239 14th st.	Milwaukee

Unattached.

3	Dodge, O. W. 723 Oneida st.	Appleton
4	Reese, D. E., 853 Atlantic	"
5	Buttles, Leonard	Caldwell
6	Swift, E. P., box 3	Commonwealth
7	Tasker, Chas. E.	Fall River
8	Kind, Wm. L., box 110	Grafton
9	Esselstyn, H. W., 712 S. Madison	Green Bay
180	Sutherland, Orion, 10 East st.	Janesville
1	Dunning, Cliffe A., 225 W. Water st.	Milwaukee
2	Schuchardt, Carl W., 263 Queen Anne pl.	"
3	Walbridge, F. E., 141 Wisconsin	"
4	Curtis, M. B.	Shell Lake
5	Wilkins, F. L.	"

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

New Jersey — 3.

O. C. C.

80,186	Farrington, B. W., 113 High st.	Perth Amboy

Union Co. R.

7	Patenall, T. H.	Rahway

Unattached.

	Strahan, Charlie	Clarksburg

New York — 2.

C. C. of B.

80,189	Pierce, Irwin W., 783 Quincy st.	Brooklyn
190	*Pierce, Mrs. F. H.*, care Pratt Institute	"

Washington — 1.

Colfax C. C.

80,191	Davis, A. J.	Colfax

LEAGUE CLUB RENEWALS.

273	St. Louis Cycling Club,	St. Louis, Mo.
504	Kenton Wheel Club,	Covington, Ky.
318	Somerville Cycle Club,	Somerville, Mass.
590	Orange County Wheelmen,	Santa Ana, Cal.
559	Shoe City Wheelmen,	Brockton, Mass.
442	Carolina Cycle Club,	Wilmington, N. C.

NEW LEAGUE CLUBS.

611	Roselle Ramblers,	Roselle, N. J.
612	Valley City Cycle Club,	Sidney, Ohio.

NEW DENVER L. A. W. CLUB.

The new Turner Wheel club has just elected its first officers. They are as follows: President, Joseph Brohm; vice president, Ed. Beyer; secretary, William Shaefer; treasurer, Oscar Wolf; directors, with the officers, George Mayer, G. Schirmer and A. Ham; captain, Fred Haberl; first lieutenant, Mike Reuter; second lieutenant, Ed. Schilthaus.

The club starts with a membership of over sixty and will join the L. A. W. and the Associated Cycling clubs of Denver.

KANSAS DIVISION.

The Manhattan hotel is hereby designated League hotel at Wichita, Kansas. Rate $1.50 per day.

W. W. HOOPER, *Chief Consul, Kansas Division.*

BICYCLES AND BOATS.

At a recent meeting of the directors of the Savin Hill, Mass., Yacht Club, it was voted to form a bicycle club within the yacht club, members of the club to be eligible to membership in the bicycle club without extra charge, and to admit wheelmen and non-boat-owners to both clubs as associate members, upon payment of $5.00 per annum. There are at present about thirty wheelmen in the club. It was also voted to instruct the house committee to provide a suitable locker for the storage of bicycles.

The entertainment committee was instructed to arrange monthly hops and other entertainments to the members during the summer months, free of charge.

ROAD improvement has in most places become popular. This insures its success.

QUERIES AND ANSWERS

E. S. T., Fremont, O., asks:

Suppose a safety weighing twenty pounds, sixty-six gear, twenty-eight inch wheels and six and one-half inch cranks, was standing on an incline of one foot in ten, and having a rider of one one hundred and sixty pounds weight, how much pressure would be required on the pedal to move machine up the incline; also, how much pull would come on the chain. No account to be taken of friction, or of the upward pull on the handles.

Ans. The total weight of rider and machine is one hundred and eighty pounds; standing on an incline of one in ten the tendency to roll down would be one tenth of the weight, or eighteen pounds. As the machine is geared to sixty-six and the crank is six and one-half inches long, the pressure on crank would be as much greater as the crank is shorter than the radius of wheel. If the crank was thirty-three inches long or just the radius of the imaginary sixty-six inch wheel, the pressure required to hold the wheel would be exactly the same as its downhill tendency; but, as the crank is less than the radius, the pressure needed at that point would be equal to sixty-six thirteenths of eighteen pounds or ninety-one and five-thirteenths. This force would exactly balance the downward tendency and, as your question ignores friction, any additional force would move the machine up the hill.

The pull on chain cannot be computed without knowing the diameter of sprocket wheels.

The upward pull on handle bars would have no effect.

S. A. A., Pittsburgh, Pa., writes:

How can an agent for a bicycle race in class A?

Ans. Just as an agent for a sewing machine or a refrigerator might race in class A.

The bicycle agent who races only for diversion or to advertise his business is an amateur, but the man who races for a business and sells bicycles for a blind is (if he is dicovered) a professional. You may obtain copies of the racing rules by addressing the chairman of your State racing board.

E. C. N., Pittsburg, Pa.:

The total number of L. A. W. members will be printed each week, beginning July 5.

F. W. D., Elizabeth, N. J.:

Any good chewing gum will do; it should be occasionally shifted from side to side, but always inside. A wet sponge in the hat has been highly recommended.

I. S. W., Marinette, Wis., asks:

1. Is a physical director in a Y. M. C. A. a professional because he teaches athletic sports?

Ans. Yes, unless he does it for fun.

2. Is a man a professional if he plays ball or any other game inside an inclosure, the receipts to be donated to a benevolent institution?

Ans. We understand that if the ball player plays for money he becomes a professional. What is done with the money makes no difference. If the players were amateurs before the game in question, and they played solely for some charity and did not in any way profit by the gate money, we would strongly recommend that instead of the death sentence, imprisonment for life be substituted.

T. B. M., Kansas City, asks:

Where on frame of bicycle should name be placed, by process described by Mr. Cox in a late number of the BULLETIN?

Ans. His plan was to put it on the top of one of the main tubes of the frame. It might also be etched onto the handle-bar.

2. How would he go about it, and what use to "touch" surface with nitric acid? I don't quite understand use of word "touch".

Ans. A man who doesn't understand the use of the word is to be congratulated, as he has probably never been "touched"; as applied to acid etching it means to apply the acid to the surface to be "bitten." It may be put on with a brush or swab, or even a plain piece of wood. The surface which has been acted upon by the acid will have a dull frosted appearance; it should be protected from rust by a thin coat of transparent varnish, or, if on the handle bar or other finished part, it may be re-nickeled.

3. Can you recommend a safe and secure lock, i. e., one hard enough to resist nippers and which cannot be pried open or broken with an ordinary hammer?

Ans. We know of no such lock, nor do we consider it practical to make one fully answering your requirements. To harden all parts of the lock and chain so that they could not be cut or filed would tend to make it easier to break. The function of a cycle lock is to prevent the machine being taken by boys or others who might be inclined to mischief, or who might ride it away by mistake. It simply makes the stealing of the machine more difficult; no lock can make it impossible.

W. I., Belfonte, Pa., asks:

Is it good or bad for the health to ride with a sweater on?

Ans. Both; when the thermometer is frozen up and control of the temperature entirely lost, it is good for the health to wear one or more sweaters. When the weather is more than ninety-eight in the shade, however, you might see your physician and obtain his judgment about leaving off one of the sweaters.

ASBURY PARK.

We are in receipt of an abusive and profane letter asking why THE L. A. W. BULLETIN doesn't pay more attention to the coming national meet at Asbury Park.

We will do the writer of this letter the kindness to conceal his name and location, except to say that he is not a resident of New Jersey.

Among other things, we are accused of having a personal feeling against the successful rivals of Massachusetts.

We freely forgive our insulting correspondent and would not feel called upon to notice his letter except that our readers have a right to know the position of the BULLETIN in reference to the national meet.

We confess to having a personal feeling, but it is of the kindliest sort. The officials in charge of the matter are good people, and the BULLETIN wishes them and the coming meet every success. We intend to be there, in company with a large number of Massachusetts members, and have no doubt about the pleasurable features of the occasion.

We hope to make announcement, shortly, of the transportation companies which will give reduced rates from New England. We understand that a fare and a third is offered on all western roads.

[Since the above was in type we have received the following official matter from Chairman Brewster.]

TRANSPORTATION TO ASBURY PARK.

The Trunk Line, Central Traffic, Western Passenger, Southern States Passenger and New England Passenger Associations have authorized rate of one fare and a third, on certificate plan, to Asbury Park for League meet, July 8th to 13th. Directions governing sale of tickets are contained in circular printed herewith. It will be well to read these directions carefully.

The committee is disappointed in not being able to secure a better rate. We believe that the transportation companies would have largely increased their revenue had they accorded us a more equitable rate, but certain local conditions united with other considerations rendered our efforts futile.

From points near Asbury Park, such as New York, Philadelphia, Baltimore, etc., the regular summer excursion rates may be found lower than the concession named by the traffic associations. It will be well, therefore, for persons journeying from territory named, to compare rates before purchasing tickets. The Iron Steamboat Company advises that they will transport wheels without charge when accompanied by owners.

OFFICIAL ROUTES: The committee has not deemed it wise to designate official routes this year, but the chairman or any member of the committee will be glad to furnish any information in their power that may assist League members in selecting the most favorable and satisfactory lines for their journey. Once in a while League members are found who are anxious to help those who help us; to these the services of the committee are most heartily tendered.

Fraternally,
W. M. BREWSTER, *Chairman.*

TRANSPORTATION INSTRUCTION.

First. Each person must purchase (not more than three days prior to the date of the meeting nor later than three days after the commencement of the meeting) a first-class ticket (either unlimited or limited) to the place of meeting, for which he will pay the regular tariff fare, and upon request the ticket agent will issue to him a certificate of such purchase (Form 2), properly filled up and signed by said ticket agent.

Second. If through tickets cannot be procured at the starting point, the person will purchase to the nearest point where such through tickets can be obtained, and there purchase through to place of meeting, requesting a certificate properly filled out by the agent at the point where second purchase is made.

Third. It is absolutely necessary that a certificate be procured, indicating that full fare has been paid for the going journey, and that the person is therefore entitled to the excursion fare returning. It likewise determines the route via which the ticket for return journey will be sold and *without it no reduction will be made*, as the rule of the association is that "No refund of fare can be expected because of failure of the parties to obtain certificates."

Fourth. Tickets for the return journey will be sold by the ticket agents at the place of meeting at one-third the first-class limited fare, only to those holding certificates (Form 2) signed by the ticket agent at a point where through ticket to the place of meeting was purchased, countersigned by the secretary or clerk of the convention, certifying that the holder has been in attendance upon the convention and vised by special agent of the railway association requiring the last named supervision.

Fifth. Tickets for return journey will be furnished only on certificates procured not more than *three days* before the meeting assembles, nor later than *three days* after the commencement of the meeting, and will be available for continuous passage only; no stop over privileges being allowed on tickets sold at less than regular unlimited fares. Certificates will not be honored unless presented within *three days* after the date of the adjournment of the convention. It is understood that Sunday will not be reckoned as a day.

Sixth. Ticket agents will be instructed that excursion fares will not be available unless the holders of certificates are properly identified, as above described, by the secretary or clerk, on the certificate, which identification includes the statement that one hundred or more persons, who have purchased full fare tickets for the going passage, and hold properly receipted certificates, have been in attendance at the meeting and by the stamp and signature of special agent of the railway association. A violation of the rules in certifying that the stipulated number were in attendance, when actually a less number of properly executed standard certificates were presented, will debar the offending organization from the further courtesies of this association.

Seventh. The certificates are not transferable, and the signature affixed at the starting point compared with the signature to the receipt, will enable the ticket agent to detect any attempted transfer. A transfer or misuse of certificates or tickets authorized under this rule will forfeit all privileges granted.

N. B. Please read carefully the above instructions, be particular to have the certificates properly filled and certified by the railroad agent from whom you purchase your going ticket to the place of meeting, as the reduction on return will apply only to the point at which such through ticket was purchased.

Happy Thought--A "League" Dial!



No use to show a cut of it — for the limitations of black-ink print could convey no idea of the exquisite tints of blue and yellow and green and red in which the Emblem of the L. A. W. is enameled on the dial.

How much extra for a **"Standard" Cyclometer,** thus adorned, do you ask? **Nothing,** except your kind approval of a liberal business policy.

The New York Standard Watch Co.,

11 John Street, New York.
103 State Street, Chicago.

Pacific Coast Agents: POPE MANUFACTURING COMPANY, 344 Post St., San Francisco.
OVERMAN WHEEL COMPANY, Larkin and McAllister Sts., San Francisco.

UNIONISMS.

Sir Henry Wotton once said—
"Hanging is the worst use man can be put to."
And we may remark—
Road Racing is the hardest test a bicycle can be put to,


The UNION CRACKAJACK.

. . . BUT THE

UNION CRACKAJACK

Is keeping its position nobly as the king of Road Racers. Here's another instance:

(Telegram.) *Moline, Ill., June 13.*

"Ten Mile Road Race, First Time Prize, Arthur C. Walker, on a Crackajack, Time, Twenty-Six-Twenty-Three. *J. W. Cooper.*

RACING MEN PLEASE NOTE.

UNION CYCLE MFG. CO.,

Branches: Philadelphia, Milwaukee.

239-243 Columbus Ave., Boston, Mass.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

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ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

JUNE 21, 1895.

Total number printed this week, . . . 28,500
Sent to paid subscribers, ... 27,080
Samples to Advertisers, Exchanges, etc., 1,420

WHAT WILL THE LIVERY MEN DO?

IT has long been a recognized fact that the extensive use of the bicycle has cut into the business of men who keep horses to let.

How extensive has been the effect of this readjustment in methods of transportion is shown by the frequent allusions which have been made to the subject in papers devoted to the horse and his vehicles.

As the world progresses such changes as this must of necessity come about.

People as a whole know what they want, and the livery stable keeper who watches the growing tendencies, will, ere this, have discovered that horses are, to a limited extent, being superseded.

People who cannot afford to keep horses are expected to become more or less familiar with this wonderful new vehicle which doesn't require horses.

Many of those who cannot afford a new bicycle take a second hand one from some more fastidious or better fixed friend (or enemy, as it sometimes happens).

This constant wearing out of machines is a fortunate thing, for it enables people to ride a bicycle who could not have a new one of even the cheapest make.

Second hand machines may be had at all prices, so that any person who is not reduced to absolute beggary can usually find one at an appropriate figure.

In many instances the tandem has superseded the horse and buggy and the livery man has been obliged to adjust his business to suit the new order of things.

A recent number of the *Livery Stable* contains the following. It is one of the best and most comprehensive articles on this subject which has come to us.

"The most sensible and apparently the only thing for them to do is to place themselves in a position where they can retain the business that is now fast leaving them. That position is to keep bicycles for hire and be prepared to meet the demand for both bicycles and other vehicles. There is a good demand for bicycles, they cost less than horses, harness and buggies, they don't get the heaves or the colic, and don't require any feed.

"From what has been said it is self-evident that the competition of the bicycle must be met in a business like way. There will be no additional expense on the livery man for rent or labor and the only outlay will be the original investment for bicycles, which will be no more than it would cost to restock the stable with buggies. In that way only can the livery trade meet the condition now presenting itself. It is bad business policy to allow a man to settle himself next door to your stable and by keeping a few bicycles take away your trade. Your business is to keep conveyances for hire and to be governed as to the conveyances by the public demand. Surely no sensible livery man would lay in one style of carriage if he knows that the style is not wanted and cannot be let. He would certainly buy the vehicle he could let and to the best advantage. Of course the wiser plan is to keep enough horses and such vehicles as can be let, and, to add to these, bicycles. It is no argument to say that it was never done before — the same conditions never existed before.

Adapt yourself to the circumstances which confront you; these are a heavy demand for bicycles. Be prepared to furnish them, and as they are little trouble and less expense than light vehicles with a proportionately greater profit, reap the



This **Beautiful Calendar**

With blanks for L. A. W. applications mailed free to clubs, postpaid, or to individuals for a stamp to pay postage.

Sterling Bicycles

Are the Best Bicycles Built.

STERLING CYCLE WORKS,

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CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York City.
Sieg & Walpole, 285 Wabash Ave., Chicago.
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"BETTER THAN THE BEST."

The **"TRENTON" CYCLOMETER**

is now on the market. Insist upon seeing them. You will then want no other, and accept no substitute.

MADE OF ALUMINUM.



ACTUAL SIZE
REGISTERS 1000 MILES AND REPEATS.

WHY NOT HAVE THE BEST, WHEN COSTS SO LITTLE?

Fully Guaranteed.

The greatest value for the least money,

$2.00.

POINTS OF EXCELLENCE.

- Small size.
- Absolute accuracy.
- Handsome appearance.
- Strength and durability.
- Dust-proof and water-proof.
- Noiseless and positive action.
- Extreme lightness, weight 2¼ oz.
- Can be read at a glance from the saddle.
- Beautiful satin-finished aluminum dials which will not break nor crack.
- Polished aluminum case which is but one-third weight of nickeled brass.
- Scientific construction and careful inspection of all parts.
- Can be run backward or forward at a high rate of speed without danger of injury to instrument or bicycle.

TRENTON WATCH CO.,
TRENTON, N. J.

benefit of your enterprise which the riding public will appreciate. A considerable number of livery men have already sensed the situation, bought bicycles, and are satisfied with their venture.

This is the season for bicycles and there can be no doubt that those who are first in the field will have the advantage. Before the summer is over this new departure can be made to pay for itself and leave a handsome profit for the summer's work. Having bicycles to let will certainly not interfere with your letting horses so that it cannot injure the business you already have; it will, however, prevent your trade from slipping away from you and going to others who are more enterprising. A business man should not only strike while the iron is hot, but keep striking until the iron gets hot. The sooner livery men will consider bicycles as proper livery vehicles the better it will be for the trade."

A HOPELESS CASE.

NIXON WATERMAN.

He was just a common sinner,
But he'd buy a tramp a dinner,
An' he'd sort o' try to put him on his feet;
An' a feller might be needy,
An' his raiment worn and seedy,
Yet he'd stop an' visit with him in the street.

He made no ado about it—
Wouldn't brag around ner shout it,
Yet he did a heap to help his fellowmen;
When he'd find a fallen brother
In some easy way er other,
He would make him organize himself again.

He had money an' he spent it,
Er he give away er lent it;
Seemed ez if the more he lost the more he got.
Made all sorts o' big donations,
Helped support his poor relations,
An' he bought a orphan school a house an' lot.

Never heard o' him a-shoutin'
Ner a-settin' 'round a-spoutin'
'Bout the everlastin' wickedness o' things:
But he just went on a-findin'
Deeds to do, an' never mindin'
Much about a crown er harp with golden strings.

Yet the deacon's folks (it's very
Hard to say it), they was merry
When at last death came an' caught him in the lurch,
For they knowed the devil got 'im,
An' it served 'im right, dod rot 'im!
For he never had united with the church.

A GREAT WASTE.

Oh, fellowmen and brothers!
Could we but use the free
Advice we give to others,
How happy we should be.

A WORD that should always be pronounced *wrong*.

NATURE'S MONOTONY.

THIS is the season of the year when the owners of wheels are permitted to get about a great deal and see much of nature. Persons who almost forget during the winter months that there are such things as hills and vales and trees and brooks and a thousand and one other rural charms, go into the country during the summer and once more renew former pleasant acquaintanceships.

Nature is interesting in all its multifold phases, yet, when one stops to think of it, nature is awfully monotonous. As a matter of course it is too late now to alter the creation of things, but if we had been consulted before everything had been given a fixed form, we could have suggested a great many changes from the plans as they were carried out. We wish it to be understood that we hold ourselves in no wise responsible for any blunders that may have been made. We philosophically accept things as they are, yet, at the same time we are disposed to exercise the privilege of kicking while we have a chance.

What we dislike about nature is its sameness. It lacks variety. It doesn't surprise us often enough. You plant an oak in your dooryard this year and what have you next year? Why, an oak, to be sure. And it remains the same year after year — just a common, monotonous oak. Sundays, weekdays, holidays and all. No change. Oh! It's awful. If you wish a willow or an elm or a cedar, you've got to plant it, and after that it will never be anything else. Now why can't a tree be a pear tree during the summer and an evergreen during the winter? Men are not forever the same monotonous things. Men gamble this year and next year they reform and go to lecturing. Prize fighters become actors, street car drivers become poets, rascals become honorable men, and *vice versa*. Why need an oak tree be an oak tree forever, and why must its leaves always be the same shape and color? Look at our dear ladies. Note the variety of adornment they put on. They compel all the laws of cause and effect to conform to the vagaries of their wills. Why can't oak leaves be an oval pink one season and a square of blue the next? Trees, grasses and flowers all have this sorry sameness. They do not surprise us: we know what to expect. And it is the same way with the birds and beasts. The robin sings the same old song it did when Columbus discovered

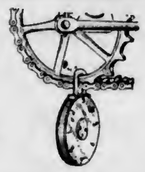
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BICYCLE COMBINATION LOCK.



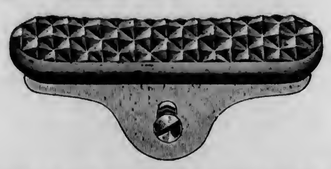
Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.
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BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.



The Lightest and Best Bicycle Clock Made.
Sent by mail on receipt of price. $2.25.
Speed calculator included.
Levy Cycle Clock Co.,
1817 Ridge Avenue,
Philadelphia, Pa.

STOP PUNCTURES We don't KEEP 'em We SELL 'em.
Werneth's Puncture-Proof Tire Armors.
Price, $1.50 per Pair, mailed free.
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REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.
THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

DIXON'S 679 CYCLE LUBRICANT
Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced.
Mention THE L. A. W. BULLETIN.
DIXON CRUCIBLE CO., Jersey City, N. J.

FITS IN FRAME OF BICYCLE
TOURING BAGS.
THE BEST THING MADE.
Price, $2, $2.50, $3. Light and Strong.
Bicycle Shoes.
12 Styles from $1.50 to $3.50. 10 per cent. discount to L. A. W. members.



DETACHABLE CLEAT CO., 302 Washington St., Boston.

Careful wheelmen are never on the road without Redding's Russia Salve. It is the best thing extant for bruises, sprains and cuts. All druggists recommend it and sell it for 25 cents.



HEATH PUMPS.
Have you ever used one with a
UNIVERSAL COUPLING
Like this. Fits any valve. Always ready. Lasts a lifetime. **It is much the best.** Our guarantee: All broken or defective parts returned to us will be replaced **free of charge.**
Jobbers find them well known and quick sellers.
30,000 now in use and still growing.
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ROAD MAPS
Of Maine, New Hampshire, Massachusetts, R. I. and Conn. These maps are handsomely colored and show all the roads and points of interest; for sale by the dealers, or sent by mail by the publishers; price 25 and 50 cents; send for catalogue GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.

ANNUAL RACE MEET ARROW CYCLE CLUB L. A. W.
Du Bois, Pa., July 4 and 5.
$800.00 IN PRIZES.
Finest half-mile track in the state. Entries close June 28, 1895.
F. I. SCHWAN, *Secretary.*



SOLID GOLD Hard Enameled, L. A. W. VEST PINS, Ruby Center, $2.00 each, in Rolled Gold $1.00 each. Sent by mail on receipt of price. Fine Gold Bicycle Medals, Silver and Gilded Cap Pins, Lapel Buttons, etc., made by JOHN FRICK
Jeweler and Medallist, 8 Liberty Place, (opposite 21 Maiden Lane), New York City.

America. The bluebird, the lark and the catbird are doing identically the same thing they were when Methusalah was a little boy pegging stones at them. There has never been a particle of change in the programme. Why don't they keep up with the procession and sing the late popular songs? They are wearing the same design of feathers their great grandparents did. Not a feather more nor a feather less.

The seasons follow each other in the same monotonous succession. Spring, summer, autumn, winter. And then the whole thing over again without any variation. The sun rises in the east and goes down in the west, year in and year out. How much more interesting it would be if the sun came up just wherever and whenever it happened to feel like it. But no, it works just like a machine that never breaks nor slips a cog. There is nothing romantic about machinery.

If things would only keep us guessing we should have more to occupy our minds. All speculation is discouraged. Everything is done on a cut and dried plan. It's all a put up job. The die is really cast a long while before we really get a shake at it. All the rivers run into the sea just as they did in Adam's time. Everything has fixed laws. Everything does just what you expect it will do. Everything except men and women. Ah! They possess variety enough to satisfy the most capricious nature. A man says he will pay you the amount of a bill he owes you on Saturday. He surprises you. He doesn't pay it. A woman says she will be true to you forever and a day. Well, she keeps her word so far as a day is concerned, but the day after she elopes with a freckled-faced man who is nowhere near so handsome as you are.

Men are oaks to-day, willows to-morrow and ragweed next week. They change in size, color, disposition and purpose with the passing of every breeze. You can't tell whether they are marble or mush, bronze, or baled hay.

And after all may be it is best that nature is not so full of variety. It may be possible that more of a regular, assured thing really comes nearer answering our purpose. It would be disappointing to have a hen lay door knobs when one wanted eggs, or to have a cow give peppersauce when one wished milk. If pear trees were to bring forth palm leaf fans and potatoes produced flat irons whenever they happened to feel like it, we should hardly know where we are at. May be it is just as well that things are as they are. Let the show go on. As we remarked before, we are not responsible for the character of the entertainment.

A PERMIT TO WALK.

IT has been suggested in France that in view of the growing popularity of the wheel, people who are so far out of date as to walk should be obliged to submit to some of the regulations which have been made for wheelmen.

An exchange, the name of which we have lost, makes some interesting suggestions for our own authorities. A few of the more important may be referred to. The present tax on bicycles is to be abolished. Every pedestrian will be required to procure a permit to walk. These permits must be renewed annually, and a fee will be charged for them. With each permit will be issued a numbered metal plate, which the pedestrian, while in the street, must always wear on the front of his hat band. Every pedestrian shall supply himself with a bell and a whistle, which he must sound when meeting or passing a bicyclist on the sidewalk, and always while crossing a street, whether or not a bicyclist is in sight at the time. At night he must also carry lighted lanterns on his breast and back. No pedestrian within the limits of a city or incorporated village shall walk more rapidly than at a rate of two miles an hour. France shall be entirely leveled, so that the public may be saved the anoyance and fatigue of hill climbing. A man with a straight back shall be regarded as a suspicious person, and kept constantly under surveillance by the police. Any pedestrian who, by reason of his awkwardness, negligence or being alive, shall, by getting himself run over, or otherwise disturb, impede, annoy or incommode a cycler, or cause damage or risk of damage, to rider or wheel, shall be deemed guilty of a misdemeanor, and punished by a fine of 5,000 francs. On a second conviction he shall be imprisoned for life.

WHAT'S YOUR NAME.

'Twas a shame that man Brown, whose initials "N. G."
Seemed so cheap and so sort of familiar that we
Applied to the man the impression they lent,
Never stopping to ask what the two letters meant.
But 'twas not till he died that the folks of the town
Discovered his name was Napoleon Grant Brown,
When they said, "Had we known that was really the case
We'd have made him the mayor, perchance, of the place."

'Tisn't fair toward the parents who go nearly wild
In finding a name to bestow on a child
To have it cut short and the offspring go through
The world with a poor, cheap initial or two.
So whatever your name, spell it out; don't you hide
Your claims upon greatness until you have died
And we find that the name you were given at birth
Might have made you a prince had you used it on earth.

The rumor that Americans are losing interest in the celebration of July 4th will be thoroughly exploded, when that anniversary arrives.

We Haven't

got many wheels for sale after our present orders are filled, as a natural consequence we haven't

Got Much to Say,

this week. We'll soon begin to talk to you about '96. Until then

Our Wheels Will Do Our Talking.

Makers of



Business Bicycles

Grand Rapids Cycle Co.

Mich.

PRIZE MEDALS

CLUB PINS, ETC.

SEND FOR DESIGNS.

JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

You carry about you a watch, a knife, matches, and various other handy things. Do you carry Redding's Russia Salve? Better leave all the rest at home, rather than not carry Russia Salve. Quick relief from pain and danger in many kinds of accidents—cuts, burns, bruises, sprains, punctures, etc. Your druggist will sell you a box of it, today, for only 25 cents.

Upon receipt of money order or promptly for- **$2.00** by postal note, cash, we will ward to any address in the U. S., prepaid, safe delivery guaranteed, one of the new and unequalled

TRENTON CYCLOMETERS.

BERKELEY CYCLE CO.,

8 East State St., TRENTON, N. J.

CLIMAX BICYCLE WATCH,

Complete with Holder.



AMERICAN LEVER WATCH,

Guaranteed an accurate time-keeper, in pocket or on bicycle.

STEM WIND AND SET.

STRONG NICKEL CASE.

Holder is the only practical one made; the watch cannot get out nor rattle; one second adjusts it in holder: quickly attachable to any part of machine.

PRICE, $2.50 each, postpaid.

Send for our Sundry Catalogue. Address Cycling Dept.,

Robt. H. Ingersoll & Bro., 65 Cortland St., New York.

TWO WHEELS **HYLO GEAR** IN ONE

The facts are plain:

We make **the best** changeable gear made anywhere. Have used it two years and know what we are talking about. For road riding it is an indispensable comfort, adding fully three miles per hour to speed, without additional effort. Fits your bicycle. Write or call.

LOUIS ROSENFELD & CO.,
20 Warren St., N. Y.

HYLO GEAR

U. S. CYCLOMETER.



10,000 MILES. Above reads 23⅝ miles. **PRICE, $2.25.**

Repeats or may be set back. 1½ ounce. 1 inch long.

For 24, 26, 28 and 30 inch wheels. Fully guaranteed.

BEAN & LANG, Mfrs., - - Fond-du-Lac, Wis.

Persons who know say it's anything but pleasant to be made the butt of a goat's ridicule.

SPECIAL cash price for 21 lb. Gendron bicycles if we have no agent in town. Can ship promptly. Hopedale Cycle Co., N. E. agents, Milford, Mass.



New Celluloid **L. A. W. Lapel Buttons.**

Sent by mail, 12 cents each; $1.00 per dozen.

Solid Gold Buttons or Pins, $1.00 and $2.00.

We can make up any special club design in celluloid, gold, or gold plate. Prices on application. Badges, Bicycle Flags and Banners. Knights Temp. uniforms.

THE BOSTON REGALIA CO., 7 TEMPLE PLACE, BOSTON, MASS.

ZIMMERN BICYCLE WATCH CHAINS. Ladies' Victoria, $1.25 each; Ladies' Fob, $1.00 each; Gents' Fob, $1.00 each; Pony Vest, very stylish, with charm $1.50 each; cheaper grades 50c. less. Patent pending. The above sent on receipt of price, postpaid.

HEALY & CO., 1097 North Main Street, Providence, R. I.

THE "UNATTACHED."

BY ONE OF THEM.

IN every issue of the League organ, as we glance over the list of new members, we are impressed by the great preponderance in number of those classed as the "unattached," and this is no new thing, for when these lists were presented in the old organs, the proportion of this class to the number brought in was about the same. At present the League seems to be increasing more rapidly in number than at any one time in the past: and our membership will soon reach the 100,000 mark. In reality, however, we are far away in number from the figures, as thousands are out of the organization, albeit their numbers are counted in our official enumeration, and this fact suggests the query: Why does membership fall off every year in greater or less number? Why has this been so large, particularly the last year? It *may* be attributable to the "hard times" we have experienced as a people, though there is a doubt in our minds that it is the cause. Is it not rather the result of a sort of disappointment as to what these new members obtain as members?

It is a common question asked by non-League wheelmen, "What is the advantage of League membership: what do I get for it; what benefit results?" And so on through the whole category; and the answer has been the usual sound, logical reasons advanced, to care for wheelmen's rights, to secure privileges, to seek improvement of highways and so forth.

If the argument is conclusive and we secure our recruit, why does he desert in a year or two? The reasons for his becoming a member still exist, all the purposes of the League are the identical ones urged to secure him as a member. There must be a cause for his withdrawal from the ranks. Is this cause in him or is it to be found in the League itself?

Let us look at the matter in a plain, practical way. How does the League advance the interests of its members? In what manner is our organization conducted so as to cause a general good feeling of comradeship; how does it promote such unity as exists in other great voluntary organizations that have stood the test of years, aye, centuries? What is done to keep wheelmen together in the League? In what manner is the unattached member a factor in League affairs? Who is he? Where is he at? What is he? Anything more than No. 999,999, or any other card number? What is he called upon to do? Where does his work come in? Where are his co-workers? Where is the purpose — but we do not wish to overwhelm with a cyclone of conundrums.

The simple answer to all the above may be given in a phrase — want of organization.

Let us see, we who are in earnest. Before the advent of the "safety" opened a new field of sport, recreation and utility of conveyance, the membership of the League was small. The g. o. o. was much too risky for most people, especially those who were doubtful as to their qualifications for acrobatic feats. With the new vehicle (that is the legalized term, now), a new impetus was given to League membership — new men affiliated — men along in years, of fixed habits, of disposition to secure recognition as a class using public highways, hotels, etc. This new element began the crusade against the barbarism of country roads. It was represented in its work by the *Good Roads*. It started the work of legislation for the improvement of highways. Its object was to increase membership to make the organization a power to secure good roads, privileges and rights of wheelmen, and a number of minor matters.

With this new era came a torrent of publications, ostensibly devoted to wheeling interests — in reality, trade journals, simply speculative, seeking standing among wheelmen to secure advertising patronage, and in this pursuit to an extent successful: but with their endeavors an element was interjected, which has been to a great extent the cause of decay in a vital part of the League body, namely the introduction of the race-track. Columns have been devoted to this part of cycledom, to the exclusion of other parts of much more consequence — all manner of notes about jim-dandies who were held up as representative wheelmen — squabbles between racing boards over rules — and so *ad nauseum*, till at meets more time was devoted to the racing business than aught else.

Of course, some of the younger members of the League appreciated this part of the work, but many of the older, who had joined with other business in mind, after a year or two, dropped out, as they felt little interest in what appeared to be the great object of the League officials.

The club, also, has been a potent factor in diminishing the interest among League members. As a rule, its influence has been the power in creating officials for the divisions. And where one club has successfully maintained a prestige in division affairs, the fact has bred jealousy and in a number of cases caused withdrawals and dropping out from membership.

At the present time League matters seem to be on a better footing, as far as increased membership goes. We are optimistic enough to hope for the best. But we cannot shut our eyes to the fact, that unless there is general interest maintained, the same falling away will occur again.

And we need not be oblivious to this fact: that there must be some work performed by those in position in the division to unite the class of League members who are a majority, and called "Unattached." At the present time this class are unrepresented in the State body — they are unknown among themselves and to the division officials. In this matter we speak of our own State — and hope it may not be generally true as applied to other localities. We know our League officials by

NATIONAL MEET of the L. A. W.

Asbury Park, N. J.

JULY 8TH TO 15TH.

The Ideal Location for a League Meet. Lots of things gratis to League Members.

RACES

Thursday, Friday and Saturday, July 11th, 12th and 13th.

All the Greatest Fliers Will Run.

COME!

ASBURY PARK, June 13, 1895.

An article in a Philadelphia morning paper, purporting to prove a disinclination on the part of Arthur Zimmerman to race John S. Johnson, places Zimmerman, Joseph McDermott and the Asbury Park Wheelmen as well in a false light. Mr. McDermott positively denies having said anything to the representatives of the Pennsylvania Bicycle Club, (which club is anxious to take the proposed race from Asbury Park), which could possibly be interpreted by a fair mind in any such way as has been done. Mr. McDermott did say that Mr. Zimmerman did not care to race Johnson, nor anyone else, for $1,000, explaining, at the same time, that this was because Zimmerman was in a position to make a large amount of money by exhibition riding, which he would have to sacrifice in order to train for a match race. Mr. McDermott is kept busy arranging these dates for the champion, and is not making racing dates. That department has been turned over absolutely to the Asbury Park Wheelmen, who are making every effort to bring about the race for which the whole country is anxious, and it is to them that those anxious to back Johnson, (as the Philadelphia visitors to Freehold professed to be), must reply. The Asbury Park Wheelmen consider the effort of the Pennsylvania club, (if it was authorized by that club), in trying to take from them the race which they have been at much pains to try to arrange, as most unkind. There is no bluff about the race as they intend to manage it. Zimmerman's money is up, and if Johnson wishes to race the champion he must come here to do it. He will be given every opportunity, but Zimmerman has a right, which the Asbury Park Wheelmen insist upon, to name the place of meeting, and Asbury Park is the place so named. Zimmerman is more than willing to race Johnson, but he objects, and very justly, to doing so for a beggarly thousand dollars.

W. H. BEEGLE, *Chairman Race Committee.*

An unauthorized souvenir programme is in contemplation, J. E. McLain of 21 Beekman street, New York, having solicited advertising therefore. The Asbury Park Wheelmen have nothing to do with this proposed publication and will not benefit by it in any way, and will undoubtedly suffer by it, as some who might advertise with them will be confused by the apparent intention to issue two souvenir programmes. The only one which is authorized and from which the Asbury Park Wheelmen will receive a benefit, is being gotten up by the press committee, and only the chairman of that committee and Mr. George W. Cole of 111 Broadway, New York, have so far been authorized to solicit advertising. This programme, which will be a credit to the club and to the League, is positively the only one that will be circulated on the grounds during the races.

name as announced in the BULLETIN. We have local consuls, it is supposed, but we have to learn that there has been any effort to get the members of the League together here at any time.

A number of personal acquaintances, who were members of the League are now outside. They are good citizens, honest believers in the platform of the League, but they "haven't any use for it," as at present carried on. They are not "touring"; they don't ask for "cut rates" at hotels; they have been to track races and witnessed the loafing of crack teams on the course till the last few hundred yards' "spurting"; they have witnessed the enactment of laws and ordinances in State, town and city bodies, respecting wheelmen, of an adverse character; they have seen little effort made to protect wheelmen in road privileges, and they ask, "Why should I remain in the League, or use my endeavor to increase its membership?"

This state of affairs may be remedied, and easily enough, if there is the disposition.

Why do not local consuls call together all League members, become acquainted with the majority, organize meetings, appoint a local board of officers, who can act in an executive capacity, ascertain our numbers; and when exigency requires, be found, to act for the interests of wheelmen. In local affairs there is always something cropping out, requiring discernment on the part of interested parties. With a body of citizens in any locality, known to each other, much may be accomplished, so far as securing privileges, maintaining rights, etc., are concerned.

In all honesty of purpose, in desire that the League of American Wheelmen shall become what it ought — a power in the land and a champion for wise laws — we ask the League officers of the Connecticut division to take such steps in effecting a more perfect organization — to retain our present and secure a future membership among those known as the "Unattached."

BENT TUBING.

When a handle bar or other tubular part of a bicycle becomes bent out of its normal position, it should, if possible, be placed in the hands of a professional repairer. Sometimes, however, it is necessary to improve its shape before it can be ridden home.

An *attache* of the BULLETIN recently saw a rider attempting to straighten a handle bar by pounding it with a stone. This treatment entirely ruined the bar, which might have been saved by careful handling.

The tendency of a tube when bent is to flatten at the bended portion, and if bent far enough, the outer and inner sides of the curve will come entirely together and then bend, or break as two flat pieces of metal.

The manufacturer counteracts this tendency, by bending in dies which come up at the sides of the tube and prevent its widening as it bends.

Blocks of hard wood hollowed out to partially encircle the tube may be used for special repair jobs, but the tube should never be touched by a hammer, vise, or other hard, flat implement.

If no special preparation can be made for the bending or straightening of a tube, fairly good results may be had from the use of soft pine blocks applied at the proper points, the force back of the blocks being applied either by blows or pressure. Very often a bent tube may be corrected by clamping lightly in a vise between soft wooden blocks and pulling carefully upon the longer end of the tube.

It is a peculiar property of all metal that when bent without heating, it possesses a slight tendency to return to its normal position, and hence takes less force to put it back than was required to spring it out of place.



BOOKS ON SPORTS AND HEALTH

All finely illustrated.
All cloth bound.
All by experts.

Cycling for Health and Pleasure	$1.00
Golf and Golfing	1.00
Walter Camp's College Sports	1.75
Sandow's System of Physical Training	2.00
Hygiene and Physical Culture of Women	1.75
Athletics for Physical Culture	2.00

Any of above books sent on receipt of price.

WM. FREEMAN, 67 W. 23d Street, New York.

OUR BLUNDER.

In advertisement of Wm. Freeman (books) last week, the address should have been 23rd street, instead of 63rd as it was printed.

We lay it to the hot weather.

THE RULING PASSION.

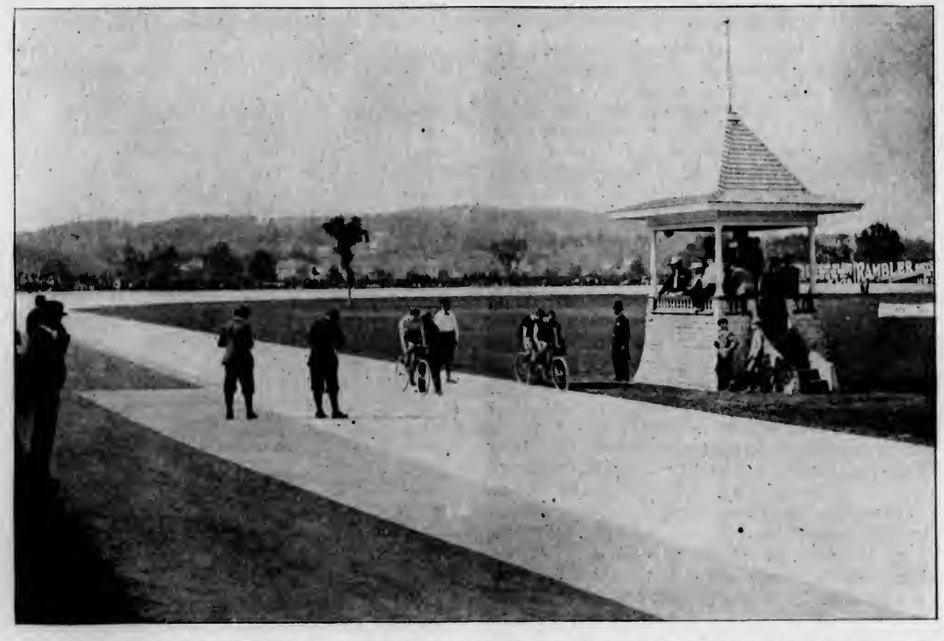
One of our country exchanges has a thrilling account of a young lady who rescued her lover from the cruel wheels of a moving train. And in the midst of the more interesting part of the story we find the following:

"When the train stopped at —— the young man, who, by the way, is agent for the —— bicycles, espied the young lady in question on the depot platform."

Verily? advertising is a great thing.

WHO'LL POINT THE WAY?

A minister, of New York City, asks the following: Will some benevolent Leaguer give me the most direct rideable roads from *Burlington*, Vt., to *Littleton*, N. H.?



THE START OF THE MILE EXHIBITION RACE BETWEEN ZIMMERMAN AND A TANDEM AT THE WALTHAM TRACK MAY 30TH.



THE FINISH OF SAME RACE — ZIMMERMAN IN THE LEAD.

THE PROPER COSTUME.

A LADY writing from Kokomo, Indiana, in expressing her views of the bloomer and knickerbocker costumes for bicycle riders, says that only those women who are so fortunate as to possess a form of perfect proportions, should presume to wear any other than the regulation dress ordinarily worn by women, and wishes to know if we do not coincide with her views. We cannot say that we do. Right at the very threshold of this subject we are met with the question, what are the measurements of the perfect female form? Some time ago, a woman, eminent in the science of physical culture said they should be as follows: Height, five feet, five inches; bust measure, thirty-one inches; waist, twenty-seven inches; hips, thirty-five inches.

It is not for us, who have been too busy keeping the wolf from the door, to permit of our making a critical study of matters of this kind, to say that the eminent lady referred to did not know what she was talking about. Yet we give it out as our hastily formed conclusion that there can be no fixed dimensions by which physical perfection can be measured. It is, and always must remain largely a matter of individual opinion. We can yet vividly recall the image of the first girl we ever really and truly loved — or thought we loved, which in a breach-of-promise suit practically amounts to the same thing. She was nearly six feet from tip to tip, we should judge, and about as slim as the average man's excuse for not accompanying his wife to church on Sunday morning. We have not at hand the statistics giving her exact weight but we remember well that we could hold her on one knee for hours at a time and not grow one-sixteenth as tired as we have since, when we have been compelled to trot a fifteen-pound infant for ten minutes. She must have been very slight. According to the measurements given herewith she would have to be considered defective in form, but on the contrary she was, as we determined when we first met her, a model of physical perfection. While she sat enthroned in our castle of fancy we spurned all girls who were not, like her, of the tall and lithe and willowy type, as being utterly without beauty of figure. We gave all such to understand that there was a great chasm yawning between us which the bridge of matrimony could never span. Later on, by some unaccountable process, our affections were transferred from this tall, slender girl to one who was as short as the modern honeymoon and as broad as the Unitarian creed. We saw then what a great mistake we had made in thinking that a tall, slender girl could be called beautiful in form. This short, thick girl was our ideal of perfect physical proportions for several months. After that we gave up trying to fix upon any unchanging standard of beauty. The one we loved last was always the nearest perfect. Tall girls, short girls, thin girls, plump girls, all seemed to have equal weight in our fancy. There was a time when we would have bet our last dollar that each of her was the perfect type of feminine loveliness. And there you have it. And from what we have seen and heard we believe it is just that way with others, and eminent students of physical culture can go on fixing up standards of perfect measurements till the cows come home and it won't amount to any more than a last year's political platform. We all know the sort of a figure that is nearest perfection and no other living person can pick her out for us any more than they could be measured for our set of false teeth. And it's just this sort of a thing that will prevent anyone saying what women should wear the new bicycle costumes and what should not. It is one of those things that can't be done and the person who tries it might just as well be arguing politics or religion for all the good it will do. Every woman knows what she wants or doesn't want and the opinion of the rest of the world cuts no figure in the matter.

A CYCLET.

BY C. F HAYNES, M. D.

The time has come when ladies feel
They're out of style without a wheel.
At first it seems a little odd
But now the wheel's quite *a la mode*.

Since Mrs. Crank no longer meddles
We see their feet upon the pedals,
And hear them sing the cycle song:
"I come, I come, ye've called me long."

As out they go to take a whirl
The matron and the blushing girl,
For change of air and change of scene,
From barren walls to fields of green.

No longer tied to cab or car,
They circulate both near and far,
Excelling quite in style and grace,
Though not first in the *human* race.

Physicians generally decide
To recommend the cycle ride,
And every lady now should feel
It quite the thing to own a wheel.

So great has now become the fad,
The boys expect it from her dad,
That with the hand of Fan. D. Sickle
There goes as well a fine bicycle.

Only One Thing Needed.

HER FATHER: The fact is you could not give my daughter the surroundings she has been accustomed to.

HER LOVER: But she and I both clearly understand that love in a cottage is all we shall want.

HER FATHER: And you will expect nothing from me?

HER LOVER: No — er, that is, nothing but the cottage.

"ON, STANLEY, ON."

FOR SNAP SHOTS

USE THE **Stanley** **Dry Plate, "50"**

FOR LANDSCAPE WORK

WHERE TIME EXPOSURES ARE REQUIRED

USE THE **Stanley "35"**

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects.

The Stanley Plate is sold by the principal dealers in photographic goods.

If your dealer does not handle them send direct to the factory.

Address,

THE STANLEY DRY PLATE CO.

NEWTON, MASS.

SUNDAY RIDING.

THE fact that the outing spirit is such a factor in our rest days that many clergymen are up in arms against the tendency toward open air enjoyment on Sunday is significant. The alarm felt by the pulpit over the fascination that the wheel and the open country have above the pew and the church service is natural, since the prospect is that this year will see a greater use of the bicycle than ever before among both sexes and all classes. There was a time when the Sunday rider might have lost caste, but that day is long gone by, and whether they forsake the church, or go to church first and take up the wheel afterward, it is evident even to a careless observer that Sunday is now bicycle day par excellence. It is so in Boston, in New York, in this city, the greatest bicycle town in this country, and in Chicago. To-day in this last mentioned city a big bicycle parade is to take place with 1100 club men in line and over 2000 unattached riders. The unofficial outings of clubs and individuals in this city more than duplicate this showing on almost any clear Sunday, and if a parade should be organized the Chicago turnout would be far distanced in numbers and in everything else. This utilization of Sunday as a recreation day for wheelmen will increase rather than decrease, and as a problem for the church to solve it is no mean question.

One Boston clergyman has taken the bull by the horns and proposes an early morning service which would give those who love an open air life a chance to get that meed of spiritual refection that is necessary for well rounded existence, and still would leave the rest of the day practically open for a trip to the country or any disposition that might be made of the day of rest as far as general recreation goes. Another in New York utilized the evening service and invited the wheelmen, doubtless feeling that after their day or afternoon of recreation and animal enjoyment they would be well disposed to the truths of religion, and also hoping doubtless that such practical application of spiritual truths could be made as to act as a means of grace. But to many of the rigid disciplinarians such efforts savor too much of a compromise with the world, the flesh and the devil, and so it is not at all surprising to note that other ministers have denounced Sunday outings and particularly the devotion to the wheel and in no uncertain tones. They doubtless feel that the sanctity of the Sabbath is something that cannot be trifled with and that it cannot be broken into even under the guise of a healthful and innocent amusement.

Still, whatever may be the attitude of the various Protestant communions and of the various ministers in these communions, Sunday riding is a hard fact, and another fact is that those who ride on Sundays have not the slightest shamefacedness about it. That many of them have the closest affiliations with the churches cannot be disputed, and the question then comes up what is to be done with these erring children of the flock? It has been suggested that the churches will have to make some arrangements whereby the bicyclers can attend service, arriving and departing on the wheel. If this is done the bicycle room in the church of the future will take the place of the wagon shed now a familiar fixture of all our country churches of to-day. The sexton will have something else to do beside unlocking the doors of the church and seeing that the ventilation is as it should be. The latter duty, however, is one that must be numbered among the average sexton's sins of omission. But come what will, the bicycle either at the regular service, the early service or the late service is likely to attract increasing attention, for conduct is always more than belief and it is human nature to do those things that are innocent even if dogma disapprove. It will be hard to convince the enthusiastic wheelmen that riding on Sunday is a sin, and especially since in all our large cities the example, whether bad or good, is set by those who are more or less the leaders in society.— *Phila. Press.*

OLD-FASHIONED WHEELS.

Fathers and Grandfathers of the Modern Pneumatic Safety.

BY NO. 4,389.

MY experience with the bicycle, more especially the "safety," may be interesting or otherwise. In 1863–4 I was riding the old velocipedes in a hall, in the city where I lived, and a few attempts were made with them out on the street. Other boys and myself had great fun racing across and around the hall and a grand game of "dodge" around the posts that supported the roof of the building.

In the seventies I was on the high wheel. It was no less dangerous than a kicking horse. Later on I saw a "safety" imported from England by a firm of agents. I immediately gave it a trial and at once gave the first order for one given in the State where I live. It was a "Rudge," 30-inch wheels, solid tubing, single frame, 65 pounds, 54 gear, the bearings so made as to have an open space at the bottom of each set so that grit and dirt might run out, (quite a scheme) small solid tire and direct spoke.

I was "hooted" wherever I went. My son, a little fellow then, sometimes rode with me on a high wheel, when I would hear such shouts as, "Oh! give the boy a show!" "Get off and give the boy the donkey, you take the horse!" Sometimes apples, tomatoes and even eggs, came sailing dangerously near, thrown by unknown hands, but never but once was I stoned, and then, by good fortune, I was not hit.

After the "Rudge" I passed through all the stages; after every new thing, spring fork, cradle



Sometime, grown tired of walking,
Like others, you will "fly";
And when you've studied wheels
and wheels —
We know the one you'll buy:

PEERLESS

Just a little better than the best.

DO YOU WANT WHEELS?

If you do, write us. We have greatly increased our production and can fill orders promptly. For the **easiest running bicycle** on the market, **ask Peerless riders.**

The Peerless - Model G. Light Roadster,	**- -**	**21 lbs.**
" " B. B. Track Racer,	**- - -**	**17 lbs.**
" " K. Ladies',	**- - - -**	**24 lbs.**
The Triangle - Model H. Roadster,	**- - - -**	**24 lbs.**

Note.—All Peerless Bicycles have blue rims.

THE PEERLESS MANUFACTURING CO., Cleveland, O.

seats, etc. I bought the first single tube pneumatic I could possibly obtain, built the wheel over for it, and was again the pioneer rider in that line.

As improvements came I bought and exchanged each year, 'till here we are in '95 with what seems almost perfection. My this year's wheel is of a well-known standard make, weighs about 22 pounds, has single tube tire, which *I* consider the best made, and 70 gear, as I like to *pedal slow and ride fast*, if the expression is allowable.

It will be seen that my present wheel is about one-third the weight of the first one and that in one hundred revolutions of the pedal I travel about four hundred feet further on this than on the first machine, and if I may judge by my feelings at the end of, say a five-mile ride, I am now about one-third as tired as I was with my first machine.

During one year, I think it was 1890, I kept an account and put five cents to the credit of my wheel every time I rode it, when otherwise I would have used a horse-car, and its earnings were $52.00 and some odd cents. I have also kept an account since I bought the "Rudge," and I find that with all the frequent changes,— for I am always after my ideal of any *new, best* thing,— it has cost me an average of $25.00 a year and the $100.00 for this year's machine to maintain my wheel. To be fair to the bicycle, it should have put to its credit every five cent piece I would have used in riding it when I would have otherwise taken passage on any public transport, and the greater benefit of health, pleasure and mental profit derived from it.

With continued interest in *Good Roads* and a rugged lease of age I hope to make even a better future showing.

HAVE YOU NOTICED IT?

A letter from the one you love
May for a week or more
About the city idly rove
In searching for your door.
But let your tailor send a "dun,"
And in a manner spry
It's sure to catch you on the run
Before the ink is dry.

It Must, Indeed.

It must be pretty hard for a woman wearing a dress she has "turned" three seasons, and some faded cotton hose with patched heels, to say to her liege lord, "I love you just as dearly as when we were married thirteen years ago." It must indeed be hard to say it.



BURNED CLAY FOR ROADS.

GEO. M. HUSS.

THE use of burned clay as a road material, as suggested by Mr. Olmstead in the BULLETIN of June 7, is worthy of considerable attention in this country, though subject to some decided limitations. The district must be not only without road making stone or gravel, but also close to cheap coal supply, to make the price of burned clay cheap enough for use on the roads. Even with these conditions favorable, I think it is questionable whether the improvement in the quality of the roads will be sufficient, if the locality is high, rolling clay country, susceptible of good natural drainage, though it goes without saying that any material will improve low, marshy spots, such as are found in all clay roads.

I cannot add much to the information Mr. Olmstead gives regarding this material for roads, but, in my experience as a railway builder I have had occasion to use and test burned clay ballast on western railroads, where other material was not available. The clay used was of medium brick making quality. Inferior slack coal was obtainable with a railroad haul of less than thirty miles, at a cost of little more than the freight.

The method of burning the clay was as follows: A piece of ground about fifty feet wide and three hundred feet long, close to the clay pit, was leveled, and a track built along one side of it. The surface was covered to a depth of two inches with coal, over which was spread five to seven inches of clay in its natural condition, as plowed and wheeled from the pit. This layer was fired and another alternate layer of coal and clay placed on top of it immediately. The process was continued till the pile was about five feet high, and, as the coal burned out and the mass settled it was renewed until the pile of thoroughly burned clay was about the full height of five feet. The ballast, which broke up in very irregular lumps from one-half to four inches in diameter, was then loaded on cars. The company manufacturing the ballast sold it to the railroad company for one dollar per cubic yard, during the first year, and subsequently the price was reduced to seventy-five cents. When the coal was delivered free at the pit the price was fifty-four cents. At these prices only a fair margin of profit remained.

The experience of the railroads using burned clay ballast has been eminently satisfactory. Its irregular formation makes it pack well; it is very porus, both through the interstices and the material itself; and it is almost dustless. At the few road crossings where it was used across the right of way, and was subject to wagon travel, it showed a tendency to grind to a fine dust, and was pasty in wet weather.

From my experience I should judge that ordinary burned clay would be too friable for road use where there was any considerable amount of travel or heavy teaming, but it certainly is an ideal material for road foundation, if covered with a top dressing of fine broken stone or gravel.

CHICAGO, June 14.

GOOD ROADS, GOOD MILK.

WE have in our province 1,250 cheese or butter factories. Each receives on an average 4,000 pounds of milk a day, being 5,000,000 pounds per day and 750,000,000 pounds per season for the whole province. On account of the bad conditions of our roads not more than 800 pounds of milk are carried in each load brought to the factory, which is five loads per day, or 750 loads per season, on an average for each factory. Putting each load at 50 cents, which is not too high, on account of the whey being carried back to the farmer, this represents an expenditure of $375 for each factory. For the whole province, calculating that 750,000,000 pounds of milk have to be carried, it represents an amount of $468,750.

Let us suppose now that we have everywhere good roads instead of bad ones. Then we will certainly be able to draw loads of 1,200 pounds of milk instead of loads of 800 pounds. In that case instead of having to carry 750,000,000 pounds of milk in 937,500 loads of 800 pounds each, at a cost of $468,750, we would have to carry only 625,000 loads of 1,200 pounds, which at the same cost of 50 cents would represent only $312,500 of expenditure, making a saving in favor of good roads of $125 per factory and $156,250 for the whole province.— *Carmel* (N. Y.) *Courier.*

SPRINKLING STREET CAR TRACKS.

The Southern Street Railway Co., of St. Louis, has placed sprinkling pipes at the rear of its tank cars, and when watering the rails, sprinkles the street between and alongside its track, to the great comfort of its patrons, and the public generally. The small first cost of the piping is the only expense; the city supplying the water free of cost.

AN acre of loam will hold over three hundred tons of water.

A SIDE PATH FOR TRAMPS.

BY ONE OF THE TRAMPS.

NOW is the season for heaping mud and big grass hummocks in the road under the name of repairs, falsely so called — this old tramp would respectfully give his opinion, which the same is as follows:

First — That in road building some regard should be paid to the great army of tramps that are compelled to "huff it," as the old woman called it, because from necessity or choice, as the case may be, that is the way they travel. Now it is a well known fact, to the tramps at least, that the ordinary road builder has no thought or care for the convenience or comfort of that large class of our fellow sovereigns in the construction of our country roads.

He looks with complacency upon the narrow, rounded track, just wide enough for the wheeled vehicle, which must needs keep exactly in the centre in order to avoid being upset in the deep ditch on either side, leaving only a narrow ridge on either side of the carriage track, which in wet weather is mud, and in dry weather a bed of dust, through which the tramp must plod, or, what is still worse, keep the middle of the track through dust or mud, as the case may be.

True, he may wade through the grass and briers on either side of the carriage way, thereby soiling his patent-leather shoes or tearing his feet, either horn of the dilemma being highly unpleasant.

What would I do about it? This — I would have the road-bed built wide enough for a carriage way, and a footpath for the tramps.

All wheeled vehicles should take one side and keep to it, leaving a smooth beaten path on the other side for the tramps; the wheels only encroaching on the footpath in turning out while passing each other, under a penalty of ten dollars for every such encroachment, with the single exception above noted.— *Ridgefield* (Ct.) *Press.*

CONVICT ROAD LABOR.

The work of making convicts construct good roads throughout the great State of Texas is proceeding with commendable rapidity. The arrangement is that the state convicts shall prepare the material for roadmaking, while the county convicts shall do the work on the roadbeds themselves. If this plan is thoroughly carried out, it will be millions of money to Texas. Immigrants to the south and west will all want to live where there are good roads.— Ballston (N. Y.) *Journal.*

THEY ALL WANT IT.

The vote of the House of Representatives to increase the appropriation for State roads from $300,000 to $400,000 indicates the popularity of the new manner of constructing highways. The increase was carried by a large majority. This new method seems to have come to stay. By the way, when is the State road going through Athol? — *Athol* (Mass.) *Transcript.*

ROAD COMMISSIONERS.

The following is just as applicable to roads as it is to roofs.

"Josiar," said farmer Corntossel's wife, "the roof's aleakin' agin."

"Is it? Well, I'll investigate it ter-morrow."

"Josiar!"—and she spoke with something like asperity, which was not usual with her — "I don't read the newspapers fur nothin'. What thet roof wants ain't investigation. It wants 'tending to."—San Jose (Cal.) *Report.*

INVOKING POWERFUL HELP.

A new road machine passed through our village yesterday, bound for our sister town Ashland, and we pray God it may start in at the dugway and display its ability from there to Ashland village. If lightning ever struck a road or mankind forsook it, or pedestrian condemned it, or wheelman swore at it, or jackass brayed at it, it's the pass between the mountains from Red Falls to Ashland, once called a public highway. It is evident Burton G. Morse is dead, and were strangers to go through this pass they would certainly have the right to believe that all mankind in that neighborhood had been dead and buried for years. — Prattsville *Advocate.*

A DOUBLE BARRELED ROAD.

The commissioners of highways at Harvard, Ill., so the *Herald* says, are planning a new scheme in the way of road work. They propose to build two driveways upon each road. The first is to be graveled and used by those who have heavy loads and the latter may be used by persons driving vehicles of a light burden. This will be done only where the greatest amount of travel is done.

TACOMA ROADS.

A movement is on foot among the Tacoma bicyclists to organize an association, having for its purpose the procurement of legislation to create better roads. The object is a commendable one. The coming of bicycles seems likely to bring about a better condition of the country thoroughfare, just as the coming of railroads resulted in their neglect.— *Tacoma* (Wash.) *News.*

GOOD NEWS FOR MASSACHUSETTS.

Massachusetts is not going to be content with good roads, she has determined to beautify them by planting trees. Her highway commission will soon begin a practical study of the planting of road shade-trees. The estimated expense of the work has been placed at half a million dollars and it is money well invested.—*Buffalo Commercial.*

ROADS ARE IMPORTANT, BUT —

As between the good roads agitation and the new woman fad, no fear that man will be called upon to arbitrate about comparative importance. He is prejudiced. He has done too much footing of feminine bills over the regular road to his pocket. — *Fon Du Lac* (Wis.) *Reporter.*

SIGNS OF A REVOLUTION.

The times change and everything is changed with them. A citizen of St. Joseph, Michigan, has a pet rabbit that instead of being afraid of dogs, on the other hand, fearlessly attacks and puts to flight the smaller representatives of the canine family.

To the thinking mind this piece of information opens up a great field for speculation. It is a well known fact that, sooner or later, nature manages in some way to equalize all things. There is an harmonious leveling up of everything with which she has to do. For example snow comes down in the winter and ice goes up in the summer. The pendulum that swings furthest to one side, will, in turn, swing furthest to the other side.

All of this being true it is almost reasonable to presume that the time is near at hand when dogs, who have been lording it over the rabbit for a long, long while, are about to see the mantle of authority fall from their shoulders, figuratively speaking, and rest upon the hitherto persecuted rabbit. It seems odd that this should be so, but, after all, why shouldn't it? We have become so accustomed to seeing the hound chasing the hare that we are scarcely able to think of the tables being turned, with a pack of hares chasing the hound to his certain destruction. But this Michigan rabbit reminds us that such may be the spectacle we are soon to look upon.

And what the rabbit does, the deer, also, will do. It will be an interesting sight to see a magnificent stag chasing a body of horsemen across country. The birds of the air will take as their pattern the bravery of the beasts of the field, and, ere long, we may expect to see the wren devouring the field hawk and the dove giving chase to the eagle. The poor birds, whose nests have been sacked by wicked boys, will join forces with the bees and butterflies whose wings have been pulled off, and bent upon revenge, they will capture the ruthless urchins and, after mutilating them and destroying their homes, will leave them to be cast into a watery grave at the hands of cats who, by some miraculous means, escaped being drowned during kittenhood. With what glee will the butterflies give chase to each fleeing boy, until unable to longer elude them he must fall a victim to their cruel sport.

When this change in things is brought about the awful women who have been using the wings and heads and feathers of birds as decorations for their hats and bonnets may expect to have to answer for past misdeeds. It will then be the proper thing for every bird to go about with its plumage trimmed with the scalps of those who were so heartless as to set the awful example. Possibly the patient sheep that has so long been fleeced may soon assert itself, and stripping the last rag from the shepherd's back leave him shivering in the cold blast.

There are some pleasant thoughts born of this possible evening-up process. Wouldn't it be jolly just to see the noble horse, unfettered as the winds of heaven, driving a tender-footed coachman, with his head checked so high and tight he could see nothing but a speck of blue sky, at a break-neck speed over a rough and dangerous road. It may then be the happy lot of the meek and inoffensive bicycler to run into a dray and tear it all to pieces and knock the driver galley west. And it may not be too much to hope that the crying infant that has kept the household awake for lo, these many moons, will be compelled to sit up half the night and rock the rest of the family to sleep. If, when that glad time comes, the woman who nows wears a big hat in the theatre, is forever confronted and has her view shut in by an object that appears to be about the size of a stack of hay, who is there among us that will dare say it is not a just retribution?

All things are possible, and who can positively assert that the happy era will not yet arrive when woman — poor, frightened, ballot-seeking, hysterical woman — will pluck up sufficient courage to face and put to ignominious retreat a real mouse, about the size of a dried prune. Careful observers will keep an eye on this Michigan rabbit and see what comes of its strange example.

ON YER WHEEL.

BY TRILBY.

"Tain't no use talkin', it's heeps o' fun
Ter git up in the mornin' afore the sun,
And take a five- er a ten-mile run
On yer wheel.

Yer take a spin through the town still dead,
While the day 's just breakin' overhead,
And yer make less noise than the rabbit's tread,
On yer wheel.

Then 'cross the river so still and blue,
An' fly past the medders all wet with dew,
An' the cattle turnin' ter stare at you
On yer wheel.

Meet a farmer with a "pesky colt"
That tries it's best to turn and bolt
While the farmer cusses "that city dolt
On a wheel."

Then back to the city just beginnin' ter hum
With the whirr and rush of the world's great loom;
And yer feel the richest kind of a swell, "by gum!"
On yer wheel.

An' let us hope when we leave the din
Of this world o' crime an' woe an' sin
An' dogs an' hares an' glass an' tin,
That St. Peter will say: "Jest ride right in,
You've had yer trial on earth below."
An' straight up to the pearly throne we 'll go
On our wheels.

Nothing to Spare.

"Miss De Kycker has joined the ballet."

"So? Is she able to clothe herself?"

"Barely!"

TEMPORARILY HAPPY.

A little room in a little hotel
In a little country town,
On a little bed with a musty smell,
A man was lying down.

A great big man with a great big snore,
For he lay on his back, you see,
And a peaceful look on his face he wore,
For sound asleep was he.

In his dreams what marvellous trips he made,
What tremendous bills he sold,
And nobody failed, and everyone paid,
And his orders were good as gold.

He smiled and smothered a scornful laugh
When his fellow-drummers blowed,
For he knew no other had sold the half
Of what his order-book showed.

He got this letter from his house one day:
"Dear Sir — We've no fitter term
To use in your case, than simply to say,
Henceforth you are one of the firm."

And a glorious change this made in his life —
He now from the road withdrew,
And really soon got to know his wife,
His son and his daughters, too.

And then he moved from his obscure flat
For a home on the avenue,
Lived swell, was happy, got healthy and fat,
Respected and wealthy, too.

But with a thump-bang-whang-thump bang again,
The landlord stood at the door,
"It's pretty near time for that 5:10 train!"
And the drummer's dream was o'er.

— *Exchange.*

GOOD WHEELING IN ST. LOUIS.

BY JAS. R. BETTIS.

The wheelmen of St. Louis have certain privileges in the way of dry streets that are of great value to them. The city streets are sprinkled under public contract, covering the entire area. Through these the wheelmen have dry unsprinkled ways left for them until nine o'clock in the morning, and after four o'clock in the afternoon, which enables them to ride to and from business and out to the parks at night comfortably and safely. How these were secured and are maintained may be of interest to others.

To begin with, two years ago the wheelmen, as a body, helped to elect, without regard to politics, a level-headed business man, Hon. C. P. Walbridge, as mayor. He was pledged beforehand to do them justice, and being an honorable man, his word was as good after election as before. He appointed as sprinkling superintendent a capable and energetic man of the same disposition as himself, Mr. M. D. Strait. With the latter the L. A. W. city committee arranged at the beginning of the season a programme which included from thirty to forty miles of streets, to be left dry, as stated above. The BULLETIN published this programme a short time ago. The superintendent has, however, improved on the original plan. On the streets having car lines and those most traveled, where the dust is naturally most annoying, he sprinkles two-thirds of the street and leaves the other third dry. In arranging this, he has regard for the law of the road, giving the wheelmen the one side in the morning going, and the other side at night returning. The part of the street left dry in the morning is that last sprinkled at night, and vice versa. By this means, the annoyance of dust to property-owners is reduced to a minimum, while the wheelmen glide safely along. This has proved a rather heavy contract for the sprinkling superintendent to carry out, requiring untiring watchfulness and patience. But the plan is a success. The sprinkling all over the city is being done better than ever before, and cycling is booming in St. Louis in consequence.

The wheelmen's tower of strength lies in the fact that their demands have been made with the greatest possible regard for the pleasure and welfare of others. The mayor, at a public meeting some time ago, stated in a speech that the wheelmen had never asked of him anything that was unreasonable or unjust. When deputations of taxpayers go down to the city hall and seek to get away these privileges, they run against this rock the first thing: and there they stop.

The plan proposed by a recent writer in the BULLETIN, of sprinkling very heavily at night to last all next day, would certainly not work in St. Louis. The asphalt and granite streets would be dry by nine o'clock in the morning, the wood before twelve o'clock; while the dirt streets would hold out longer, they would be impassable in the morning on account of the mud. The St. Louis wheelmen have always been working for more sprinklings with less water each time; in this plan they find the cure for slopped streets.

WOMAN'S SUFFERAGE.

A St. Louis paper is responsible for this yarn: A man met the village doctor and said: "If you happen to be out our way at any time, I wish you'd stop and see my wife. She don't seem to be feeling very well." What ails her? What are some of her symptoms?" "I dunno. This morning, after she'd milked the cows, and fed the pigs, and got breakfast for the men, and washed the dishes, and built a fire under the boiler in the washhouse, and done a few little jobs around the house, she complained of feeling tired-like. I shouldn't wonder if her blood was poor, and I guess she needs a dose of medicine."

A weedless garden is always a hoe-made affair.

League of American Wheelmen — Official Department

Boston, June 21, 1895.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

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Any member who has been connected with the L. A. W. for 10 consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the Secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50.

RENEWAL LIST No. 4.

Renewals from May 27 to June 14 inclusive, and total renewals to date:—

	May 27–June 14.	Total to date.
Alabama,	11	12
Arizona,	10	29
Arkansas,	—	65
Colorado,	135	413
Connecticut,	117	373
Delaware,	—	5
District Columbia,	14	49
Florida,	2	7
Georgia,	2	7
Illinois,	192	833
Indiana,	59	132
Iowa,	76	270
Kansas,	14	139
Kentucky,	81	303
Louisiana,	—	4
Maine,	40	245
Maritime Provinces,	—	5
Maryland,	64	363
Massachusetts,	887	3204
Michigan,	148	380
Minnesota,	22	138
Mississippi,	12	32
Missouri,	211	494
Montana,	4	10
Nebraska,	61	125
Nevada,	2	2
New Hampshire,	64	118
New Jersey,	415	860
New Mexico,	5	12
New York,	344	2,549
North California,	178	305
North Carolina,	11	16
North Dakota,	—	5
Ohio,	386	904
Oklahoma,	3	4
Oregon,	—	5
Pennsylvania,	377	2,165
Rhode Island,	70	374
Southern California,	53	110
South Carolina,	—	2
South Dakota,	1	·7
Tennessee,	11	70
Texas,	36	109
Utah,	6	54
Vermont,	10	28
Virginia,	17	39
Washington,	27	32
West Virginia,	8	20
Wisconsin,	69	341
Wyoming,	20	27
Mexico,	1	2
England,	1	1
Miscellaneous,	—	9
Totals,	4,277	15,807

Renewals to June 8, 1894, 10,473.

Renewals to date.	15,807
Applications to date,	9,716
Life members,	44
Total,	25,567

RACING BOARD.

To relieve racing men of unjust suspicions of their status caused by unauthorized announcements of the proceedings of the racing board it may be stated that the invariable intent of this board is to fully enforce the rules and discipline all riders who by violation of the rules render themselves liable to penalty.

The fact that no penalization of class B men appears in this BULLETIN is evidence that the board has so far no grounds for disciplining any of them.

In view of what may be a general misunderstanding among racing men, it is deemed advisable to call special attention to rule "A" of the general rules, that "any rider willfully competing at races not held under the rules of the board * * * shall be liable to suspension from the racing track," and the last paragraph of rule "B," that "a rider competing at a race meet or event not thus officially sanctioned shall be suspended at the option of the board." The verbiage plainly includes every rider who races. The riders in professional events at race meets already sanctioned by this board are amenable to the rules of the board.

Bulletin.

Suspended pending investigation: Benjamin Wells, Kent, Ia.; A. D. Kreamer, Des Moines, Ia. (supposed to be same party); A. W. Claver, Los Angeles, Cal.

Transfers to class B: George L. Hall, San Francisco, Cal., clause (b); W. E. McCrary, San Bernardino, Cal., clause (b); H. M. Lamon, Watertown, N. Y., clause (c), exchange of prizes; Eli Winesett, Olympia, Washington, clause (g); George W. Redfern, Wilmerding, Pa., clause (f); Edwin Oliver, Denver, Colo., clause (b).

Additional circuit referees are: H. E. Raymond, C. E. Huck, R. G. Steel, B. W. Cole

Two-mile, flying start, unpaced, (class B) record, made May 25, at Louisville, Ky., by F. G. Barnett, is 4 minutes 42 2-5 seconds, and has been accepted by the racing board.

For knowingly competing at unsanctioned races Richard Morris and Charles Hackett of Kansas City, Mo., are suspended for ninety days from May 30.

Riders suspended for thirty days from May 31, for competing in unsanctioned races: Julian Laube, Brooklyn, N. Y.; Frank A. Munger, Brooklyn, N. Y.; Lansing Cornwell, Freeport, N. Y.; Charles White, East Rockaway, N. Y.; William Stewart, Southport, N. Y.; Irving Wells, Greenport, N. Y.; Russell Conkling, Shelter Island, N. Y; Will Reeves, Greenport, N. Y.; Walter Downs, Greenport, N. Y.; Irving Tuthill, East Marion, L. I., N. Y.; G. L. Worth, Peconic, N. Y.; John Geehring, Greenport, N. Y.; George Doyle, Greenport, N. Y.; C. S. Burtis, Glen Cove, N. Y.; J. F. Stewart, Glen Cove, N. Y.; E. D. Skinner, Glen Cove, N. Y.; C. J. Stewart, Glen Cove, N. Y.; William Hendrickson, Freeport, N. Y.; John Goeller, Brooklyn, N. Y.

The following sanctions have been granted:

June 22 — Y. M. C. A., Wilmington, Del.
July 4 — Babylon Wheelmen, Babylon, L. I., N. Y.
June 27 — Burgdorff & Palmer, Carlinville, Ill.
July 2 — H. W. Wallace & Sons, Oswego, N. Y.
July 4 — Matteawan Wheel Club, Matteawan, N. Y.
July 4 — Hydrant Wheel Co., Elmer E. Porter, Lockport, N. Y.
June 29 — Mount Prospect Wheelmen, Ramsey, N. J.
September 2 — C. A. Bowman, Kanaweola C. C., Elmira, N. Y.
June 26 — Cook & Howland, Saratoga Springs, N. Y.
July 4 — H. H. Boyd, Morrison, Ill.
July 4 — Aurora Cycling Club, Aurora, Ill.
September 2 — W. J. Dugra & Co., Bay City, Mich.
July 22 and 23 — Battle Creek Cycling Club, Battle Greek, Mich.
June 20 and 21 — Ypsilanti Wheeling Club, Ypsilanti, Mich.
July 4 — Port Huron Athletic Association, Port Huron, Mich.
July 4 — South Side Cycling Club, Chicago, Ill.
June 28 — Sioux Falls Wheelmen, Sioux Falls, S. D.
August 10 — Y. M. C. A., Waterloo, N. Y.
June 29 — Young Men's Catholic Archdiocesan Union, Philadelphia, Pa.
July 4 — F. W. Stowe, East Hampton, Mass.
June 25 — Thomas R. Varick, Manchester, N. H.
July 4 — Rollstone Cycle Club, Fitchburg, Mass.
July 24 — Rockland Wheel Club, Rockland, Me.
July 4 — Joseph L. Lynch, Westfield, Mass.
July 4 — Y. M. C. A., Geneva, N. Y.
July 4, 5 and 6 — H. G. Householder, Charleroi, Pa.
July 4 — Holly Athletic Association, Holley, N. Y.

GEO. D. GIDEON.

MISSOURI DIVISION ANNUAL MEET.

TO MEMBERS:

The tenth annual meet of this division will be held at Shelbina, Mo., July 3 and 4, and every member should make it his duty to be present. A special rate of one fare for the round trip has been applied for, effective on the night of July 2, and good returning till the morning of July 5. The meet is held under the auspices of the Shelbina Cycling club, who have already arranged a most attractive programme for our entertainment. The program embraces a run to Paris, run to Macon, distance seventeen and twenty-four miles respectively, and a grand century run over good prairie roads to Moberly and return via Macon. On the evening of the first day there will be a grand entertainment, interspersed with music and athletics at the Shelbian Opera house. On the morning of the Fourth there will be held the usual parade, photograph and the annual business meeting of the division at which nominations for officers to serve during the ensuing year will be made. It is therefore of the greatest importance that all the members be present.

The races will fill out the afternoon and the programme embraces eleven events, including the State championship. A magnificent prize list has been provided aggregating fully $900 in value. There is no inflation and every prize is guaranteed to be exactly as represented. Entries for the handicap events close June 27, and all others on July 1. Entry fee $1.00 for the first and fifty cents for each succeeding event. Entry blanks, programmes and full information can be had of H. C. Jewett, secretary, S. C. C., Shelbina, Mo.

On the evening of the Fourth there will be a gigantic smoker and athletic entertainment, followed by the distribution of prizes, and the whole affair will wind up with a grand exhibition of fireworks.

Admission to the entertainments will be free only on presentation of '95 membership card or a certificate from Secretary Butler stating that you have applied for membership. All L. A. W. members participating in the parade will receive a free ticket of admission to the races.

The Waverly house will be the official hotel as well as others and they will make a special rate of $2.00 per day to L. A. W. members only on presentation of card.

Secretary Butler will open up League headquarters at both the Waverly house and at the rooms of the Shelbina club, where application will be received and certificates issued.

All trains will be met by the reception committee, who will escort the visitors to the hotels.

An elegant silver water service is offered to the best represented L. A. W. club in the parade. Competing clubs must have not less than twelve men in line.

A fine opera glass is offered as a prize for the best exhibition of trick riding.

Entry blanks containing the full list of prizes mailed on application to H. C. Jewett, secretary.

Make your arrangements now to take in this grand affair and thus help to make the tenth annual meet the greatest on record.

Secretary Butler advises me that to date the following renewals have been received: From St. Louis, 238; Kansas City, 50; the State at large, 186, making a total of 474 out of a possible 685, or sixty-nine per cent. This means a loss of about 200 members to us and is entirely too heavy, especially in view of the fact that we are getting out a new road book this year costing $600. Members who have renewed are again earnestly requested to stand by the officers who have guaranteed the cost of the work with the hopes of getting in every renewal, by looking up the delinquents and collecting their dollar. Lists of delinquents will be furnished to all who will assist in this work.

You are advised that the renewal season has been extended till July 1, and if you co-operate with us we will have one thousand members by that time.

We desire to thank the local consuls and others who have so nobly assisted us in getting in new members. Over two hundred and sixty have been admitted since April 1, and if this good recruiting work continues we are bound to be near the top. Over half of the entire membership is now resident in St. Louis and we would like to see Kansas City membership begin to boom. Ah there, Moriarity!

Chairman Gilbert of the road book committee promises the work to be ready by about June 20. Ten cents will be required to pay for postage and packing. Send it in at once. First come, first served.

Census of wheelmen.— All local consuls are requested to send in at once the names of all non-league men in their respective cities who are eighteen years of age or over, so recruiting matter and sample pages of the new road book can be sent them.

Kansas City local consuls.— To date I have not received a single application from Kansas City for appointment as local consul. We must have one in every ward and agency. Please send in your name at once. Big inducements offered to hustlers.

Recruiting pamphlets, application blanks and all needed information furnished on application. Thousands of wheelmen are riding everywhere who must be asked to join. Interview them and get your commission.

Fraternally yours,

ROBERT HOLM, *Chief Consul.*

ST. LOUIS, June 1, 1895.

INDIANA.

A meeting of the board of officers of the Indiana division L. A. W. was held at Indianapolis June 3, 1895.

The members answering to roll call were as follow Thos. Hay, chief consul; F. H. Fox, vice-consul; L. J. Keck, representative, and E. V. Minor, secretary-treasurer.

The minutes of the previous meeting were read by the secretary-treasurer and accepted by the board.

Mr. L. J. Keck made a motion to the effect that the Indianapolis bicycle club be given the L. A. W. State championships to be run in connection with their meet on July 4, providing the club would admit all members of the Indiana division to the grounds and grand stand free. The representatives of the club consenting to this the motion was seconded and carried by a unanimous vote of the board.

A motion to have the division set aside a sum of money not to exceed $140.00 for the purchase of medals for the State championship races, the medals to be selected by the chief consul and secretary-treasurer, was seconded and carried.

E. V. MINOR, *Sec.-Treas.*

OHIO DIVISION.

The annual State meet of the Ohio division will be held at Canton on July 3, 4 and 5, 1895, by order of the chief consul.

ARTHUR B. HOWSON, *Sec.-Treas.*

June 8, 1895.

WEST VIRGINIA.

I have appointed the following local consuls: Mr. J. F. Reanck, Martinsburg, W. Va.; Mr. T. A. Quisenberry, Elk Garden, W. Va. Yours respectfully,

CHAS. H. GEIGER, *Chief Consul.*

TIME FOR RENEWALS EXTENDED.

Owing to the fact that each last year's ticket bore a contract which gave its holder until July 1st in which to renew his membership the executive committee has decided that the new rule which limits the time for renewal to June 1st should not take effect until next year.

The extension of time until July 1st has been officially ordered.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VI of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

State, ...

References, ...

.....

.....

(Club,) .....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose ONE DOLLAR, seventy-five cents of which is to renew my membership and twenty-five cents to be paid to the publisher for another year's subscription to the L. A. W. publication.

Number, ...

Name, ...

Street and No. or P. O. Box, ...

City, ...

State, ...

Division in which my home is and to which I should be attached. .....

Send Ticket to, ...

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

ANNUAL MEETING BOARD OF OFFICERS MASS. DIVISION, L. A. W.,

Held in Boston, December 12, 1894.

The annual meeting of the Board of Officers, Massachusetts Division L. A. W., was held at Young's hotel, Boston, Wednesday evening, December 12, 1894. Ex-chief consul George A. Perkins called the meeting to order and after giving a brief review of the work accomplished by the division under his administration, introduced the newly elected chief consul, Mr. Sterling Elliott, who took the chair and presided throughout the meeting.

The following representatives were present: D. Edward Miller, J. Fred Adams, Chas. L. Barker, J. S. Dean, W. C. Dillingham, W. S. Doane, F. I. Gorton, J. C. Kerrison, A. O. Knight, F. S. McCauseland, A. D. Peck, C. G. Percival, A. K. Peck, G. A. Perkins, L. W. Piper, A. W. Robinson, J. B. Seward, F. E. Shute, G. L. Sullivan, A. W. Swan, F. H. Williams, S. T. Williams, W. B. Chipman, D. J. Chisholm, W. J. Emerson, W. L. Toppan, N. W. Starbird, J. E. Town, L. P. Jackson, A. M. Child, James Keltie, Henry Crowther, R. S. Swan, E. M. Thayer, H. E. Morine, H. W. Robinson, D. J. Dwyer, W. H. Senter, Fred McArdle, J. W. Porter, Frank O. Dean, L. A. Bowers, J. S. Gray, A. G. Frothingham, J. L. Beal.

Mr. Elliott outlined at considerable length the policy which he hoped to be able to pursue during the year to come.

It was voted to dispense with the reading of the minutes of the previous meeting.

The following reports from the chairmen of the several standing committees were read and accepted.

REPORT OF SECRETARY-TREASURER.

TO THE CHIEF CONSUL AND BOARD OF OFFICERS, MASS. DIV. L. A. W.:

Gentlemen,—A year ago the secretary-treasurer had the pleasure of presenting a much more pleasing financial statement than it is possible to give to-day. But considering the business depression which has prevailed throughout the country, and which an organization such as ours must necessarily have shared in, the retiring board of officers have every reason for feeling satisfied with their work. Compared with what has happened in other State divisions Massachusetts fairly revels in the sunshine of prosperity. We lost during the year less than fifteen per cent. of our members, while the average loss in other States was from thirty to fifty per cent. Proportionately Massachusetts has gained in L. A. W. representation. A year ago we had about one-sixth of the total membership of the League, to-day we have nearly one-fourth of the entire membership.

Massachusetts has to-day five thousand two hundred and fourteen members, the State next nearest to us is Pennsylvania with about three thousand two hundred members or

two thousand behind us. New York comes third with about three thousand, then Illinois with one thousand five hundred and seventy-five, New Jersey one thousand three hundred and forty-three, and Connecticut one thousand one hundred and thirty-seven.

Of our five thousand two hundred and fourteen members, two thousand nine hundred and thirty were new members, and one thousand two hundred and eighty-four renewals. The percentage of renewals was considerably larger last year than previously, a fact undoubtedly due to the publication and free distribution to members of a new road book. I shouldn't like to imagine what would have happened to our membership roles if it had not been for that new road book.

I have here a table showing the number of members this year and last in all the cities and towns of the State which have a membership of fifty or more.

	1892-93.	1893-94.	New Members.	Renewals.
Boston,	1003	1043	587	456
Springfield,	301	217	55	162
Worcester,	258	170	27	143
Somerville,	184	169	33	136
Roxbury,	188	164	40	124
Lynn,	170	117	32	85
Dorchester,	170	147	33	114
New Bedford,	141	92	18	74
Waltham,	117	75	16	59
Malden,	114	87	24	63
Lowell,	109	94	20	74
Cambridgeport,	100	95	34	61
Fall River,	97	76	13	63
Haverhill,	89	70	15	55
Taunton,	87	60	10	50
So. Framingham,	82	51	3	48
So. Boston,	81	61	9	52
Cambridge,	79	90	36	54
Brockton,	78	74	23	51
Chelsea,	75	67	16	51
The Newtons,	77	54	11	43
Holyoke,	61	47	12	35
Hyde Park,	61	61	18	43
Mattapan,	61	53	9	44
Fitchburg,	57	51	16	35
Jamaica Plain,	57	67	19	48
Everett,	54	44	9	35
Charlestown,	51	62	21	41
Lawrence,	54	33	4	29

It will be seen by this table that there has been a loss in every city except Boston, which has gained forty members. Springfield which last year renewed nearly ninety per cent. of its members and gained materially in new members shows this year a loss of nearly one hundred and gained but thirty-five new members. Worcester lost eighty-eight members, Lynn and New Bedford about fifty each. The falling off of members in the smaller cities has been notably great.

The explanation of this seems, to me, to be in the fact that Massachusetts is wofully lacking in a competent consular service. In the very large cities local consuls cannot do relatively nearly as much as can those in smaller places where the members can be personally approached. For several years past I have strongly recommended that some decided action be taken towards obtaining efficient consuls. We should have one in every village of the State. Under the present system it is very difficult, if not impossible, to obtain good men for consuls. In order to obtain their services some recognition for work done must be given them.

The finances are, under the circumstances, in a very satisfactory condition. The expenses of the year have been inordinately large, due chiefly to the necessity of sending delegations to two national assemblies and to the publication of a new road book.

The total receipts during the year were, about $5,600, and the total expenditures $6,500, leaving a cash balance on hand of $785.

Were it not for these uncommon expenses the treasury balance would to-day be more favorable than it has ever been in the past. As it is we have on hand a balance which should be sufficient to meet all necessary expenses of the division between now and next April, when we will begin to receive money from membership applications. The running expenses of the division, estimated on the cost during the same time a year ago, should not exceed $300, including salaries of officers, postage, stationery, etc. The expenses of sending the division's delegates to New York, presuming that the same will be paid as heretofore, will probably be less than $20 per delegate or a total of $360. This makes just about our balance now in the treasury.

For a detailed report of receipts and expenditures I refer you to the report of the finance committee.

CHAS. S. HOWARD, *Sec.-Treas.*

REPORT OF FINANCE COMMITTEE.

TO THE CHIEF CONSUL AND BOARD OF OFFICERS OF THE MASS. DIVISION, LEAGUE OF AMERICAN WHEELMEN:

Gentlemen,—In accordance with the usual custom I have carefully audited the accounts, examined the vouchers and verified as far as possible, all entries on the books of the Treasurer from December 5, '93, to December 7, '94, inclusive, and, as usual, found them correct in every particular.

Our receipts are about $1,700 less than last year, the shrinkage being on account of the falling off of new members, as this year's applications to October 1st was only 1,448 against 2,706 in 1893. We did much better in the renewals, 3,999 being this year's figures against 3,671 last year. Of course smaller receipts mean in a measure less expenditure, but we were fortunate in having a good balance to commence the year with, so that our running expenses are about as usual, although we spent about $700 less for the entertainment of our membership than in 1893. The expense of sending our delegates to the National Assembly has been a very serious item with us for the past three years, the trip to Louisville costing the division over a thousand dollars. The money spent in road books and maps all consider as a good investment.

The receipts and expenses of the several meets, spring meet excepted, are entered in full in the general balance sheet, and the detailed expenses you will find as usual on separate sheets, which will give you the net cost of each.

Since October 1st thirty-six new names are to our credit on Secretary Bassett's books, and he therefore owes the Mass. division about $50 on their account at this time.

Your careful attention is asked for the several statements as follows:—

Dr. Chas. S. Howard, treas., in account with the Massachusetts Division L. A. W.

From December 5, '93, to December 7, '94, inclusive.

RECEIVED.	Cr.
To balance from old account	$2,691.68
3,999 renewals	1,999.50
1,448 new members, to October 1st, '94	2,103.50
2 transfers	2.00
1 duplicate	.50
Advertisements in division hand book	65.00
Programme Cottage City meet	100.00
One-half expenses fall meet from Springfield Bi. Club	146.90
Sale of ball tickets	15.25
Entries races Cottage City meet	2.50
Interest on Deposit	55.81
Sale of road books and maps	94.25
Total	$7,276.89

PAID.	
Expense Chief Consul's office as follows:—	
Allowance to December 1, '94	$400.00
Stationery	12.75
Postage	14.00
Travelling expenses	24.78
Expressage	12.70
Writ in Wilkins case	1.74

Incidentals	1.37	
		$467.34
Expense Sec.-Treas.' office as follows:—		
Salary to December 1, '94	$500.00	
Stationery and printing	27.40	
Postage	50.00	
Office desk	45.00	
Recruiting supplies	100.00	
Postage for same	112.62	
Mailing Company, for same	37.90	
Bond	15.00	
Incidentals	3.65	
		892.02
Vice Consul's office expenses:—		
Stationery	$1.75	
Travelling	2.48	
		4.23
Board of Officers' expenses:—		
Mileage	$174.03	
Room for meetings	15.00	
Printing	8.75	
Record book	7.25	
		205.03
General Committee:—		
Mileage and hotel bills		124.80
Racing board:—		
Stationery and printing	$7.75	
500 copies racing rules	12.50	
		20.25
Nominating Committee:—		
Mileage	$5.96	
Hotel	12.25	
		18.21
Rules and Regulations Committee:—		
Stationery and printing	$3.25	
Room for meeting	2.00	
		5.25
Touring Committee:—		
Stationery	$1.75	
Postage and printing	3.75	
		5.50
Finance Committee:—		
Stationery	$4.75	
Postage	2.50	
		7.25
Returning board '93, mileage		7.19
Returning board '94, refreshments		9.05
Spring meet, net expenses		949.84
Cottage City, gross expenses		193.67
Fall meet, gross expenses		311.44
Delegates expenses to Nat. Assembly at Louisville		1,016.61
8,000 road books	$1,365.00	
8,000 maps and copyright	430.00	
Postage for about 5,000 of same	150.00	
Envelopes	64.00	
Committee's expenses, postage, etc.	16.51	
Circulars	5.00	
Express	2.80	
		2,047.85
Election expenses:—		
Ballots	$21.50	
Postage and envelopes	76.20	
Mailing and addressing	11.41	
		109.11
J. C. Kerrison, soliciting ads. for hand books		20.00
500 copies constitution		62.50
Division seal		7.50
L. A. W., 5 transfers		4.00
L. A. W., 2 duplicates		2.50
Balance on hand with the New England Trust Co.		785.75
Total		$7,276.89

E. & O. E., Dec. 12, 1894.

J. FRED ADAMS,
Chairman Finance Committee.

Expenses of Spring Meet, Mass. Div. L. A. W., Boston, May 30, 1894.

HEADQUARTERS.

Mass. Char. Mechanics Association, rent of Mechanics Building	$350.00	
W. A. Allen, service of janitor and assistants	29.00	
Young & Murray, signs and stationery	6.40	
A. W. Mitchell, rubber stamps	.70	
Jas. Martin & Sons, division flag	12.50	
J. A. Reynolds, rooms at Grand for headquarters, and expenses of committees,	39 50	
Extra service at hotel	1.25	
Carriages for committees (Conlon Bros.)	11.50	
		$450.85

SOUVENIR BADGES.

L. L. Reilly, 3500 gold-plated badges at 8c.	$280.00	
Geo. H. Dickerman, paper boxes for badges	18.50	
		298.50

REFRESHMENTS.

J. A. Andrews, 1500 sandwiches, 2000 doughnuts	$59.00	
Cobb's Tea Co., 100 gals. coffee	38.00	
		97.00

PARADE.

Jordan, Marsh & Co., prize, silver ice pitcher	$18.00	
A. B. & L. Shaw, two prizes, rattan furniture, and mahogany chair and table.	80.80	
Extra prize	10.00	
L. Barta, postal cards for adjutant	8.25	
A. H. Lovesy, services of three buglers	30.00	
A. D. Peck, notices of parade to clubs	2.40	
D. E. Miller, carriage for judges	3.00	
		152.45

PRESS COMMITTEE.

Suffolk Eng. Co., 10 electros of badge for advertising	$4.00	
L. F. Grant, drawing design for electro	1.50	
Meeting of committee	4.75	
Messenger service	1.75	
		12.00
L. L. Reilly, official's badges		20.20
J. Thomas Baldwin, orchestra for ball (25 pieces)		135.00
Police service		6.79
Sterling Elliott, electro for use on tickets		.30

INCIDENTALS.

Herdic hire by committees	$2.00	
Expressage	1.75	
		$1,176.84
Carriage for judges of parade	6.00	
		$1,182.84
Received from Young & Murray for priv. of programme	$200.00	
" Sales of four ball tickets	8.00	
" Asso. Cycling Club, prize,	25.00	
		233.00
Net cost to Mass. division		$949.84

(To be continued.)

NO CHICKEN.

An Irish judge, in reprimanding a prisoner who was accused of striking his wife with an ink bottle, remarked: "Ye moight have known it wud hev been loike to hatch mischief, becaze it wus wid the 'ink-you-bate-'er." — *Rome Sentinel.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, June 21, 1895.

Total, 452.

Alabama — 1.

Victor B. C.

80,192 Pape, W. B., M.D., Conception st. Mobile

Arkansas — 4.

Ark. Trav. C. C.

80,193 Frank, Nelson, 310 W. 3d st. Little Rock

Unattached.

4 Myers, J. A., 240 Central ave. Hot Springs
5 Strock, D. D., 240 Central ave. "
6 Brewster, Oscar F., 322 Pine st. Pine Bluff

Colorado — 1.

Unattached.

80,197 Wardlow, John C. Monte Vista

Connecticut — 5.

Unattached.

80,198 Paddock, Wm. F., 37 John st. Bridgeport
9 Goodrich, E. W., box 815 Hartford
200 Barnard, E. K., 169 Elm Meriden
1 Brown, W. H., box B Moosup
2 Parker, H. E., box 782 Wallingford

Delaware — 3.

Unattached.

80,203 Gassner, Rev. Geo. S. Delaware City
4 Gause, H. Victor, Penn. ave. & Clayton st. Wilmington
5 Frier, Jas. H., 1610 Delaware ave. "

District of Columbia — 1.

Unattached.

80,206 Kennedy, James, 1632 15th st. Washington

Illinois — 15.

C. C. C.

80,207 Smith, Dr. C. W. M., 42½ Main st. Petersburg

Unattached.

8 Beecher, Chas. H., 1100 E. 4th st. Alton
9 Alberding, Geo. T. Batavia
210 James, Jno. A., 307 Chicago ave. Chicago
1 King, T. E., 4201 Lake ave. "
2 Lawson, L. J., 6344 Langley ave. "
3 Mariner, Frank E., 31 Rialto bldg. "
4 Spike, Eugene M., 5032 State st. "
5 Bicker, G. E., 4937 Wabash ave. "
6 Church, A. M. Elgin
7 Griffith, R. M., 30 Carroll Freeport
8 Atherton, J. W. Momence
9 Hasney, W. A. "
220 Calkins, W. C. "
1 Roden, Isidor, box 544 "

Indiana — 3.

Unattached.

80,222 Hearn, Walter H., 124 W. Main Crawfordsville
3 Good, Macy S., 518 Capital ave. Indianapolis
4 Hopkins, Alf W. Rensselaer

Iowa — 16.

Ladies C. C.

80,225 *Michie, Mrs. Isabella*, 1028 Meriden Boone
6 *Phelan, Nona*, box 1115 "

Creston R. C.

7 Atkins, J. D. Creston

J. C. C.

8 Head, R. C. Jefferson

Rock Rapids C. C.

9 Erichson, J. M. Rock Rapids

Unattached.

230 Ball, W. H., box 262 Colfax
1 Geerheart, N. B., box 19 "
2 Porterfield, F. A. "
3 Schlosser, E. R., box 32 "
4 Smith, B. R., box 266 "
5 Turner, L. C. S., box 246 "
6 Upton, Roy D. Clinton
7 Van Patten, John M. Davenport
8 Wilcox, A. Warren Le Mars
9 Curtis, G. W., box 2 Long Grove
240 Phillips, G. P. Smithland

Kentucky — 1.

Unattached.

80,241 Emmal, T. M., box 27 Middlesborough

Maryland — 2.

Unattached.

80,242 Pfaff, H. C., Light & German Baltimore
3 Eldridge, F. H., U. S. Naval Acad. Annapolis

Massachusetts — 67.

A. B. C.

80,244 Adams, H. S., Addison st. Arlington

Athol C. C.

5 Burrill, A. J. Athol

Springfield B. C.

6 Tyler, Harry C., 239 Columbus ave. Boston

Springfield Turn Verein B. C.

7 Bogardus, C. F., 27 Lincoln st. Chicopee Falls
8 Goring, Geo. R., 59 Maple st. "
9 Hall, Samuel F., box 1069 "
250 Thomas, Jacob, 376 Walnut st. Springfield
1 Stock, W. F., 11 Wilbraham ave. "
2 Haug, E., 43 Howard st. "

Sabines.

3 Peck, Ralph B., 395 Belmont st. Brockton

Shoe City W.

4 Monette, Gilbert A., Home B'k Block Brockton

Hardly Able B. C.

5 Lothrop, Lawrence E., box 603 Campello

Mattapan R. C.

6 Matifes, Harry, 53 Stoughton Dorchester
7 Culgin, John W., Delhi st. Mattapan

Humber B. C.

8 Rood, Frank C., box 60 Westboro

B. U. B. C.

9 Geddes, James, Jr., box 12 Newton Lower Falls

Boylston C. C.

260 Ferguson, Alexander W., Thompson st. Quincy

Calumet C. C.

1 Marshall, John Murray, 53 State st. Boston

Dorchester B. C.

80,262 Vaughan, E. S., 21 Southwood st. Roxbury

Dudley Assn. C. C.

3 Boothby, E. H., 2301 Washington st. Roxbury

Unattached.

4 Ford, H. I. Andover
5 *Chase, Mrs. E. C.*, 121 Franklin st. Allston
6 Bailey, Lewis H., 254 Washington st. Boston
7 Kimber, Sidney A., 160 Tremont st. "
8 Littlefield, Elmer F., Nat. Security B'k "
9 Lindenkohl, G. S., 50 Village st. "
270 Louis, Isaac, 354 Tremont st. "
1 Lee, Elliot C., 40 State st. "
2 Lindsey, E. A., 54 High st. "
3 Peters, Morris C., 40 State st. "
4 Rodday, Wm. A., 140 Harrison ave. "
5 Sawyer, I. F., 1 Beacon st., "
6 Sumner, John O., hotel Bristol "
7 Duff, John, 57 Equitable bld'g. "
8 Saxe, James A., 53 State st. "
9 Meacham, Henry A., 11 Edwards st. Beverly
280 Myer, Chas. F., box 23 Bridgewater
1 Giannetio, F., Harvard sq. Brookline
2 Bradford, A. A., 633 Campello st. Brockton
3 Roy, Ervin, box 425 "
4 Higgins, George W., 49 Carl st. Campello
5 Stevens, Edwin C., 61 Wendell st. Cambridge
6 Boynton, Harry C., 10 University hall "
7 Pepper, Harold Leon, 62 Cottage st. Chelsea
8 Pepper, John W., 62 Cottage st. "
9 Curry, A. M., 4 China st. "
290 Henderson, E. F., Chestnut Hill
1 Seaver, Chas. L., box 3 East Bridgewater
2 Hildreth, John, 235 High st. Holyoke
3 Esleech, A. W., 183 Northampton st. "
4 Webber, Fred S., 22 Essex st. "
5 *McKearney, Mary J.*, Whitman st. Malden
6 *Fay, Mame*, 167 Linden ave. "
7 Perkins, Arthur B., 7 Almont st. Medford
8 Tucker, Herbert B., Blue Hill Milton
9 Grant, Geo. S. Merrimacport
300 MacColl, J. A., 107 Summer st. New Bedford
1 Baldwin, E. D., 285 Washington st. Newton
2 *Kidder, Anna L.*, box 146 Northampton
3 Horton, Jas. A. Reading
4 Noyes, C. L., 29 Albion st. Somerville
5 Holly, F. E., care H. L. Handy & Co. Springfield
6 Lamson, W. H. Still River
7 Hoard, Frank M., 125 Somerset ave. Taunton
8 North, H. M., Monument st. West Medford
9 Slack, Irving W., Centre st. West Roxbury
310 Toombs, J. Everett, 492 Main st. Worcester

Michigan — 8.

Unattached.

80,311 Bradley, C. W. Battle Creek
2 Crumrine, Dr. C. G. "
3 Lefever, M., 52 Marshall st. "
4 Stewert, J. Will, 161 No. Wash. st. "
5 Young, C. A., No. Jeff. st. "
6 Barron, R. E., box 511 Howell
7 Boosenbark, Bert Sparta
8 Schlepkowske, Chas., 1866 Mich. ave. Springwells

Minnesota — 3.

Red Wing C. C.

80,319 Arntson, Oscar B., box 381 Red Wing
320 Erb, E. C. "
1 Strom, Carl L. "

Mississippi — 1.

Unattached.

80,322 Foot, A. K. Canton

Missouri — 36.

Brookfield C. C.

80,323 Tooey, E. A., 313 N. Main st. Brookfield
4 Martin, C. H., box 433 "

P. A. C.

80,325 Ferbos, Paul A., 215 N. Ewing ave. St. Louis

St. Louis C. C.

6 Fitzwilliam, R. E., 1208 West End ave. "

Windsor C. C.

7 Goodlett, Mark P., box 150 Windsor

Unattached.

8 Nachtman, A. Brookfield
9 Freeman, W. J. Brunswick
330 Keith, M. L., box 173 Bonne Terre
1 Meyer, Chas. H. "
2 Thomure, L. H., box 16 "
3 Prather, Ross E., box 100 Browning
4 Baugert, Charles Ferguson
5 Childs, F. T., 112 W. 9th st. Kansas City
6 Hocker, Jos. H., 413 Delaware st. "
7 McGirk, I. A. Kirkwood
8 Andrews, Geo. R., care Amer. Ex. Bk. St. Louis
9 Bush, Arthur, 1331 Washington ave. "
340 Findlow, E. B., 510 Pine st. "
1 Gates, H. E., 3936a Evans ave. "
2 Groshen, Cleveland, Mo. El. & P. Co. "
3 Hettel, W. H., 1807 Oregon ave. "
4 Hutton, M. S., 510 Pine st. "
5 Hutton, Charles, 2818 N. Taylor ave. "
6 Jones, Jas. J., 2031 Randolph st. "
7 Nash, Harry T., 425 N. Taylor ave. "
8 Nash, Oliver B., 425 N. Taylor ave. "
9 Pendleton, A. B., St. Louis Nat'l B'k "
350 Rashky, Leon, 5 N. Main st. "
1 Richey, Frank E., 5555 Cabanne pl. "
2 Richards, O. T., 17 Westmorland pl. "
3 Timmermann, I. D., Boatman's Bank "
4 Reser, W. J. Marionville
5 Reser, L. G. "
6 English, J. H. Maryville
7 Porterfield, W. L., 743 So. Grant st. Springfield
8 Newhouse, W. L., L box 38 Weston

New Hampshire — 3.

Monadnock C. C.

80,359 Tilden, Geo. H. Keene

Unattached.

360 Nutting, A. W., box 272 Greenville
1 Tilton, Asa C. Raymond

New Jersey — 16.

Valencia B. C.

80,362 Jaeger, E., 1024 Wash. st. Hoboken
3 Taddiken, Earnest P., 511 Garden st. "
4 Gehrs, John, Jr., 328 Bloomfield st. "

Ocean Co. W.

5 Cox, Frank E., box 118 West Creek

Unattached.

6 Ackerman, Raymond, box 99 Allendale
7 Kayhart, Irving E. Butler
8 Shippee, Fred A. "
9 Fink, W. M., 356 Cherry st. Elizabeth
370 Seaver, Jos. A. (P. O. 36 Wall st., New York City), East Orange.
1 Burdick, Willard M., 77 Wash. st. East Orange
2 Harris, S. Marcus, box 180 Long Branch
3 Illingworth, Sam'l D., 1105 Broad st. Newark
4 Lyons, T. J. Pompton Lakes
5 Mooney, Wm. J., box 53 Rahway
6 Coleman, Wm. K., box 312 Red Bank
7 Hamblen, C. E. Roselle

New York — 192.

Columbia College C.

80,378 Shoup, Walter C., 120 W. 82d st. New York

N. Y. A. C.

9 Bassett, Wm. R., 101 Wall st. New York
380 Harbeck, C. J. H. Islip

80,381 Richards, Chas. T., 130 W. 86th st. New York
2 Richards, Jeremiah, 130 W. 86th st. "
3 Bergh, Henry, 429 5th ave. "

Riverside W.

4 McCoy, Dan'l F., 58 W. 66th st. New York
5 Gilmour, Harvey J., 58 William st. "
6 Henning, J. H., 307 Boulevard "
7 Jones, L. F., 160 W. 97th st. "
8 Underhill, G. B. Bay Shore
9 Burdett, Edward J., 155 W. 49th st. New York

Union C.

390 Baldwin, Frederick H., 173 Fifth ave. New York

Van Oost W.

1 Stewart, John A., 77 W. 94th st. New York

Washington W.

2 Anderton, Edward K., 2170 Bathgate ave., New York.

Albany B. C.

3 McGarvey, Alden, Thurlow Terrace Albany

Aurora Grata.

4 Taylor, Sidney L., 306 Monroe st. Brooklyn

Brooklyn B. C.

5 Lane, Warren H., 134 First Place Brooklyn

Cycle C. of Brooklyn.

6 *Billweiller, Mrs. C. J.*, 478 Bedford st. Brooklyn

Central W.

7 Linn, George, 65 Livingston st. Brooklyn
8 Megargel, P. F., 184 Clinton st. "
9 Torres, A. R., 154 Clinton ave. "

Crescent A. C.

400 Dater, Henry M., 307 Adelphi st. Brooklyn
1 Rae, John, care Brooklyn Savings Bank "

Florence W.

2 Bliss, Alfred C., 348 Grand ave. Brooklyn

Pequod C.

3 Rhodes, Robt. James, 99 Hinsdale st. Brooklyn

Pioneer C.

4 *West, Ida Eva*, 727 Fulton st. Brooklyn

Prospect W.

5 Barnett, John, 292 5th st. Brooklyn
6 Beattie, Lawrence, Jr., 28 Ashland pl. "
7 Eiseman, Wm. H., 1127 4th ave. "
8 Garlich, Augustus, 165 Schermerhorn st. "
9 O'Brien, John, 24 Tompkins pl. "
410 Quaid, C. D., 25 Windsor pl. "

Vigilant C. C.

1 Mings, Burt D., 291 West ave. Buffalo

Penn Yan B. C.

2 Titus, Ezra J. Penn Yan

Plattsburg C. C.

3 Ives, Frank J. Plattsburg

Unattached.

4 Aaron, Herman, 15 Wall st. New York
5 Allen, John H., 629 Walton ave. "
6 Baker, Thomas E., 18 Bethune st. "
7 Berwin, Gabriel A., 15 and 17 Mercer st. "
8 Bradley, F. L., 51 E. 29th st. "
9 Brassington, Arthur F., 208 E. 29th st. "
420 Chapin, Robert S., 44 E. 79th st. "
1 Cowan, Charles D., 81 W. Houston st. "
2 *Cowan, Mrs. Chas. D.*, 81 W. Houston st. "
3 Crawford, Alfred L., 2084 3rd ave. "
4 Cunningham, F. G., 8 E. 65th st. "
5 Day, William S., 31 W. 56th st. "
6 Davis, Chandler, Pier "A," N. R. "
7 David, Harry Percy, 140 Nassau st. "
8 DeForest, Geo. B., 14 E. 50th st. "
9 Del Solar, J. A., 18 Exchange pl. "
430 Edson, Franklin, Jr., 433 Produce Ex. bldg. "
80,431 Ellery, Channing, 228 W. 38th st. New York
2 Eustace, John H., 312 W. 29th st. "
3 *Fischer, Ada E.*, 241 W. 76th st. "
4 Fleet, Samuel U., 152 W. 49th st. "
5 Frankfield, Hugo, 328 W. 56th st. "
6 Frohman, Daniel, 159 W. 79th st. "
7 Gardner, R. A., 441 Pearl st. "
8 Gunnerson, William, box 1822 "
9 Greenman, W. B., 35 Liberty st. "
440 Good, Harry H., 205 W. 57th st. "
1 Hall, Frank L., 62 William st. "
2 Harris, Fred M., (P. O. address, Clifton, N. J.) "
3 Hussey, S. Walter, 247 W. 36th st. "
4 Johnston, Theodore V., Jr., 130 Fulton st. "
5 Kelley, Albert T., 37 Wall st. "
6 Klaber, Maurice, 47 W. 42nd st. "
7 Larkin, John, 305 West End ave. "
8 Libman, Charles, 180 E. 64th st. "
9 Leves, Alexander, 81 Convent ave. "
450 Lummis, Benj. R., 56 New st. "
1 Manice, William, 55 William st. "
2 Marsh, Ralph, 54 William st. "
3 McFarlan, Francis, 110 Worth st. "
4 McKee, Robert R., 40 Wall st. "
5 McMahon, Chas. H., 472 6th ave. "
6 Michel, Nathaniel, 237 W. 33rd st. "
7 Miehling, Edward, 102 W. 91th st. "
8 Miller, Frank S., 349 W. 26th st. "
9 Mirick, Mark B., 216 W. 128 st. "
460 Müller, Fred, 32 E. 4th st. "
1 Rhinelander, Fred W., Jr., 45 Broadway "
2 Rindskoph, Albert, 632 Broadway "
3 Ropes, E. D., Jr., 49 W. 57th st. "
4 Schmid, Dr. Henry, 38 ave A "
5 Sconce, Robt. C., 320 N. 22nd st. "
6 Scott, William G., 42 Park ave. "
7 Seligman, Jefferson, 11 E. 69th st. "
8 Sherman, Dr. L. B., 335 W. 14th st. "
9 Simpson, Louis, 532 E. 164th st. "
470 Stix, Otto L., 51 Franklin st. "
1 Fraunhar, A. B., 111 E. 88th st. "
2 Underhill, Gardiner F., box 1419 "
3 White, H. C., 41 E. 83rd st. "
4 Wilson, Dr. Robert B., 529 Lexington ave. "
5 Winkler, Geo. Howe, 255 W. 44th st. "
6 Bull, Harcourt, 19 Broadway "
7 Marvin, Dr. David M., 2099 5th ave. "
8 McCredy, Wm. E., 105 Front st. "
9 Reed, James C., Sherman sq. Hotel "
480 Tryon, Thomas, 36 Union sq. "
1 Thayer, Anson P., 273 Potter bldg. "
2 Weaver, George, drawer S Albany
3 Ransom, H. N., 413 N. Pearl st. "
4 Conery, M. L., 40 Eagle st. "
5 Brower, Walter S., 304 Madison ave. "
6 Havemeyer, Chas. F. Baychester
7 Cotton, Cameron, box 7 Bath
8 Phelps, George H. Belmont
9 Shaver, E. B. Berlin
490 Barnard, Clifford, 171 Prospect st. Brooklyn
1 Beatty, David Clark, 204 Montague st. "
2 Birkle, Edward, 345 14th st. "
3 Bonner, Paul E., 168 St. James pl. "
4 Butler, Joseph K., 28 Lefferts pl. "
5 Cochran, J. C., 346 Monroe st. "
6 Cook, F. M., 1069 Dean st. "
7 Daniels, John C., 337 Throop ave. "
8 Demarest, W. T., 411 Fulton st. "
9 Dickover, Benj. C., 62 Tillary st. "
500 Dunn, Marcie, 208 Lexington ave. "
1 Ewald, Frank H., 118 Van Buren st. "
2 Fisher, Albert P., 144 Van Buren st. "
3 Goldey, James H., 290 Hancock st. "
4 Gray, F. I., 28 7th ave. "
5 Hellwig, Theodore A., 354 Quincy st. "
6 Higham, L. J., 437 Monroe st. "
7 La Vie, R. Morton, 857 President st. "
8 Lennox, Dr. Richmond, 23 Schermerhorn st. "

80,509 Marcellus, J. Lawrence, Dime Savings Bank, New York
510 Meehan, Thomas F., 729 Quincy st. New York
1 Myers, Wm. J., 815 Putnam st. "
2 Ormsby, Wat L., 228 Union st. "
3 Reilly, John C., 16 Smith st. "
4 Rutherford, Thos. W., 99 St. Felix st. "
5 Sherman, Frank J., 764 Dean st. "
6 Swift, Fred, 511½ Green ave. "
7 Van Keuren, J. W., 105 Prince st. "
8 Warner, Dr. Alton G., 194 Schermerhorn st. "
9 Williams, A. M., 455 8th st. "
520 Wilson, Thomas, 359 Kosciusko st. "
1 Forman, Walter A., 191 S. Oxford st. "
2 Ball, Kneeland, 298 Pennsylvania st. Buffalo
3 Lanahan, Timothy J., 82 Goodrich st. "
4 Rodgers, J. B., 202 Main st. "
5 Holmes, Chas. C. Brewster
6 Higgins, Dr. F. W., 8 & 9 Wallace Bldg. Cortland
7 Russell, Geo. D. Cedarhurst
8 Murphy, C. M., 200 Lenox st. Flatbush
9 Franklin, Chas. F., Main st. Hempstead
530 Millar, George, Sammis st. "
1 Starr, Henry S., box 225 "
2 *Dunham, Mrs. G. M.* Herkimer
3 Burns, Geo. T., box 60 "
4 Van Duyn, James P. Hollis
5 Morgan, Wm. H., 118 University ave. Ithaca
6 Deyo, R. L., Lexington
7 Johnson, J. S., "
8 Van Valkenburgh, J. M., Monroe House "
9 Silence, C. P., box 15 Long Island City
540 Woodbury, Arthur, box 15 "
1 King, J. H. Middletown
2 Stoll, George, 121 S. 11th ave. Mt. Vernon
3 McQueen, Bruce N., 284 Rich ave. "
4 Messenger, F. P. Nassau
5 Campbell, Chas. E. New Lebanon Centre
6 Graham, A. L., care Acme Oil Works, Olean
7 Follet, A. M. "
8 Overacker, Charles, Vassar Coll. Poughkeepsie
9 Arnold, John B., Post Road Port Chester
550 Hilligass, L. D. Port Leyden
1 Jones, R. D. Port Richmond
2 Smith, C. Elmore Rockville Centre
3 Dikeman, Roswell, 99 Driving Park ave. Rochester
4 Newcomer Geo. M., box 303 Richmond Hill
5 Harris, F. F. Scio
6 Andrews, James M. Schenectady
7 Thatcher, F. W., 101 Lock st. Syracuse
8 Stevens, John L. Shushan
9 Bing, August Tarrytown
560 Martin, Geo. H. "
1 Brown, Leslie W., 255 Genesee st. Utica
2 McGrath, M. J., 19th ave. Van Pelt Manor
3 Agar, John G. Westchester
4 Potter, Howard Nott, Country Club "
5 Schrode, Henry, box 113 "
6 Reynal, Nathaniel C. White Plains
7 Bitterman, Theodore, box 44 West Point
8 Bourn, Fred A., 84 Ashburton ave. Yonkers
9 Van O'Linda, G. W., 145 Hawthorne ave. "

North California — 11.

Garden City C.
80,570 Lion, Gus San Jose

Liberty C. C.
1 Irelan, Frank W., 238 Ellis st. San Francisco

Pacific C. C.
2 Herbst, Adolph, Jr., 1533 Geary st. San Francisco

Olympic C. W.
3 White, Charles A., Bank of Cal. San Francisco
4 Hawks, James, L., Bank of Cal. "

Asso'n Cyclers.
5 Folsom L. A., Postal Tel. Co. San Jose.

Unattached.
80,576 Hodghead, W. H. St. Helena
7 Tarkington, M. S., box 202 Tulare
8 Schoenemann, L. E., box 311 "
9 Hutchins, James W., box 398 Marysville
580 McCarty, D. C., box 15 San Miguel

Ohio — 10.

Chillicothe W.
80,581 Sproat, B. F., box 1313 Chillicothe

Cincinnati B. C.
2 Pummill, Percy W. Bond Hill

Ceramic City C. C.
3 West, Homer East Liverpool
4 Crawford, S. J. "

Madisonville C.
5 McLaughlin, W. C., box 316 Madisonville

Unattached.
6 Bankard, H. N. Jr., 126 E. 4th st. Cincinnati
7 Fries, Archibald, Central Union Station "
8 Kammann, Albert A., 98 Molitor st. "
9 Curtiss, Chas. E., 621 Prospect st. Cleveland
590 Palmer, Leslie L., box 45 Mansfield
1 Kirchner, A. J., 172 E. Market st. Tiffin

Oklahoma — 16.

Guthrie W.
80,592 Armstrong, Salem, 512 E. Perkins st. Guthrie
3 Brewer, J. E., 109 E. Washington st. "
4 Carver, Walter F., 117 N. Division st. "
5 Hill, J. F. "
6 Frisbie, Arthur A., box 261 "
7 Knauss, E. H., 113 E. Oklahoma ave. "
8 Olsmith, Frank "

Unattached.
9 Cunningham, C. A., box 167 Guthrie
600 Kerr, C. I. "
1 Owens, G. H., 116 E. Oklahoma "
2 Robertson, Robert S. "
3 Stevens, Ernest H., care W. F. & Co. Ex. "
4 Banks, J. B., box 65 Perry
5 Stewart, A. L., box 74 "
6 Talbert, V. C., box 613 "
7 Vollmer, W. A., box 11 "

Pennsylvania — 11.

Unattached.
80,608 Rufe, Morris, 216 Wister st. Germantown
9 Snyder, Wm. Mc D. Leetonia
610 *McAllister, Dr. Anna M.*, 2045 Chestnut st., Philadelphia
1 Glover, Josephus, 337 Chestnut st. Philadelphia
2 Raffetto, J. J. 1523 Dauphin st. "
3 Van Leer, Wm. M., 241 Chestnut st. "
4 Suplee, Chas. J. 241 Chestnut st. "
5 Fisher, J. H. (P. O. N. Hatley, Quebec, Canada), Pittsburg
6 Neale, John C., 244 S. Highland st. Pittsburg
7 Silkman, Theodore, 2006 N. Main ave. Scranton

Rhode Island — 4.

Constellation C. C.
80,618 Macdonald, Harry, 5 Willow st. Newport

Unattached.
9 Doyle, H. C., 4 Read st. Pawtucket
620 Cunningham, Herbert W., 328 Main st. "
1 Craven, Whitfield, 918 Branch ave. Providence

South California — 4.

San Diego W.
80,622 Doud, W. H., 972 5th st. San Diego
3 Woodward, E. A., box 265 "

Unattached.
80,624 Leszynsky, I. L., box B. B. San Diego
5 Eckhardt, Jacob, box 114 Santa Barbara

Texas — 8.

Elpaso C. T. A.
80,626 Brown, J. W., 908 No. Oregon st. El Paso
7 Parkes, D. S., box 454 "
8 Luckett, P. H., care S. P. R. R. "

Dallas W. C.
9 Wilmans, Lloyd, 179 Elm st. Dallas

Unattached.
630 Crow, W. M., 360 Main st. Dallas
1 Rand, W. J., box 84 El Paso
2 Culmore, Chas., 2118 German st. Houston
3 Totten, Harry, Wash. Iron Works Sherman

Virginia — 2.

Port's Cycle Club.
80,634 Brandt, Maurice A., 213 High st. Portsmouth

Unattached.
5 Whitmore, B. F., Plune st. Norfolk

Wisconsin — 2.

U. of W. C. C.
80,636 Bird, Hobart S., 310 E. Gorham st. Madison

Mound City W.
7 Carter, T. P., box D. Plattsville

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Connecticut — 1.

Unattached.
80,638 Hammond, Geo. K., box 509 East Hartford

Massachusetts — 1.

Unattached.
80,639 Ogden, Louie, 34 Newton st. Brighton

New Jersey — 3.

E. A. C.
80,640 Carpenter, Chas. G. Rahway

Lakewood B. C.
1 Westhall, E. J. Lakewood

Unattached.
2 *Harris, Florence N.*, box 180 Long Branch

Washington — 1.

Colfax C. C.
80,643 Ewart, Ed. Colfax

LEAGUE CLUB RENEWALS.

591 Penn. Wheelmen Reading, Pa.
573 Oskaloosa Cycling Club Oskaloosa, Ia.

NEW LEAGUE CLUBS.

613 Shelbina Cycling Club Shelbina, Mo.
614 Springfield Turn Verein Bicycle Club, Springfield, Mass.

THAT FELLOW FEELING.

On occult sciences she dwelt — this learned Boston miss;
She knew the nowness of the Then, the Thatness of the This.
"And do you not at times," she asked, "in fervor long to clasp
The near though unattainable — the Just beyond your grasp?"

The sweet Chicago girl to whom her question was addressed,
Looked in her far-off, soulful eyes and candidly confessed,—
"You bet I do, just lots of times!" (Oh, Concord, calm thy shades)!
"It's when I have an itching right between my shoulder blades."

HEADGEAR FOR HOT WEATHER.

WILLIAM D. KEMPTON, M.D.

When we consider the helmets worn by English soldiers in hot climates, by African explorers, and by our own soldiers in hot weather, and contrast them with the little caps worn by wheelmen on broiling hot days, we must conclude that either the soldiers or the wheelmen are wrong.

If a horizontal line is drawn back from the top of the ear, it will indicate, approximately, the dividing line between the upper and lower brain. The lower brain or cerebellum, as it is more properly called, presides over muscular action and bears much the same relation to the muscles as does the generating station of an electric railroad to the trolley cars. The nerves running from the brain to the muscles carry power to them just as the trolley wires carry power to the cars. If the generating station breaks down the cars will not run, and if the cerebellum is overheated, its generating power is diminished, the muscles contract irregularly and less vigorously and the body is soon fatigued.

The thick, long hair of the American Indian hangs down his back and protects these parts from the direct rays of the sun, but the American wheelman has the hair in this region clipped as close as possible, and instead of providing some protection in its stead, puts on his little cap, starts out on a red-hot day and wonders why his steering grows so erratic and he feels so played out.

A helmet with a long peak in the back gives these parts the proper protection and, by permitting a current of air to pass up over the head, prevents it from being overheated.

Those who have never worn helmets will be surprised to find how much more heat they can stand and how much farther they can ride with helmets than they can with caps.

A COMPREHENSIVE BUSINESS.

The *Hardware Dealer* gives the following as the wording of a sign which is displayed on the store of a country merchant.

Hardware and Kitchen Goods, Roofs repaired — flour and feed for sale — engines built — bicycles and machines of all kinds repaired — real estate bought and sold.

A large sign suspended over the alley way read: "Painting, Glazing and Paper Hanging." In one corner of the window a very modest sign announcing "Boarding by the day or week" was quite overshadowed by the following lapse into poetry:

Wringers repaired, good as new,
Lawn mowers sharpened, well and true,
Skates in season, scissors, too,
Well and cheap by
L. VENUE.

Judged by its peel, the banana is a fall fruit.

QUERIES AND ANSWERS

P. E. A., Louisville, Ky., writes:

In your issue of May 31, a dialogue between a rider and an agent, is headed "Another Absurdity." While most people might be willing to believe it to be an absurdity, it is not so easy to see why. Will you kindly explain it?

Ans. Because the chain is endless, and whatever part of it is "running up hill" is exactly balanced by an equal weight of chain which is running down hill, and this would be the case in whatever position the sprocket wheels were placed.

A SPACE FILLER.

It very often happens that
In making ready for the press,
There is a corner to be filled—
An inch or two, say more or less.
In such a case, with copy short,
It's handy just to have about
Some fellow who can write a verse
Like this, to fill the column out.

TWO LIARS.

At a recent gathering of notable men the after-dinner chat turned upon personal experiences, and a distinguished jurist related this:

After graduation, he migrated to a western town. Months of idleness, with no prospect of improvement, induced him to seek a new home. Without money to pay his fare, he boarded a train for Nashville, intending to seek employment as reporter on one of the daily newspapers. When the conductor called for his ticket he said:

"I am on the staff of the ——, of Nashville; I suppose you will pass me?"

The conductor looked at him sharply.

"The editor of that paper is in the smoker. Come with me; if he identifies you, all right."

He followed the conductor into the smoker; the situation was explained. Mr. Editor said:

"Oh, yes; I recognize him as one of the staff. It is all right."

Before leaving the train the lawyer again sought the editor:

"Why did you say you recognized me? I'm not on your paper."

"I'm not the editor, either. I'm travelling on his pass, and was scared to death lest you should give me away." — *Fashions*.

Avon Inn At Beautiful AVON-BY-THE-SEA NEW JERSEY.

The most elegantly appointed hotel on the Jersey coast. Ten minutes' ride from bicycle track at Asbury Park. Special rates to L. A. W. men and their friends during meet week, who wish to avoid the crowds. Good bicycle room. FARINTOSH & AMER, Props.

TRADE NOTES

The Sterling Cycle Works, of Chicago, have just closed a contract for State agency on the Sterling bicycle with the firm of T. C. Powers & Co., of Helena, Mont. Mr. T. C. Powers. the senior member of this firm, is ex-senator from Montana, and is interested in a large number of business enterprises throughout his State, having branch stores in twelve different localities. They are a very pushing firm, and in their several departments or stores handle nearly everything produced in the country which is used by the people of that State. The bicycling department which they are just inaugurating will be under the management of Mr. C. W. Sparr, who has been the private secretary of Mr. Powers for some time.

The two handsome half-tones on page 14 were made from instantaneous photographs taken on Stanley plates No. 50. For time exposures, they make an excellent plate and mark it No. 35. If your dealer doesn't handle the Stanley plates, send directly to the factory for them. See their advertisement on page 16.

The Awful Clove Habit.

The demon with the cloven hoof
Is sure to get, at death,
The man who all the while on earth
Possessed a cloven breath.

Just Happens That Way.

Even the scrupulously conscientious young woman who would not for the whole world deceive her lover concerning her physical charms, is likely to get her shoes a size or two larger after she marries.

To the person just learning to ride, the two-wheeled steed seems to be a try-sigh-cle.

Why He Succeeds.

The undertaker ought to play
His part so as to make a hit,
For all his life, day after day,
He goes about re-hearse-ing it.

Oil, box 27, Lititz, Pa.

"ZIMMERMAN

Abroad and Points on Training" for sale by all news dealers, or send fifty cents to J. M. Erwin, room 906, 218 La Salle street, Chicago.

Many and far-reaching will be the effects of the wheel upon our habits and institutions. The day is not remote when everybody who is not physically incapacitated will ride a bicycle. It will become the common mode of transit in our cities and towns. As soon as woman frees herself from the slavery of the skirt she will have taken a mighty leap toward equality with man. The bicycle will do more than any other agency to place her in her proper sphere of strength and independence. And the women won't give up the bicycle now that they have found out that it gives them not only a new delight, but also a sense of freedom and self-sufficiency that is as delicious as it is novel. They will be faithful to their new friend, the wheel, and before many seasons pass their natural good sense and the necessities of the case will dictate that rational costume is the thing and that the skirt is not only out of style but really improper on the whole.

"The little girls will ride, and in a score of years we will have a new race of women, strong of body, clear of mind and light of heart, and they will become mothers of a sturdier race of Americans than ever trod the soil of this promised land. People will go to business and to pleasure on the bicycle. They will use it for social calls and will ride to church upon it. Sabbath breaking will not consist then, nor does it consist now, in riding a wheel on Sunday, but in neglecting the proper rest of mind and body and the proper worship of God on that day of privilege which was made for man's good. In fostering interest in the wheel and promoting its use among all our friends and acquaintances we will be conferring a distinct benefit on humanity."

Editor L. A. W. Bulletin:

Dear Sir,— Permit me to offer the following addenda to your editorial on Sunday riding:

Riding a bicycle is certainly not wrong, *per se*. Then the question of riding must resolve itself to one of time and place. If you owe a Sabbath duty to God or man, O wheelman, perform it thoroughly. Give the church and benevolence the hours that belong to them, and then, with a clear conscience, ride away awheel to commune with nature, and recuperate your mind and body among the woods and fields.

Jas. R. Bettis.

THROUGH THE ADIRONDACKS.

Ed. L. A. W. Bulletin: —

In response to letters asking for information about a tour in the Adirondack mountains, I take the liberty of sending you a route which would lead one through the best part of the country. Various modifications and side trips might be made, and probably some would suggest themselves to the tourist *en route*.

Taking Port Kent on Lake Champlain (Delaware & Hudson R. R.) as a starting point, to Lake View House (3 miles) and visit the wonderful Au Sable Chasm. To Keeseville (2), Au Sable Forks (12) and Black Brook (4). Avoiding the poor plank road, turn northwest to Silver Lake(12), Union Falls (3), across to the main road, (not entering Franklin Falls), to Bloomingdale (18); thence to Paul Smith's (9) and Saranac Lake village (14) by the west road. The lower Saranac is 2 miles distant, and the roads out and back are excellent. To Lake Placid (10) and across the high table land of North Elba in sight of the grand chain of mountains, to Cascade Lakes (9); down into Keene Centre (6), along the East Au Sable River to Keene valley (5) and St. Hubert's Inn (3). Visit the Au Sable Lakes (3½) a lovely woodland ride over a magnificent road, with a fine coast on the return. From St. Hubert's eastward, past Chapel Pond to Euba Dam (7), and over the "State road" to Root's (13), at Schroon River P. O.; thence via Schroon Lake (9), Pottersville (9), Chestertown (8), Warrensburg (12), to Caldwell (6), at the head of Lake George, and then by Glens Falls to Saratoga; or, from Root's by Hammondville (10), Paradox P. O. (2), Ticonderoga (13) to Baldwin (2), and take steamer through the beautiful Lake George to Caldwell.

Of the above proposed route three-fifths is excellent riding, one-fifth poor to fair, and the balance apt to be tough; but it depends largely on the weather, because in rainy times the mountain roads are soft and disagreeable. Fair hotels will be found in all the smaller places, and at the more important points excellent accommodation may be had.

If any rider desires other information about the mountains I shall be glad to supply it, if possible.

I am, Yours very truly, A. W. B.

Keene Valley, N. Y., June 10, 1895.
P. O. Box 54.

Editor Bulletin:

Please say to No. 68,791, that the best way to start a crank pin is to use a C-shaped iron loop large enough to slip over the crank shaft, with a hole in it on one side large enough to accommodate the head of the pin, and a threaded hole in the opposite side with cupped set screw; with this contrivance the most obstinate pin may be removed without damaging the thread in the least.

No. 31,619.

A wet season is best for raising umbrellas.

The Unique Guaranty—

Three of a Kind.

C. HOWARD WILLIAMS, ESQ., BUFFALO, N. Y., says: "New Cyclometer received, in exchange for one badly damaged in collision. I beg to thank you for your extremely courteous treatment. *Yours is a guarantee worth having.*"

ALBERT C. DAVIS, ESQ., ST. LOUIS, MISSOURI, writes: "I beg to thank you for exchange, and wish to express my approval of the principle you are displaying. It should meet with the commendation of all right-thinking people."

MR. ARTHUR H. WILSON, PORTSMOUTH, NEW HAMPSHIRE: "New cover for Cyclometer received—thank you. I am much pleased with your guaranty. There is a great difference in guaranties, and yours is the most liberal I ever heard of."

the most liberal ever placed on any article of merchandise—"We will repair, *without charge*, any 'Standard' Cyclometer that is injured in a mishap to the bicycle." Can you buy anything else that carries an *accident insurance policy* with it?

"*Guaranty*"—how wretchedly the word has been abused heretofore! We are giving new life to the word, establishing a final definition of it. Or will the word be finally dropped from the dictionaries, and **"Standard"** be used instead, as representing the same idea?

The New York Standard Watch Co.,

11 John Street, New York.
103 State Street, Chicago.

Pacific Coast Agents: POPE MANUFACTURING COMPANY, 344 Post St., San Francisco.
OVERMAN WHEEL COMPANY, Larkin and McAllister Sts., San Francisco.

A TANDEM

As Is a Tandem.

It is the PEERLESS; It weighs 38 to 39 pounds

Is made in either Combination or Diamond Frame.

And sells for only $125.

SEND ALONG YOUR ORDERS. CUTS NEXT WEEK.

THE **PEERLESS MANUFACTURING CO., Cleveland, O.**

THE **L. A. W. Bulletin** AND **Good Roads**

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

JUNE 28, 1895.

Total number printed this week, . . . 30,500
Sent to paid subscribers, ... 29,234
Samples to Advertisers, Exchanges, etc., 1,266

THE CURSE OF POLITICS.

A BATTLE can be viewed best from a distance. A fellow who is right in the midst of it may be able to see one side of the struggle, but his views are not comprehensive.

During an "off" year like this is the best time to size up a presidential campaign. If those daring revolutionists who threw off the British yoke and started this nation like a young and impetuous colt cavorting down the highway of Time could have foreseen or foreheard what a campaign of these latter days was to be like, no doubt they would have made the dates for holding presidential elections as distant from each other as are millionaires and their poor relatives.

In the minds of many, politics is a mighty serious thing. They allow it to distress or enthuse them to an unwarranted degree. Many good people who express great faith in the wisdom of the Ruler of nations have been known to "view with alarm" the party He has permitted to get control of their country.

Almost everybody agrees that this glorious land of ours has too much politics—of the kind, and the party that lands the head of its ticket in the White House is confident the president's term of office should be made much longer. The fellows on the outside feel differently about it. It is quite too long for those who are waiting out in the cold, hungry world.

The newspapers are already devoting much space to the grand pyrotechnic razzle-dazzle that is to take place next year. The sweat and worry process has almost begun. The differences between party policies, one of which would make a paradise and the other a purgatory of this land, are being clearly pointed out.

Presidential campaigns have a bad effect upon the general business of the nation. The badge and banner maker enjoys a boom and the bass drum man prospers, but there are others of more importance who do not. Too many people take it seriously and are nervous.

It is a positive relief to have the campaign come to an end and the restraints it has opposed upon friends and neighbors removed. Men, because of coarse, unfeeling natures, seem better fitted for the jibes and jousts of politics than do women on whose tender sensibilities the harshness of a campaign grates sadly.

Mrs. Amanda Smith's husband is a democrat, always was and always will be. Mrs. Dorcas Brown's husband is a republican, always was and always will be. During off years of politics these estimable ladies are the best of friends, and, being next door neighbors, show their kindly regard for each other by a thousand and one little social amenities that make their lives a positive joy. Mrs. Brown hardly ever fries doughnuts but what she takes a plateful of them to Mrs. Smith, and Mrs. Smith never makes mince pies or quince preserves without remembering Mrs. Brown. The two families are seemingly inseparably united, and indeed nothing of a business, social, or religious nature could ever divide them, but alas! the presidential campaign comes on. First a coolness springs up between Mr. Brown and Mr. Smith over some political argument they have down town. Afterward it never seems convenient for them to go and come on the same car, as they used to do. But the wives—well they sensibly conclude that it would be foolish for them to enlarge upon the political differences of their husbands.

Says Mrs. Smith: "I'm glad we women have little to do with politics, and that we could never

"YOUR No. 19s ARE THE MOST UNPROFITABLE

(for the repair shop) Medium Grade wheels I know of. I cannot call to mind where

I HAVE RECEIVED BUT $2.00 FOR REPAIRS

on all I have sold, outside of punctures. This is certainly very satisfactory to the dealer and purchaser, to say nothing about the restless nights it **don't** give the manufacturer." M. A. WOODBURY,
June 18, 1895. Bradford, Pa.

Our slumbers are undisturbed except by those who ***can't*** *get these unprofitable wheels to ride or sell.*

Makers of

Business Bicycles

Grand Rapids Cycle Co.
Mich.

Greatest Race of the Season.

10-Mile
World's Record

Won by Maddox at Brooklyn, N. Y., on a

SOLID STERLING.

Time, 21 :39⅘. Average of less than 2:10 a mile, lowering record by nearly 4 minutes. **It took a stiff, stanch, solid Sterling to do it.** Forty-eight other wins in last two weeks. Write for a catalogue today.

STERLING CYCLE WORKS,
236-240 Carroll Avenue, c
CHICAGO.

Schoverling, Daly & Gales, 302 Broadway, New York City.
Sieg & Walpole Co., 285 Wabash Ave., Chicago.
Avery Planter Co., Kansas City, Mo.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

U. S. CYCLOMETER.



10,000 MILES. Above reads miles. PRICE, $2.25.
Repeats or may be set back. 1 ounce. 1 inch long.
For 24, 26, 28 and 30 inch wheels. Fully guaranteed.
BEAN & LANG, Mfrs., - - Fond-du-Lac, Wis.

You carry about you a watch, a knife, matches, and various other handy things. Do you carry Redding's Russia Salve? Better leave all the rest at home, rather than not carry Russia Salve. Quick relief from pain and danger in many kinds of accidents—cuts, burns, bruises, sprains, punctures, etc. Your druggist will sell you a box of it, today, for only 25 cents.

New Celluloid ... L. A. W. Lapel Buttons.
Sent by mail, 12 cents each; $1.00 per dozen.
Solid Gold Buttons or Pins, $1.00 and $2.00.
We can make up any special club design in celluloid, gold, or gold plate. Prices on application. Badges, Bicycle Flags and Banners. Knights Temp. uniforms.
THE BOSTON REGALIA CO., 7 TEMPLE PLACE, BOSTON, MASS.

Upon receipt of money order or promptly forward to any address in the U. S., prepaid, safe delivery guaranteed, one of the new and unequalled

$2.00

by postal note, cash, we will

TRENTON CYCLOMETERS.

BERKELEY CYCLE CO.,
8 East State St., TRENTON, N. J.

No one knows which is the oldest apple, but it is easy to tell the elder berry.

Oil, box 27, Lititz, Pa.

dream of letting anything of the kind sever the close ties of friendship that bind us to each other."

"So am I" says Mrs. Brown. "Let the men fight the political battles. All the politics in the world cannot disturb me. It all seems very foolish and unnecessary anyway."

"Yes, that's what my husband says," responds Mrs. Smith, "but he insists that if it wasn't for his party the country would go to the bow-wows — he puts it stronger than that — in short order."

"Well, my husband feels just that way about it, too," says Mrs. Brown. "He declares if it wasn't for the presence of his party, the opposition, composed of thieves, perjurers and plunderers would ruin this government in ninety days."

"Did he say that of my husband's party?"

"He did," replies Mrs. Brown, "and he's not a man given to making misstatements."

"It's just what one might expect from a member of his mean, thieving old gang!"

"O, you horrid creature! My husband is a perfect gentleman, and would no more associate with the political crowd your husband does than an angel would with the imps of satan!"

"Dorcas Brown, you say what isn't true!"

"You are deliberately telling a falsehood, Amanda Smith!"

"——!! ——! ——! ——!! ——"

From this time on the parents, the children, the dogs and the cats of the respective families are on the warpath, ready to annihilate one another, and even the pet parrots call each other names until — until the election is over, and white-winged Peace comes limping back with a bandage over her left eye. Then they all wish they hadn't been so intense and impulsive. They made matters more serious than they need to have done. No matter how the election terminates the world goes on with no perceptible wobble and the government at Washington still lives.

Since we cannot get along without politics, a devotion of thought to the study of how best to get along with it is eminently proper. Let us not go into the next campaign with the distressing thought in our minds that about one-half of the voters of the nation are bent upon sending this government to the everlasting dogs. As a matter of course, the demagogues will howl and the radical partisan press will whoop 'er up. That's their business. It is bread and butter to them. But the good, common people should take things coolly.

The voter who stays quietly at home with his family is a safer citizen than the one who is out every night wearing out his shoes in a political parade. Let's be calm regarding politics.

DON'T STING.

NIXON WATERMAN.

Don't you be a stinger. In whatever you may say,
Try to have it worded in a gentle sort of way.
The tongue was never meant to be a bludgeon or a knife
With which to injure mortals and to scar them up for life.

Everybody makes mistakes. They've done it from the start,
But, sakes alive! that doesn't prove that they've a wicked heart.
Be sort of easy with them and they'll make the error right.
It's better than to fuss and howl and challenge them to fight.

A sprig of apple blossoms answers better than a lath
To punish erring mortals with. Let's try to make the path
Of every one about us glad and easy while we may,
And never put a stinger in the things we have to say.

HOW TO REACH THE PEOPLE.

IT is generally supposed that roads must be built by farmers or through the co-operation of farmers. While this is true in some localities, the average amount of tax paid by those engaged in agriculture is small compared with the total tax levy.

The old system of "working out" the tax, put the main work of road building in some places on the farm owner. We regret to say that this relic of barbarism is fast fading away, and that the construction of highways is coming to be considered a profession.

Yet it is of the greatest importance that the farmer be reached and interested in the good roads work. The League of American Wheelmen has spent much energy and money in the direction of road education, and what is the logical consequence, road reform.

This interest on the part of the League will no doubt continue, and as it gets into better shape, which it is doing rapidly, the question must be raised, just how can we accomplish the best results, and how shall we expend the money at our disposal so as to do the widest possible amount of good.

We believe that while the L. A. W. member may be, and we hope is, interested in this paper and can be reached and influenced to some extent by it, this is not the only medium through which we must work. If the circulation of THE L. A. W. BULLETIN should be raised, as it no doubt will be in a few

A marvel of artistic design and substantial construction. . . . . PRICE $1.50



—o—

The New
TOURIST CYCLOMETER.
Send for Circular.
W. S. BIGBY,
31 and 33 Fulton St., Brooklyn, N. Y.

BICYCLE
COMBINATION LOCK.



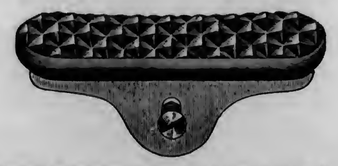
Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.
PACKARD & CARTER MFG. CO.,
Agents wanted. *Malden, Mass.*

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.



The Lightest and Best Bicycle Clock Made.
Sent by mail on receipt of price. $2.25.
Speed calculator included.
Levy Cycle Clock Co.,
1817 Ridge Avenue,
Philadelphia, Pa.

STOP PUNCTURES We don't KEEP 'em We SELL 'em.
Werneth's Puncture-Proof Tire Armors.
Price, $1.50 per Pair, mailed free.
806 Druid Hill Ave., BALTIMORE, MD.



REDUCTION IN PRICE.—The Curtis Adjustable Pedal Rubber. $1 per set of four, with screws to hold them on with. Thousands of them sold already. One of the nicest things ever invented. Sent post-paid on receipt of price. Will fit any rat-trap pedal.
THE REED & CURTIS MACHINE SCREW CO., Worcester, Mass.

DIXON'S 679 CYCLE LUBRICANT
Saves the bicycle chain and increases your speed. Superior to anything of the kind ever made. Sample, 15 cts.; worth double the money. Try it and be convinced.
Mention THE L. A. W. BULLETIN.
DIXON CRUCIBLE CO., Jersey City, N. J.



TOURING BAGS.
THE BEST THING MADE.
Price, $2, $2.50, $3. Light and Strong.



Bicycle Shoes.
12 Styles from $1.50 to $3.50. 10 per cent. discount to L. A. W. members.
DETACHABLE CLEAT CO., 302 Washington St., Boston.

Careful wheelmen are never on the road without Redding's Russia Salve. It is the best thing extant for bruises, sprains and cuts. All druggists recommend it and sell it for 25 cents.



HEATH PUMPS.
Have you ever used one with a
UNIVERSAL COUPLING
Like this. Fits any valve. Always ready. Lasts a lifetime. It is much the best. Our guarantee: All broken or defective parts returned to us will be replaced free of charge.
Jobbers find them well known and quick sellers.
30,000 now in use and still growing.
S. F. HEATH CYCLE CO., MAKERS.
N. E. AGENTS: ELASTIC TIP CO, BOSTON. Minneapolis, Minn.

ROAD MAPS
Of Maine, New Hampshire, Massachusetts, R. I. and Conn. These maps are handsomely colored and show all the roads and points of interest; for sale by the dealers, or sent by mail by the publishers; price 25 and 50 cents; send for catalogue. GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.

ANNUAL RACE MEET ARROW CYCLE CLUB L. A. W.
Du Bois, Pa., July 4 and 5.
$800.00 IN PRIZES.
Finest half-mile track in the state. Entries close June 28, 1895.
F. I. SCHWAN, *Secretary.*



SOLID GOLD Hard Enameled, L. A. W. VEST PINS, Ruby Center, $2.00 each, in Rolled Gold $1.00 each. Sent by mail on receipt of price. Fine Gold Bicycle Medals, Silver and Gilded Cap Pins, Lapel Buttons, etc., made by JOHN FRICK
Jeweler and Medallist, 8 Liberty Place, (opposite 21 Maiden Lane), New York City.

years, to half a million copies, we would still be reaching but a small number of people and presumably those which we do reach are already converted to the general idea of road improvement.

What shall we do?

Establish a road news bureau and through it receive and distribute road matter to all sorts of publications.

Nearly all general periodicals use road matter now, but it is done as this paper uses political matter and not with any system or regularity.

For a few thousand dollars per year, which the League will soon be in a position to spend, we can establish a system of collecting, editing and distributing road matter which would place the subject in an attractive manner before ten million of the very people who need that sort of instruction.

A CASE OF LUNA-CY.

NIXON WATERMAN.

Oh, moon that looks in at my window to-night,
Hast thou added her smile to thy mellowing light?
Hast thou stolen the languorous beauty that lies
Half-drowned in the fathomless depths of her eyes?

Hast thou hung at her lattice, and peeping between
The loosely-drawn curtains within, hast thou seen
The grace of a form of such exquisite mould
Its charm were too great for the eye to behold?

Did she whisper a name? Did a sigh of unrest,
As a breeze stirs the forest, well up through her breast?
And lips that were formed for the spelling of bliss,
The ring that I gave did they glad with a kiss?

Did she look in thy face? Did she give thee a glance
From eyes whose soft beauty will ever entrance?
If so, I would raise this petition to thee,
Oh, moon, let that glance be reflected on me!

ANOTHER NEW YORK TRIUMPH.

Much to our surprise we find that New York *also* leads in eating beans, the record being held by a Tonawanda man. We of Massachusetts have almost begun to fear that we are *not* up in the matter of recruiting League members, but until recently we *had* thought we could eat beans.

Mr. Waterman, although a Massachusetts man of but two weeks' standing, feels keenly this defeat of ours in the bean eating contest, and calls in patriotic despair to our countrymen to save us:

Proud sons of Massachusetts! Oh, where—where are you at?
It is our bounden duty to herewith remind you that
Amid the world's most famous gastronomical events
The man who ate more beans than any one before or since
Was not a Boston citizen—how trying!—but instead
A New York man—Oh, woe is we!—he ate six pounds 'tis said,
And all in forty minutes. Think of that! But let us trust
That someone here at home will now eat seven pounds or bust.

POINTS FOR TOURISTS.

GEO. L. BAHL.

CENTURY runs are much in vogue and while people are prone to think them of little account, saying it is "only ten miles an hour for ten hours" yet the last few hours often seem one hundred and twenty minutes in length. The Century wheelmen of Philadelphia have always made a good record of century runs, finishing one hundred and six out of one hundred and eight starters, one year, and last year finishing eighty-six out of eighty-eight men on a day when the thermometer disported itself around ninety-eight and one hundred degrees during the greater part of the day. A great secret of their success has been the organization practiced. The club rode in a body and at the end of the line. They had a complete repair corps and hospital stall and were prepared to take care of every thing from putting in a new valve to sewing up a wound. The work was carefully mapped out, each man carried what was necessary and nothing more. So no two men carried the same thing and left something else important at home.

There are always a great number of new riders on these rides and these need looking after the most. The old stagers have been through it before and know how to take care of themselves.

The first drawback to a century run is the inability to get any sleep the night before. As all the men are quartered in some hotel or hotels they proceed to make things lively and as a result sleep is an unknown quantity. Our plan has been when we went to another city to start to secure a sleeping car and not leave Philadelphia until evening. Then the car would be side tracked at its destination and with the exception of the noise of the trains things would be comparatively quiet.

A good breakfast and then the start. The first part of the day is all right, but after the sun gets up and commences to get in his fine work the trouble commences.

At every stop there is always a grand rush for a pump and everyone fills up on water, or if not water, on soft drinks, etc. As a result they commence to feel uncomfortable and after several hours of this abuse the stomach often objects so seriously that a man gives out. Drink as little as possible. It is far better to rinse out the mouth and take a few small mouthfuls of water. Avoid much soft drinks. A little weak lemonade (not very sweet) or cold tea with some lemon juice in it is far better. Avoid malt and spirituous liquors. Their effects are only temporary and the re-action leaves you worse than before.

If possible get a good dinner during the day. Of course on a large run it is a question of the survival of the fittest and the weaker ones are often left to shift for themselves, but a good meal is a great strengthener. I have seen many good riders go under from a lack of this. I recollect

NATIONAL MEET of the L. A. W.

Asbury Park, N. J.

JULY 8TH TO 15TH.

The Ideal Location for a League Meet. Lots of things gratis to League Members.

RACES

Thursday, Friday and Saturday, July 11th, 12th and 13th.

All the Greatest Fliers Will Run.

COME!

THE PROGRAM.

Monday, the 8th of July, will be given up to the reception of visitors, and the travelers will find at each of the railroad stations, and at the clubhouse of the Asbury Park Wheelmen, a branch of the information bureau, where they will be supplied with any information they may desire. Of course those who have arrived previous to Monday will be taken on runs to various places. On Tuesday there will be runs to Long Branch and Spring Lake over superb roads; the parade; and in the evening a clambake on an immense scale. On Wednesday morning, there will be a run to Manasquan, the home of Arthur Zimmerman, which will be led by that gentleman himself. In the evening there will be a carnival on Wesley Lake, with illuminations and fireworks. The races will be run on Thursday, Friday and Saturday afternoons. The trial heats, which will be run in the morning, being entirely free, both as to admission to the grounds and to the grand stand. On Thursday morning there will be local runs, and also on Friday. On Friday evening there will be a run to Long Branch, where the Ocean Hotel will provide entertainment for the L. A. W. On Saturday morning the Ladies' Auxiliary committee will have a special run for the ladies, with some form of special entertainment. League members are to be given free tickets to the bathing pool, and to many of the various entertainments with which Asbury Park is liberally provided. This is simply an outline of the entertainments proposed, and it is being elaborated more and more every day. The entertainment committee propose to have something going on all the time, which will interest every one who attends the Meet, no matter what his or her tastes may be.

The National Meet at Asbury Park will be opened, practically, by the arrival of what promises to be the largest Century Run ever made. This run is engineered by the Associated Cycling Clubs, and will be in two divisions; one starts from Newark, N. J., and the other, which will be under the guidance of a member of the Associated Cycling Clubs, from Philadelphia. The two bodies will unite at New Brunswick and make the remainder of the trip together. Those in a position to know, estimate that the starters will number from two to three thousand.

Wheelmen from anywhere within reach are invited to join either the Newark or the Philadelphia contingent. Handsome prizes will go to the clubs having the largest number of survivors. These prizes consist of banners, and also of two very handsome silver cups, donated by the Asbury Park wheelmen, and in addition to this a very elaborate and complete list of races in which nearly all the leading riders will compete.

For entry blanks apply to W. H. Beegle, Ocean Grove, N. J.

An unauthorized souvenir programme is in contemplation, J. E. McLain of 21 Beekman street, New York, having solicited advertising therefore. The Asbury Park Wheelmen have nothing to do with this proposed publication and will not benefit by it in any way, and will undoubtedly suffer by it, as some who might advertise with them will be confused by the apparent intention to issue two souvenir programmes. The only one which is authorized and from which the Asbury Park Wheelmen will receive a benefit, is being gotten up by the press committee, and only the chairman of that committee and Mr. George W. Cole of 111 Broadway, New York, have so far been authorized to solicit advertising. This programme, which will be a credit to the club and to the League, is positively the only one that will be circulated on the grounds during the races.

on one ride I came across a man lying in the road not able to move. I asked him what he had for dinner and he said he had only had a banana and a glass of water. I went back to a farm house and begged something for him to eat and drink. Five minutes afterward he rode away and finished the run in good shape.

Don't forget a sponge, and apply it frequently to your face, neck, wrists and hands. It is very refreshing. Carry a little something to eat with you late in the day. Your strength needs husbanding then and you can get some fruit or other edibles at stores along the road.

A little medicine is an excellent thing. For sprains, cuts, etc., phenol sodique is first-class. Also take in a small bottle some aromatic spirits of ammonia. A few drops of this in water is an excellent remedy for the effects of the heat.

There are more cases of sick stomach, nausea, cramps and diarrhœa on these runs than any other complaints. A well known physician of this city who has always taken a great interest in the sport, and who I hope will become a rider next year, recommended the following prescription. It was used on our last run and was invaluable. Its effect is very quick and gives almost instant relief:

Spirits of chloroform, one-half ounce.
Spirits of ammonia aromatic, one-half ounce.
Tincture of ginger, one-half ounce.
Tincture of cayenne pepper, one drachm.
Paregoric, enough to make the whole measure three ounces.

Dose. One or two teaspoonfuls in water as the severity of the case requires. Repeat in a half hour. Two doses are generally sufficient.

IF YOU ARE ALIVE DON'T BE ASHAMED TO OWN IT.

She had a painful corn, they say,
  Her shoe didn't show it.
Her lover called on her one day
  But he didn't know it.
And when he sought to kneel before
The maid, he pressed that corn so sore,
For which she showed him to the door,
  But he didn't know it.

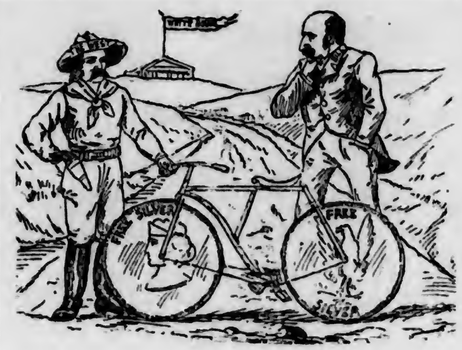
A man went into business once,
  His ad. didn't show it.
He kept his secret hid for months,
  The world didn't know it.
Till, finally, he died one day,
But no one chanced to pass that way;
And he shrivelled up and blew away,
  But the world didn't know it.

DON'T HIDE.

If you're making "moonshine" whisky,
  Why, keep your *secret still;*
But if you're in trade, for the cash to be made,
Proclaim yourself in an ad. displayed,
  Like a beacon set on a hill.

IT IS.

Is it necessary for a newspaper with backbone to have a "spinal column?"



A REMARKABLE BICYCLE.

The above cut is taken from a daily newspaper, and shows the wonderful effect of mind over matter. You will observe that the handle bar stands parallel with the frame and that the front axle has side braces running to the crank bearing (this is undoubtedly intended to prevent wobbling); the frame is unique in its way, and the cranks are not at cross purposes, but are supposed to go around together. Seated on the top of the frame is a very calm and restful-looking hen, who, contrary to the long-established custom of her kind, is sitting lengthwise on the roost, thus following the example of the handle bar.

We don't wonder that Senator Hill hesitates to mount this "strange device."

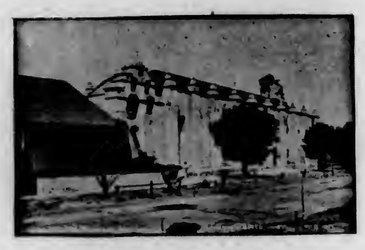
HOW TO KEEP PANTS ON.

For a person who finds a belt uncomfortable and who would wear suspenders if it were not for the appearance when riding without a coat, the following plan is suggested. Cut one of the loops from each of the front ends of a pair of suspenders; have a buttonhole worked in each side of the shirt, just a little below the belt line. Sew a button on each side of the knickers inside the band, a bone button preferred, as it won't rust. Then put your suspenders on under your shirt, passing the front loop and one of the back loops through the hole, buttoning both onto the button on that side.

Having one button at the side is better than the regulation number all around, as it acts as a hinge when you lean forward and does not draw the trousers behind.

You can also attach a hose supporter to the button. E. W. Cox.

Circus companies do not travel in the winter because they are more of a summer-set.



San Gabriel. Cal., Streets.



Old Mission Walk, San Gabriel, Cal.

CONCERNING RECORDS.

EDITOR BULLETIN AND GOOD ROADS:

Will your widely-circulated and highly-influential journal kindly tackle the "record" business and reduce it to such terms as may be understood by a very average sort of a mind. Every race that is ridden breaks a record of some kind. The fastest mile ever ridden on a wheel is 1.35 and something, but it don't seem to "cut any ice." John Smith rides a mile in 3.20 and "breaks the record" because it is the fastest time ever made on a wheel with a pink rim. John Brown rides in 3.25 and has on a yellow sweater. He breaks the yellow-sweater record. Robinson has a green celluloid visor on his cap and breaks the green celluloid visor record in 3.30 time. Now what on earth is the use of so many finely sub-divided records, and who cares for them? It is easy to get the fastest locomotive record or the fastest mile done by a horse, but the record for wheels is too many for me. Shall I give it up or do you advise me to try for the short-winded-fat-man's-red-sweater-hot-dusty-day record?

L. A. W., 73,071.

[Our correspondent is entitled to an explanation, and there are others who have yearned for this same sort of enlightenment.

It should not be forgotten that the holding of a world's record is an honor which is not to be lightly considered.

Suppose like the running horse or the locomotive, the bicycle rider could have, at once, but one world's record, how monotonous it would become, perhaps a single record might last long enough so that the figures would be remembered by a considerable number of people.

Then, too, but a single rider could hold the world's record at a time, and this would limit the glory too much. What we want is still more records. If the people cannot remember them all that is another matter.—ED.]

One More on the Mule.

The swift-footed, female red deer is called the hind, but the real swift hind foot belongs to the mule.

WHAT MAN OWES TO SCIENCE.

BY OUR SPECIAL SCIENTIST.

MANKIND has but a very faint realization of how much it owes to the scientific investigators. In the hum and hurry of our workaday lives we go jostling on without scarcely giving a thought to the debt of gratitude we should pay to those long-haired, near-sighted, narrow-chested professors of deep thinking. The fact of the matter is that life is short and hearts like muffled drums are beating funeral marches to the cemetery. We cannot all be scientific investigators and examine the eyes of gnats with a microscope that magnifies ten thousand times. A great many of us are otherwise employed. This is an age of specialists, and a man can't make a success of but one thing. And since the majority of us are making a specialty of trying to get an average of about three meals a day, we can't spare the time to make a minute diagnosis of the paraphernalia of every strange beetle, bug and butterfly that may inadvertently flit across our plain, hard path of duty. And besides, some of us are married.

But while we may not personally bring to light the bright gems of truth hidden everywhere, we may, if we are not too proud-spirited, receive the facts second-handed, but every bit as good as new, from the learned investigators. And what can so well repay us for the time spent, as to memorize the truths they have gone to so much trouble to obtain. Just think of the vast amount of studious application it must have required to find out that the thickness of the film of a soap bubble when showing the violet shade is but one million two hundred and forty thousandths of an inch. Now the average man, engaged, say in paper-hanging or market-gardening or running a store, might go plodding on forever and not know much about the thickness of the film of a soap bubble. Of course he might guess at it or estimate it or something of that kind, but he could never feel downright sure that he knew it just to a T. He wouldn't dare bet on it because when they come to measure it up he might be two or three millionths of an inch off one way or the other. But the scientific investigator studies the subject and knows to a dot, and we then go ahead with the proud, firm tread of a man who has a lead pipe cinch on a fact and knows precisely what he is talking about. When one is troubled in his mind and can't sleep nights because of the distressing uncertainties of the things of this world, how like a gentle rain to a field of thirsting clover comes the thought that he is at least sure of the thickness of a soap bubble's film.

Then again, the learned investigators tell us if a man could jump as far according to his size, as a flea can, he could go round the world in three leaps. What thought could be more consoling to a man who is running to catch a train he feels pretty sure he will miss. For the moment he pays the mental homage due to the great minds that have figured out the wonderful truth.

Who of us would ever have known that it requires seven hundred and sixteen miles of a certain kind of spider's web to weigh an ounce? But very few of us, we venture to say. We never would have had the patience to gather seven hundred and sixteen miles of web of exactly the same size and number, and after weighing it on an old, rusty pair of steelyards, proclaiming the result to the world as an incontrovertible fact. But scientific investigators like that sort of thing. They delight in delving for truths that the rest of the world is not scrambling after.

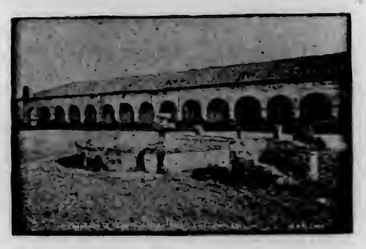
A man wearing a sallow expression and a convex pair of spectacles, shuts himself up in his laboratory for a number of months, and when he emerges therefrom he startles the world by announcing the fact that the ordinary house fly, of the proper gender, lays three million eight hundred and seventeen thousand nine hundred and sixty-two eggs during a summer. And the amazed world steals side glances at the wise man's brow and says, "A great brain that!" No one takes the trouble to keep tab on the number of eggs a certain fly lays during the year, and so the investigator's figures are accepted as correct and are added to the world's fund of handy facts for busy people. Bald-headed church goers may forget the text and all that was said about it, but they distinctly remember that a fly lays three million eight hundred and seventeen thousand nine hundred and sixty-two eggs annually. And peace comes to their tired spirits.

And so we might go on and on, like a farm mortgage, but what we have said must suffice to make clear the purpose of this article. Without the great truths brought to us by scientific investigators we would be as

"An infant crying in the night;
An infant crying for the light;
And with no language but a cry."







These three pictures show roads around the "Old Mission" at San Gabriel, California, roads which were built by the Indians over a hundred years ago. Might it not be well for the Indians to send missionaries to teach some of their pale-faced brethren how to build roads.

A MEAN INSINUATION BY OUR NEW EDITOR.

A woman doesn't mind it
If she isn't richly dressed;
And she's seldom ill at ease because
Her gowns are not the best.
With perfect firmness she can face
The crowd, however great,
If she's only half-way certain that
She has her hat on straight.

A Deserved Compliment.

DeGozzom — Miss Freschoe's face is as pretty as a picture.

Miss Ehrwyus — It is a picture, hand-painted. She did it herself.

ASBURY PARK HOTELS.

The following is a list of Asbury Park hotels which have responded to our request for special rates to L. A. W. members:

Asbury Park.

Hotel. Location.	One in Room.	Two in Room.
Brunswick, Fourth and Ocean	$3.00	$2.50
Colonade, Fourth and Kingsley	3.00	2.50
Coleman House, Asbury and Ocean	3.50	6.00
Columbia, Sixth and Kingsley	3.00	2.50
Edgemere Inn, Fourth near Ocean	2.00	
Hotel Vendome, Main and Bangs	2.00	1.75
Hotel Lyndhurst, Second near Kingsley	2.00	
Lafayette, Fourth and Bergh	3.00	
Laurel, Second and Kingsley	2.50	2.00
Minot House, Third and Heck	2.50	
Ocean Hotel, Asbury and Kingsley		2.50
Plaza, Ocean and Lake	2.50	
Princeton, 319 Cookman ave.		1.75
Sunset Hall, Fourth near Kingsley	2.50	
The Belle View, Lake and Webb	1.50	
The Osborn, 204 Cookman ave	1.00	
The Wright, Sewall and Cookman	1.00	
The Tyler, 321 Cookman ave	1.50	1.25
The Orange, Grand and Munroe	2.50	2.00
The Normandie, Third ave.	1.50	

Ocean Grove.

Amherst, 14 Pitman ave.	$1.50	
Atlantic House, Pitman and Beach	2.00	
Arlington, Pitman and Central	2.00	
Bryn Mawr, Central and Heck	2.00	$1.50
Ocean Avenue House, Ocean and Olin	Special	
Stratford, 7 Main ave.	2.00	1.50
The Balmoral, Surf near Central	Special	

OCEAN GROVE, N. J. Five minutes walk from Asbury Park and the beach. Boarders wanted. Terms $1.00 per day. Address Mrs. C. Lawrence, 63 Embury avenue, Ocean Grove, N. J.

ROUTES WANTED.

Will some one who has been over the road kindly send to this office the following routes giving names of places passed through;

(1) Give best point to leave cars in western Massachusetts or eastern New York and route from that point to New York City.

(2) The best route between Nashua, N. H. and Winchendon, Mass.

(3) Winchendon, Mass. to Greenfield, Mass.

STOLEN. At Waltham, June 17, a Lovell Diamond Bicycle, model 23, No. 25,599, with name of R. W. Barnstead, Stoneham, on frame. The front forks were slightly sprung. Straus tire on front. League R. R. tire on back. Any person finding same will be rewarded. F. O. ANTHOINE, Stoneham, Mass.

STOLEN. Columbia bicycle, No. 5842; model 40; high frame; Columbia single tube tires, 1½ in. front, 1¾ in. rear. Stolen from Waltham racing grounds, June 17, 1895. Suitable reward will be paid for the recovery of the wheel. The Pope manufacturing company also offers a reward of fifty dollars for the detection and conviction of the thief, not payable, however, to cycle agents, dealers, or their employees. OTTO S. HILTON, 16 Chestnut street, Providence, R. I.

Subscriptions and Renewals.

A SPLENDID OFFER.

Send 75 cents and you will receive

Bicycling World, 1 year;
80 Selected Halftones of America;
Binder for the World;
} **All for 75 cents.**

The 80 FAC-SIMILE PHOTOS OF AMERICA are 11x13, and are selected for their beauty and interest. They cover the Continent from Alaska to the Gulf. Also include splendid set of Halftones of THE WHITE SQUADRON—Eighteen modern ships of war.

☞The above Offer is for New Subscribers and also Renewals.☜

HOW TO REMIT.—Don't send Postage Stamps; send Check, Post Office or Express Order. If you send coin, cut holes the size of coins in thick card and paste paper over both sides; in that way it is likely to come through safe.

In case you want the BICYCLING WORLD only, we will send it to you for ONE YEAR ON RECEIPT OF 50 CENTS.

We have other PREMIUMS to offer. Send for SAMPLE COPY. Address,

WHEELMAN COMPANY,
167 Oliver Street, BOSTON, MASS.

Mention THE BULLETIN.

Bicyclers are likely to get cut, scraped, sprained, bruised, or some way hurt. No matter which, an application of Redding's Russia Salve will take away the smart and pain, and cure the trouble in a hurry. Thousands of wheelmen never go on the road without it. Why should you? 25 cents buys it of any druggist. Handy box for your pocket

Stone Crusher For Sale

AT ONE-HALF ITS VALUE.

It is in Good Order.
It has a Sifter and Extra Plate.

CAPACITY, 3 TO 4 TONS PER HOUR.

Cost $600, will sell for $300.

Address, DRAWER C,
CAZENOVIA, N. Y.

STOLEN from the Central House, (Central ave. side), Newark, N. J., on June 19, 1895, at 12.30 P.M., 1895 model, "Ben Hur" bicycle, No. 5810, black enamel finish, apron flyer tires, 1½ inch diameter, rat trap pedals, wood rims, ladies' handle bar, and geared to 64 inches, weight 22 lbs. Had not been used one week. Any information concerning the same please forward to THOMAS F. BOWKER, 577 Broad St., Newark, N. J.



STREET SPRINKLING.

We are often asked about the various plans which have been suggested to make street sprinkling less objectionable to wheelmen.

Information about the practical working of anything in this line is *wanted.*

If your town officials are trying to accommodate bicycle riders in this or any other way, please send the details to this office, so that all may have the benefit.

CYCLERS' ROAD RIGHTS.

BY AN L. A. W. LAWYER.

IN the BULLETIN of May 24, an invitation was extended to the legal members of the L. A. W. to discuss the rights of cyclers and their property, in the public ways.

The right of the cycler to have his wheel protected from malicious injury is clear; and this whether or not, by leaving it standing in the public street, its owner is guilty of the technical violation of some municipal ordinance. His own violation of the law is a matter between himself and the constituted authorities, and is not a justification of the person who negligently or wilfully breaks down the machine, or disables it by puncturing its tires or otherwise.

Again, any person who carelessly or maliciously places in a public way obstructions which injure cyclers or other travelers, their carriages, horses or bicycles, is doubtless liable for such injury in a civil action by the injured party.

These rights in favor of injured parties exist at common law. But although technically existent, they are clumsy and often slow and inadequate, especially so far as injuries caused by obstructions placed in the ways are concerned. There are many communities in which it has become a common and offensive practice on the part of evil-disposed persons to scatter on the highways, especially in the well-marked bicycle tracks, broken bottles, old iron and other dangerous objects, in the manifest hope of cutting some inadvertent cycle tire. In other places, there are young miscreants who lie in wait for the purpose of puncturing tires. So far as regards the danger existing from obstructions placed in the ways, not only cyclers, but pedestrians and the owners of horses, have a common interest in detecting and punishing offenders. A special and speedy punishment should be meted out to such offenders, and as in other cases of peculiar and malicious mischief, the offender, if able to respond in damages, should pay these to the injured party in double or treble measure.

The writer believes that special legislation is, or soon will be, necessary to protect cyclers and other travelers in the public ways from injury by evil-disposed persons, and he suggests for the consideration of other lawyers, who like himself are enthusiastic cyclers (and their name is legion) the propriety of invoking the influence of the League to bring about the passage of some act in substance, as follows:

An Act for the Better Protection of Travellers and Pedestrians in the Public Ways.

Section 1. Whoever places upon the surface of any street in a city, highway, townway, parkway, or other way customarily and lawfully used for public travel, or upon any sidewalk appurtenant to such a way, any glass, metal, stone, earthenware, or other substance of a nature likely to cause injury to pedestrians or horses, or to carriages, bicycles or other vehicles travelling or moving on said way, shall forfeit for each offence a sum not less than five nor more than one hundred dollars; and shall be further liable to any one injured in his person or property by such unlawful act in a sum double the amount of damages proved to have been caused by such injury to be recovered in an action of tort.

Section 2. Whoever wilfully or negligently breaks, cuts, defaces, runs down, collides with, or otherwise injures any carriage, bicycle or other vehicle belonging to another, and travelling or standing in any street in a city, highway, townway, parkway or other way customarily and lawfully used for public travel, shall forfeit for each such offence the sum of not less than ten nor more than two hundred dollars, and shall be further liable to any one injured in his person or property by such unlawful act in a sum treble the amount of damages proven to have been caused by such injury, to be recovered in an action of tort.

This sketch of an act has been drafted with especial reference to Massachusetts, but, with necessary changes, it may be adapted to the needs of other states. It may, very likely, want amendment or modification, but the writer hopes that its publication will at least serve to attract attention to the necessity which it attempts to answer.

HENRY CLYDE.

ED. L. A. W. BULLETIN:—

Could you or one of your numerous readers of the BULLETIN please furnish me with a route from Boston, Mass., to Portland, Me.? I would like very much to take that trip this summer. By so doing you would oblige very much,

Yours for good roads,

D. M. POWERS.

WORLDLY HAPPINESS.

The owner of a German menagerie keeps caged together a lion, a tiger, a wolf and a lamb, which he labels "the happy family." When asked confidentially how long these animal had lived together he answered, "Ten months, but the lamb has to be renewed occasionally."

League of American Wheelmen
Official Department

Boston, June 28, 1895.

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12 PEARL STREET, - - BOSTON, MASS.

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Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA.—Chief Consul, Wm. C. Harris, Jr., Box 246, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phœnix.

ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

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NEW HAMPSHIRE.—Chief Consul, H. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Ravlin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, J. A. Drain, Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

VETERAN BAR.



Any member who has been connected with the L. A. W. for 10 consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the Secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VI of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

References,.....

.....

.....

(Club,).....

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose ONE DOLLAR, seventy-five cents of which is to renew my membership and twenty-five cents to be paid to the publisher for another year's subscription to the L. A. W. publication.

Number,.....

Name,.....

Street and No. or P. O. Box,.....

City,.....

State,.....

Division in which my home is and to which I should be attached......

Send Ticket to,.....

The L. A. W. BULLETIN AND GOOD ROADS AND ALL OTHER MAIL MATTER WILL GO TO THE ADDRESS AS GIVEN ABOVE, and the name of no member will be put regularly on the list till his renewal with latest address is received.

Fill out above blank, inclose necessary money, and send to Secretary Don't send soiled bills. New bills are safer in the mails. Write very plainly, PRINTING PREFERRED. Stamps of a denomination above 2 cents will not be received. If you live in one state and have your mail sent to another, fill out the blank so that you may be located with the division in which your home is and your mail matter be sent as you wish. Ticket holders, 25 cents; with name stamped, 50 cents. If you want either of these write "25" or "50" at left of word Number. This brief form of blank is used to enable applicants for membership to follow the requirements of the League Constitution, which provides [Articles III and VII] for the payment in advance of one year's dues, with initiation fee and subscription fee to the official organ. Applicants or members using this blank will regularly receive all official news and announcements and will be subject to no further charge or assessment for any purpose whatever.

CLOSE OF THE RENEWAL SEASON.

The renewal season closes June 30. After that date all renewal fees must be accompanied by the regular fine of 15 cents a month. Renewals mailed to the secretary or to a division officer on June 30 will be received without fine. Send $1.15 to renew membership at any time till July 31st.

RENEWAL LIST No. 5.

Renewals from June 15 to June 24 inclusive.

Alabama,	1	New Hampshire	5
Colorado,	18	New Jersey,	51
Connecticut,	225	New York,	42
Illinois,	20	No. California,	7
Indiana,	3	Ohio,	82
Iowa,	22	Pennsylvania,	108
Kansas,	1	Rhode Island	5
Kentucky,	1	So. California	1
Maine,	4	Texas	3
Maryland,	12	Utah	4
Massachusetts,	38	Vermont	1
Michigan,	9	Virginia,	2
Minnesota,	1	W. Virginia,	3
Mississippi,	1	Wisconsin,	5
Missouri	8	Canada,	1
Nebraska	10		694

Applications in June, 1893, 3,383.	
" " 1894, 1,494.	
" " 1895, 3,991.	
Total applications to June 24,	11,234
Total renewals to June 24,	16,501
Life members,	44
Membership to date,	27,779

NEW YORK STATE DIVISION.

Office of the Secretary-Treasurer.

CORRESPONDENCE.—I must again request that members in corresponding with the office give, in all cases, their L. A. W. numbers, and the same address at which they received the BULLETIN. As I have explained before, many members who reside in one city and do business in another almost invariably, when they have a kick to make and must have an immediate answer, use their office stationery and omit to give League number or League address, making it almost an impossibility for me to trace them.

Owing to an absence of ten days from home my correspondence has fallen behind. I therefore crave indulgence, trusting before this number of the BULLETIN is issued to be entirely caught up. The secretary-treasurer after an exhaustive examination of the Constitution and By-Laws is of the opinion that he is not required to answer impudent or insulting letters. A very small minority of the members of this division will kindly accept this notice and govern themselves accordingly.

CAP PINS AND BUTTON BADGES.—I have just received a small supply of the very handsome cap pins. All back

orders will be mailed before June 26. Members who have ordered pins or badges from this office and have failed to receive them are requested to notify me at once.

CASH PRIZES. Competitors are again notified that they must observe strictly the conditions as printed in the circular mailed to all members. I will not agree to give credit to those failing to do so.

ROAD BOOKS. The 1892 Road Books (some two thousand one hundred copies) turned over to me by my predecessor were mailed to members entitled to receive them, as long as the supply lasted. This book will not be reprinted. This is the second or third notice.

ROAD MAPS. As noted in the BULLETIN several times, the limited supply of Road Maps was exhausted some two months ago.

These maps were originally prepared for the New York Division members of 1893. To answer an urgent demand a new and correct edition is being prepared at considerable expense. Price to N. Y. State division members, 50 cents per set; to members of other divisions, $1.00 per set; to non-members, $2.00 per set. *Do not write* for the Maps before you see a notice in the L. A. W. BULLETIN that they are ready for issue.

TOUR BOOKS. Owing to the unexpected and unparalleled growth of this division the first edition of five thousand copies was exhausted some weeks ago. A second edition of five thousand copies is in the hands of the printers nearly ready for mailing. The Tour Books will be mailed as soon as possible to all members entitled to receive them. Members who have written regarding failure to receive the Tour Books will kindly accept this as a reply.

APPLICATIONS FOR MEMBERSHIP. During my absence applications sent to my office were not forwarded to Secretary Bassett. This will explain cause of non-appearance in the BULLETIN. Those who have mailed applications to this office are requested to notify me at once if their names have not been printed.

W. S. BULL, *Sec.-Treas.*

NEW YORK.



Three hundred dollars in cash prizes for members of the New York State Division, League of American Wheelmen.

To enlarge the membership of our State division; to increase its influence; to add to its working force; to advertise its work for better roads and its benefits to its members; to extend this work and to enhance these benefits, our executive committee announces the following

Offer of Prizes.

1. *A first prize of $100* will be paid to that member of our State division (man or woman) who obtains the largest number of paid applications for membership between April 30 and December 31, 1895, both dates inclusive.
2. *A second prize of $50* will be paid to the member obtaining the second largest number of paid applications in the same period.
3. *A third prize of $40* for the third largest number.
4. *A fourth prize of $35* for the fourth largest number.
5. *A fifth prize of $25* for the fifth largest number.
6. *A sixth prize of $20* for the sixth largest number.
7. *A seventh prize of $15* for the seventh largest number.
8. *An eighth prize of $10* for the eighth largest number.
9. *A ninth prize of $5* for the ninth largest number.

Conditions.—Each competitor must send his (or her) name, address and League number to the Secretary-Treasurer (W. S. Bull, No. 78 White Building, Buffalo, N. Y.) before beginning competition.

Blank applications for membership will be supplied to competitors in quantities as required on application (postal card request) to Secretary Bull at above address.

An account will be kept with each competitor, and he or she will be credited regularly with the number of paid applications sent in.

No person shall, under any condition, be informed of the number of applications credited to any other competitor.

All applications for membership obtained by a competitor should be sent (with $2 for each application) direct to W. S. Bull, 78 White Building, Buffalo, N. Y.

It may sometimes occur that a new member will join the L. A. W. through the influence of a competitor, and that the applicant will prefer to forward his own money and application. In such case the competitor may receive credit for the application, provided he sends the name and address of the applicant to Secretary Bull *before the application is printed in the Bulletin.*

No application will be credited to any competitor unless a memorandum or notice thereof is sent by said competitor to the secretary-treasurer before it appears in the L. A. W. Bulletin.

In case sufficient entries are not received for this competition before July 1, 1895, to warrant its continuance, the officers of the State Division reserve the right to cancel the offer of these prizes upon paying to each competitor the sum of twenty cents tor each application credited to his or her account.

Special Ladies' Prize.

Any lady who is a member of the New York State Division (or who shall become a member before the award of prizes) *may compete for either of the prizes above mentioned*, and in addition *may also compete for a special ladies' prize under the following offer:*

The New York State Division will present to the lady who obtains the largest number of League members between the dates mentioned in the foregoing offer, a *new lady's bicycle* (pattern of 1896); the winner to be at liberty to select any high-grade American lady's bicycle of standard pattern, make, weight and equipment according to her fancy.

The officers of the Division reserve the right to cancel this offer and to pay any competitor for applications sent in according to the rate above stated, provided a sufficient number of competitors shall not have sent their names to Secretary Bull by July 1, 1895.

As soon as a sufficient number of competitors have signified their intention to enter these contests, announcements of the fact will be made through the columns of the cycling press and by direct communication with the competitors; but the name of a competitor shall not be published without his or her permission at any time before the final award of prizes.

Important Hints to Competitors.

1. *Combine your efforts* Any number of persons may combine in an effort to gain one of these prizes, or club members may work together jointly in the competition; but in such cases all the applications for membership sent in by the *competing club or persons must be sent in the name of a single League member, and will be credited to the account of that member by Secretary Bull.* The winner of a prize may divide it according to any agreement had between the several persons who assisted in winning it. The secretary will not enter the name of a club or combinations of persons in the competitors' account, but only the names of individual competitors.
2. A single competitor may enlist the efforts of his (or her) club or friends in any part of the State to aid him (or her) in getting applications for membership, but in all cases the applications must be sent in by or in the name of the individual competitor.
3. Any lady member of the Division (or any lady who may hereafter join the L. A. W. in this division), may compete for *both the special ladies' prize and a cash prize*, and will receive both in case of success. She may enlist and combine the efforts of her friends in obtaining applications for membership *for her benefit*, but all new members so obtained will be credited to the single competitor in whose name they must be sent.
4. Any number of applications may be sent at one time but the cash (or check, draft or P. O. money order) must in all cases accompany the applications ($2 for each application).
5. The utmost care must be taken by competitors to write clearly all names and addresses of applicants, so as to avoid mistakes.
6. No competitor will receive credit for applications or money lost in the mails; *but only for paid applications actually received by the secretary.* Money should be sent by check, postal order, draft or registered letter.
7. All applications must be sent in promptly and as soon as received. When a person makes application for membership he (or she) has a right to expect that it will be forwarded at once. All applications will be published in the L. A. W. BULLETIN, and by watching the columns of that paper, competitors may know when applications sent by them have been received and credited. When personal acknowledgement is wanted, enclose postal card to Secretary Bull when you forward applications.
8. Blanks will be supplied to each competitor to simplify the work of sending applications for membership and making returns in this competition.

Address W. S. BULL, *Sec.-Treas.*
78 White Building, Buffalo, N. Y.

Button Badges for New York State Division Members.

To answer a popular and growing demand, the Executive Committee has arranged to supply official buttons and cap pins for consuls and members at a nominal price.



Member's Button

The member's button is made from special design, of which a copy is shown in the marginal cut. The face is of finest enamel, the L. A. W. emblem, wings, background and letters being in handsome and appropriate colors, and the scroll at the bottom being in gold. A member's button will be sent to any member on receipt of twenty-five cents, or to any member who shall send to the secretary-treasurer two applications for membership, with initiation fees and dues ($4 00).

The consul's button is a trifle larger than the member's button and is handsomely designed, in rich colors, with the word "Consul" at the bottom. In each button the setting is of rolled gold plate, with convenient screw back fastening, so as to fit any buttonhole. A consul's button will be sent to any consul on receipt of twenty-five cents, or on receipt of two applications for membership with initiation fees and dues ($4). A button will be sent to each consul or member taking part in the competition for prizes (for securing new members) as soon as two new applications have been accredited to the account of such competitor.



Consul's Button.



The cap pin is still larger in size and is of beautiful design. The oak leaves of the wreath are of bright green color, enlivened by gold lines, and the appearance is extremely tasteful and attractive. Pin fastening at the back. The price of the cap pin is thirty cents, or a pin will be sent free to any member sending three new applications for membership with $6 fees and dues to the undersigned.

W. S. BULL, *Sec.-Treas.*
78 White Building, Buffalo, N. Y.

IOWA DIVISION MEET.

At the Iowa Division meet at Jefferson, July 4th and 5th, all members of the L. A. W. will be entitled to free admission to the races and also to all the entertainment which will be provided by the Jefferson Cycling Club. Members of the Iowa Division are urged to attend this meeting and share in the good time provided for their benefit. The races will be open *only to members of the League.* In the championships it has been decided to offer medals for second and third prizes. These races are open to members of the Iowa Division only and no entry fee will be charged.

Let every member of the division plan to attend this meet and urge other wheelmen to join the League in time to attend also.

FRED BEACH, *Chief Consul.*

THE N. Y. DIVISION BADGE.



The official souvenir badge distributed by the officers of the New York State Division to members who attended the annual meet at Brooklyn and Manhattan Beach is unusually attractive and is made from a special design prepared for the occasion. The above cut represents only the general design and gives no adequate idea of the handsome appearance of the badge itself. *We still have a few hundred of these badges on hand*, and will send one to each member of our State division sending his name and address with a two cent stamp, and an additional badge to each member sending in one new application for membership with the sum of $2.00 (application fee and dues).

ISAAC B. POTTER, *Chief Consul.*
Potter Building, New York, N. Y.

PENN. DIVISION.

How to get to Asbury Park.

Penn. members who will attend the League meet at Asbury will have several special trains run for their benefit. The Pittsburg Press will run special train from that point and pick up members throughout the State en route, and Philadelphia will have arrangements to be announced in a few days. For the accommodation of their own members and the wheelmen from north-eastern Penn., the Scranton bicycle club has arranged that the D. L. & W. R. R. will run a train leaving Wilkes Barre, on Saturday, July 6th, at 11.45 A.M., Scranton, at 12.55 P.M., for $4.55 round trip to New York, at which point the 1⅓ rate can be secured to Asbury for I think $1.45, making the round trip by rail from Wilkes Barre and Scranton, $6.00. The Scranton club will leave the train either at Dover or Paterson, and tour the balance of the trip to Asbury, through the Oranges and down along the coast. Full details are not yet completed, so any one interested can become fully posted by inquiring of me. While the Scranton bicycle club are running this train for their own benefit, they invite anyone going to join with them. Penn. headquarters at the meet will be announced later. Hope Penn. will show up in large numbers.

Fraternally,
JOHN J. VAN NORT, *Sec'y.*

RACING BOARD.

Weekly Bulletin.

Additional circuit referees, F. E. Low, Fred J. Keer.

Under clause C, class B rules, A. W. Cleaver, Los Angeles, Cal., is hereby declared a professional.

Unplaced flying start class A records made by William DeCardy, at Louisville, Ky., have been accepted as follows: one-third mile, 38⅘ seconds; one-half mile, 1 minute ⅖ seconds; one mile, 2 minutes 12⅖ seconds.

Competition records accepted by the board—class B:

3	miles	7.01⅗,	F. G. Lacy,	Los Angeles,	Cal.
4	"	9.26¼	"	"	"
5	"	11.45⅕	"	"	"
6	"	14.18⅘	"	"	"
7	"	16.49½	"	"	"
8	"	19.21⅕	"	"	"
9	"	21.56⅓	"	"	"
11	"	26.55⅖	"	"	"
12	"	29.32¾	"	"	"
13	"	32.13⅓	"	"	"
14	"	34.49⅗	"	"	"
16	"	39.53¼	"	"	"
17	"	42.27	"	"	"
18	"	45.00⅕	"	"	"
19	"	47.32	"	"	"
21	"	52.43⅗	"	"	"
22	"	55.19¼	"	"	"
23	"	57.56⅘	"	"	"
24	"	60.37	"	"	"
25	"	1.03.07¾	"	"	"

Transfers to class B—C. E. Marshall, Ottumwa, Ia., at his own request; H. W. Hall, Concord, N. H., under clause (b); Horace Slater, Los Angeles, under clause (b); Earl H. Kiser, Dayton, O.; Fred Taylor and L. Harkins, Dallas, Tex., under clause (b).

The following New York riders have been suspended for one year from April 16 for knowingly competing at races not sanctioned by the L. A. W. Riders are warned that to compete with them will subject them to a like penalty—C. W. Irving, C. L. Lyon, E. B. Rogers, J. H. Gray, B. H. Horned, C. W. Darling, T. F. Fefferts, E. O. Hopkins, R. L. West, H. R. Borst, J. F. Boyle, Jr., H. T. Neidlinger, C. S. Russi, G. J. Gillig, F. B. Van Der Veer, I. Ketchum, W. S. Covell, A. P. Riker, W. R. Pike, William E. French, H. R. Rogers, M. S. Parker, E. B. Powers, G. L. Douglass, Jr., J. H. Covell, H. B. Cavarly.

Under clause (a), amateur rules, J. J. McLaughlin, of Columbia, Pa., and Norman Guteluis, Robert Vanalph and B. T. Meixell, of Lewisburg, Pa., are hereby declared professionals.

W. C. Sanger and W. F. Sims, are suspended from class B pending investigation into charges affecting their amateur status.

C. A. Church and F. H. Rumford of Chester, Pa.; Thornton B. Buzzard of Phila., Pa. are transferred to class B under clause (g) class A rules.

A. F. Senn, Ilion, N. Y. is suspended from all amateur racing, pending investigation.

Under clause (i) class A rules, George E. Quinn, Mobile, Ala., is transferred to Class B.

Guy C. Brown and J. A. Drain, Spokane, Washington, and William P. Fowler, Ogden, Utah, are transferred to class B, under clause (b), class A rules. (Competing in class B race.)

Charles Pugh, Denver, Col., and Herb. McCrea, Los Angeles, Cal., are suspended from class A pending investigation.

Leonard J. Berlo, Boston, Mass., is hereby declared a professional—violation clause (b) amateur rules.

Ed. F. Smith, H. R. Renshaw, C. F. White, Otis Emmons, J. M. Daniel, A. B. Stone, F. L. Sugrue, J. J. Keith, Hugo Block, A. D. Keller, William Schnell, J. F. Patterson and E. F. Pynchon, Denver, and L. C. Wahl, Colorado Springs, Col., are transferred to class B—violation clause (e) class A rules.

The statement in previous BULLETIN that G. W. Redfern, of Wilmerding, Pa., was transferred to class B was erroneous; he remains in class A.

Transfer of "P. Skelton" to class B should be Joseph Skelton.

Under clause (d) A. J. Nowlin, Louisville, Ky., is transferred to class B.

For competing in unsanctioned races, Paul Cronenwett, George Mardorf, Elmer Helmbold, Mark McBride, J. Sherman, Thomas McBride, Frank Larkin and Joseph McCandless, of Butler, Pa., are suspended for thirty days; C. C. Matlock, Ed. McClennahan, Roy Morgan, —— Kincade and —— Gilstrap, of Eugene, Ore., are suspended for ninety days from June 12; A. S. Harness, F. Donaldson, R. D. Kaime and C. V. Whitbreck, of Concord, N. H., are suspended for ninety days from June 5; E. Allard, J. Slaysman, William Elgert, T. Cecil Downes, James Q. Farmer, L. Herpel, J. Litzinger, W. A. Schwarth, W. A. Bochau, T. Carroll and H. Krebs, of Baltimore, are suspended for one year from June 18. (Competed after warning); Dick Slatterley, Milo Weaver, H. B. McCreary, of Centreville, Ia., are suspended for thirty days from June 22; William Biederman, Phillip G. Safford, Harry De Groff, Thomas J. O'Brien W. L. Miller, A. A. Peters and T. W. Kemlin, St. Louis, Mo., are suspended for thirty days from June 15.

Race promoters are warned that the actual retail price of a prize is the only valuation they may safely advertise.

Race promoters giving race meets near the Canadian border should see that any rider from Canada is able to produce a certificate from the C. W. A. Racing Board as to his status. This is a matter of justice to the Canadian Board, as well as to the L. A. W.

Fred St. Onge, Allston, Mass., is suspended from all amateur racing pending investigation.

Sanctions granted:

July 4—Columbia Wheelmen, Columbia, Pa.
June 29—Coxsackie C. C., Coxsackie, N. Y.
July 5—George A. Root, Bolivar, N. Y.
June 24—C. C. Merritt, Caldeas Park, Utah.
July 4—Walton Cycle Club, Walton, N. Y.
July 4—Monongahela Cycle Club, Monongahela, Pa.
June 27—Fred L. Hall, Carthage, N. Y.
July 4—Hammond Ath. Assn., Hammonton, N. J.
June 24—R. H. Stovell, Jackson, Miss.
July 4—F. O. Watts, Union City, Tenn.
July 4—D. A. Rice, Lebanon, Ind.
July 4—Henry Kessler, Logan, O.
July 15, 16, 17—E. L. Langstaff, Castulian Springs, Miss.
June 26—Scott Co. Cycle Club, Georgetown, Ky.
July 4—Ridley Park Field Club, Ridley Park, Pa.
July 4—Jason C. Stamp, Wheeling, W. Va.
July 4—Maryland Division L. A. W., Baltimore, Md.
June 26—Norfolk Fair Association, Portsmouth, Va.
July 18, 19—John E. Steele, Carlisle, Pa.
July 4—Tiffany Employes, Forrest Hill, Newark, N. J.
August 1—H. M. Tuller, Richfield Springs, N. Y.
July 4—Columbus Cycling Club, Columbus, O.
July 1—O. S. Bunnell, Riverton, N. J.
July 4—Maple City Wheelmen, Ogdensburg, N. Y.
July 4—G. W. Foster, Chateaugay, N. Y.,
July 17—Middlesex Athletic Association, Spotswood, N. J.
July 4—People's Fourth of July Committee, Philadelphia, Pa.
July 4—B. T. Higgins, Oshkosh, Wis.
July 4—Souther Wisconsin Triangle Association, Monroe, Wis.
July 4—Church of Nativity, Poughkeepsie, N. Y.
August 3—Connellsville Wheelmen, Connellsville, Pa.
July 4—O. S. Bunnell, Pitman Grove, N. J. (professional).
July 8—Gentlemen's Driving Club, Kansas City, Mo.
July 4—Commercial Club, Dallas, Tex.
July 4—Salina Bicycle Club, Salina, Kan.
July 4—Richard F. Davey, Turner's Falls, Mass.
July 11—Max Wagner, Nantucket, Mass.
July 4—F. E. Brotherton, Norwalk, Conn.

July 4—C. O. of Foresters, White River Junction, Vt.
July 4—E. L. Hutchins, Rochester, N. H.
July 4—H. M. Wells, Westboro, Mass.
September 7—Humber Cycle Club, Westboro, Mass.
July 4—Geo. W. Caldwell, Lynbrook, L. I., N. Y.
July 4—J. Lewis Clark, Greensport, Suffolk county, N. Y.
July 4—Crescent Wheelmen (athletic meeting), Plainfield, N. J
August 10—Mercury Wheelmen, Allentown, Pa.
July 4—Y. M. C. A., Saratoga, N. J.
July 1—Tri-State Fair Assn., Cumberland, Md.
July 4—O. C. DeLong. DeRuyter, N. Y.
July 4—Ontario Wheelmen, Ontario, Cal.
July 4—Petaluma Wheelmen, Petaluma, Cal.
July 4—Coronado Track Assn., San Diego, Cal.
September 9—Riverside Wheelmen, Riverside, Cal.
August 31—Keystone Bicycle Club, Pittsburg, Pa.
June 29—Y. M. C. A., Waterford, N. Y.
July 3, 4, 5—Ft. Worth Wheelmen, Ft. Worth, Tex.
July 4—R. L. Reid, Hot Springs, Ark.
July 9—Taylor Hardware Co., Taylor, Tex.
July 4—Salmon & Kitchen, Clinton, Mo.
July 4—Colonial Wheel Club, Gurley, Col.
July 4—Aspen Athletic Park Co., Aspen, Col.
July 27—Sons of St. George, Brooklyn, N. Y.
July 4—H. R. Jaquay, Chaumont, N. Y.
July 4—Montrose Wheel Club. Denver, Col.
July 17—Outing Club, Warwick, N. Y.
July 10—St. Bridget's picnic, West Troy, N. Y.
July 4—Citizens' Athletic Sports, Pittsburg, Pa.
July 4—E. W. Burgess, Nantucket, Mass.
July 4—S. F. Goodwin, Amesbury, Mass
July 4—Augusta Driving Park Association, Augusta, Me.
August 7—Pequot Wheel Club, New London, Conn.
July 4—James F. Freeman, Lawrence, Mass.
July 4—Franklin Wheel Club, Franklin, Mass.
July 4—Narragansett Wheelmen, Hills Grove, R. I.
July 5—Natick Cycle Club, Natick, Mass
August 15—Boston Caledonian Club, West Roxbury, Mass.
July 4—Chelsea Cycle Club, Chelsea, Mass.
September 2—Greenfield Athletic Club, Greenfield, Mass.

NEW JERSEY CLUBS.

The second annual run of the Associated Cycling Clubs of New Jersey will start at Washington Park, Newark, on July 6, at 5 o'clock, A. M., rain or shine. The course will take in Belleville, Passaic, Paterson, Montclair, Orange, Elizabeth, Westfield, Plainfield, New Brunswick, Matawan, Keyport, Red Bank, Long Branch and will finish at Asbury Park.

IOWA DIVISION.

Additional Local Consuls.
Ames, S. C. Hutchinson.
Bloomfield, W. J. Steckel.
Centreville, H. B. McCreary.
Chapin, T. W. Underwood.
Colfax, W. J. Kizer.
Council Bluffs, H. C. Hattenhauer.
Clarksville, H. L. Ilgenfritz.
Clarence, Geo. W. Smith.
East Des Moines, A. G. Miller.
Hamburg, T. U. Bently.
Iowa Falls, W. J. Black.
Ida Grove, Gray Warren.
Leon, O. E. Hull.
Mt. Pleasant, Jno. R. Ott.
Ossian, W. R. Pegg.
Prairie City, D. M. Dillon.
Sac City, Gene Early.
Searsboro, E. G. Livezey.
Villisca, H. C. Stoddard.

Mr. J. A. Ham has been appointed consul at Iowa City. Vice J. G. Lindsay resigned, and Mr. Anton Vondareck as additional consul at Cedar Rapids. The local consul at Independence is Mr. C. F. Tucker and not Tupper as printed in former list.

FRED BEACH, *Chief Consul.*

OHIO, 24TH DISTRICT.

Three new members on June 7th, one from Butler county and two from Hamilton county, outside of Cincinnati. That looks more like it! An increase of over 9 per cent. Pretty good for a starter, but just think of the hundreds of riders who ought to be members.] Can we increase the number next week?

WM. D. KEMPTON, *Rep. in charge of District 24.*

ADDITIONAL OHIO CONSULS.

Barnesville, J. W. Doudna.
Chillicothe, Jonas Feldman.
Cincinnati, E. P. Gray.
Columbus, Miss Laura S. Brown.
Garrettsville, L. V. Snow.
Loveland, J. R. Anderson.
Lytle, W. Kenrick.
Lebanon, P. B. Lukens.
Martins Ferry, Harry Chessell.
Middletown, Murray Schenck.
Morrow, Chester N. Stevens.
Mt. Washington, H. R. Betts.
New Richmond, J. D. A. Lindsey.
North Bend, C. W. Caine.
Seven Mile, W. B. Inman.
Steubenville, J. C. Fickes.
Worthington, Percy E. Wright.

ARTHUR B. HOWSON, *Sec-Treas.*, Chillicothe, O

CARRY WHEELS FREE.

The Ocean Navigation & Pier Co., running a line of steamers between New York and Coney Island, have announced that bicycles accompanied by owners will be carried free; also that accommodations have been provided whereby wheels may be checked free on the "Old Iron Pier," and may also be cleaned for a small consideration.

The president of this company, Mr. Kent, is an enthusiastic L. A. W. member.

PENNSYLVANIA.

To the Members.

There should be a large delegation from Pennsylvania to the national meet at Asbury Park, N. J., July 8 to 13, 1895. A rate of one fare and a third for the round trip will be given. See page 3 of L. A. W. BULLETIN of June 21, 1895, for instructions how to secure this rate. See, also, if the usual excursion rates on the Pennsylvania and other roads are not lower before buying tickets.

Yours truly,

S. A. BOYLE, *Chief Consul.*

Our columns are awfully crowded this week.

MORE WISCONSIN CONSULS.

Berlin, L. E. Davis.
New London, M. T. Patchin.
Kewaunee, H. R. Erickson.
Onalaska, J. F. Sims.
De Pere, Rich. F. Strauss.
Superior, F. E. Spring.
Belmont, W. E. Minor.
Waterford, C. Grundseth.
Waukesha, V. A. Tichenor.

M. C. ROTIER, *Sec.-Treas.*

TEXAS.

We learn through Mr. Culmore of the *Houston Daily Press* that cycling is getting to be very popular in Texas. They have a racing team which is liable to be heard from. Races will be held at Galveston and Houston July 4th, and the Texas State meet takes place at Dallas, July 3, 4 and 5.

OHIO, 24TH DISTRICT.

Two more members in District 24 on June 14th. They are from Elmwood Place this time. Elmwood Place now takes the lead of all other localities in this district in membership. Hamilton and Wyoming are tied for second place with only four members each. Let the good work go on.

Cheerfully yours,

WILLIAM D. KEMPTON,
Representative in charge of District 24.

CINCINNATI, June 22, 1895.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, June 28, 1895.

Total, 1,518.

Arizona — 3.

Tucson C. C.

80,644	Hereford, Frank H.	Tucson

Unattached

5	Downs, Rev. F. W.	Tombstone
6	Heyne, Fred W.	Nogales

Colorado — 7.

Eaton Cyclers

80,647	Dickerson, C. J., box 6	Eaton
8	Davis, L. C., box 155	"
80,649	Grant, W. B.	Eaton
650	Hume, C. B.	"
1	Stover, G. H., box 64	"

Delta W. C.

2	Stockham, A. H.	Delta

Unattached

3	Robertson, Frank, box 1547	Denver

Connecticut — 10.

Unattached

80,654	Hick, Chas.	Cromwell
5	Hanscom, W. P.	"
6	Ott, Emil, 53 Wadsworth st	Hartford
7	Hale, Asaph H.	Portland
8	Chase, Irving H., Prospect st	Waterbury
9	Parker, Howard T., 118 No. Main st	"
660	Burge, E., 90 Stillman st	Bridgeport
1	Quinn, P., 34 Revere st	"
2	Wheeler, H. N.	Mystic
3	Smith, Ralph H., 85 Grove st	Waterbury

Delaware — 5.

Unattached

80,664	Frank, Rudolph L., 1100 Madison st	Wilmington
5	Gause, Horace W., Penn. ave and Clayton st	"
6	Kirk, Wm., 804 Adams st	"
7	Smith, Dr. F. Ellerton, 811 Market st	"
8	*Merrihew, Mrs. S. Wallace*, 407 S. Clayton st	"

District of Columbia — 2.

Dart C. C.

80,669	Trown, Frank J., 921 H. st, N. W.	Washington

Unattached

670	Coburn, H. C., Jr., 2111 G st, N. W.	Washington

Florida — 1.

Unattached

80,671	Cook, John H., box 96	Apalachicola

Illinois — 107.

Illinois C. C.

80,672	Baldwin, R. H., 309 Flournoy st	Chicago
3	Boller, C. A., 1335 Fulton st	"
4	Bond, C. S., care A. H. Revell & Co.	"
5	Bowman, H. A., 226 Wabash ave	"
6	Clarke, John, 234 Washington boulevard	"
7	Crosby, Thos. F., 797 Warren ave	"
8	Dameier, R. H., 4329 Prairie ave	"
9	Dart, C. R., 28 Rialto bl'dg	"
680	Davies, R. M., 940 Park ave	"
1	Dreckschmidt, W. F., 103 State st	"
2	Graham, E. M., 601 W. Madison st	"
3	Groll, Wm., care C. M. Henderson & Co.	"
4	Grow, E. W., 302 W. Madison st	"
5	Haase, Theo. E., 303 Dearborn st	"
6	Hewett, Chas. P., 1064 Wilcox ave	"
7	Hinkley, W. L., 55 Whipple st	"
8	Jones, W. P., 472 Fulton st	"
9	Kauffman, F. K., 756 Adams st	"
690	Kent, G. D. H., 245 State st	"
1	Kayser, D. J., 122 S. Sangamon st	"
2	Linnett, W. F., 118 State st	"
3	Lozier, L. H., 731 Monroe st	"
4	McGrath, J. F., 1170 W. Lake st	"
5	MacNiven, H. E., 1103 Jackson boul'd	"
6	Marks, W. E.. 1265 Madison st	"
7	Nerger, Frank, 40 N. Francisco st	"
8	Nettenstrom, John R., 24 Clara pl	"
9	Phelps, R. R., 164 Dearborn st	"
700	Rank, F. C., 75 Wabash ave	"
1	Routledge, Jas., 141 East 29th st	"
2	Schutler, Jos., 619 Carroll ave	"
3	Skeer, Geo. M., 681 Washington boul'd	"

80,704	Taylor, J. Ross, 298 Wabash ave	Chicago
5	Tuchbreiter, Oscar, 187 Albany ave	"
6	Weage, F. A., 250½ West Congress st	"
7	Wheelock, Edw. M., 967 Jackson boul'd	"
8	Wilde, Paul A., 8 Page st	"
9	Jenkins, John, 419 Park ave	Austin
710	Shaw, J. C.	Pullman
1	Vincent, A. H., 317 Clinton ave	Oak Park

Lincoln C. C.

2	Cox, Samuel C., 390 Dearborn ave	Chicago
3	Flinn, Welton, care *Bearings*	"

Englewood W.

4	Moore, Frank A., 6348 Stewart ave	Englewood

Peoria Bicycle Club

5	Ash, A. A.	Peoria
6	Bahni, Fred J.	"
7	Barber, Chas. H.	"
8	Beasley, Harry E.	"
9	Beasley, Wm. C.	"
720	Belkey, Louis	"
1	Colburn, Walter P., Jr.,	"
2	Dodd, Chas. E.	"
3	Garside, Geo. T.	"
4	Goss, Frank W.	"
5	Hartz, John W.	"
6	Haskins, Harry D.	"
7	Haskins, Harry S.	"
8	Kilpatrick, John	"
9	Kirk, Norman T.	"
730	Lewis, Parker P.	"
1	McIntosh, W. R.	"
2	Pierce, Chas. A.	"
3	Plecker, A. D.	"
4	O'Connor, J. E.	"
5	Powell, Harry M.	"
6	Planck, Maurice G.	"
7	Proctor, Jos. A.	"
8	Robertson, Jos. L.	"
9	Scanland, W. W.	"
740	Schaeffer, Edwin G.	"
1	Selby, Wm. F.	"
2	Seltzer, Leonard M.	"
3	Stormer, David A.	"
4	Sutton, John W.	"
5	Walker, Alvin S.	"
6	Whitney, E. A. D.	"

Wanderers C. C.

7	Peterson, George S., box 46	Galva

Le Roy C. C.

8	Crumbaugh, Charles	Le Roy

Quincy B. C.

9	Baker, W. T., 736 S. Fifth st	Quincy

Sterling C. C.

750	Galt, E. H.	Sterling

Cap. City C. C.

1	Herre, Albert C., City Hall	Springfield
2	Kunz, Adolph, care John Lutz	"

Vandalia C. C.

3	Higgins, C. F.	Vandalia
4	Ritchey, Will W.	"
5	Remann, Fred G.	"
6	Snell, Chas. E.	

Morris W. C.

7	Sanford, W. G.	Morris

Unattached

8	Hale, D. C.	Athens
9	Kenyon, T. W.	"
760	Appleby, Grant E., 69 Dearborn st	Chicago
1	Douglass, Frank, care Gormully & Jeffrey	"
2	Clark, C. R., 644½ Wash. Bould.	"
3	Gilson, T. W., 5617 Madison ave	"
4	Jayne, Kidder, care C. & N. W. Ry.	"
80,765	Reeves, Chas. H., 1813 Frederick st	Chicago
6	*Steele, Mrs. Gertrude T.*, 138 Powell ave	"
7	Shaff, J. N.	Cisco
8	Camp, C. A., Camp House	Henry
9	Harrison, W. S.	"
770	Perry, Joseph H., box 375	"
1	Law, Fred	"
2	Lincoln, L. M.	"
3	White, O. C.	"
4	Faucett, I. L., 234 N. 12th st	Quincy
5	Stewart, Morton C., 1803 Jersey st	"
6	Triplett, Norman	"
7	Smither, C. H.	Rushville
8	Gaffner, T.	Trenton

Indiana — 15.

Ill. C. C.

80,779	Halladay, W. E.	Marion

Ind. L. I. B. C.

780	Levey, Marshall T., 753 N. Penn. st	Indianapolis

Wabash C. C.

1	Friedberg, Joseph, 211 N. 5th st	Terre Haute

Franklin C. C.

2	Lacy, Nat Moris, Court and Monroe st	Franklin

Unattached

3	Comstock, Fred B., 790 N. Meridian st	Indianapolis
4	Staley, Frank, 100 N. Penn. st	"
5	Ayres, Fred M., 656 N. Deleware st	"
6	Kendall, V. C., 699 N. Alabama st	"
7	Whiteman, W. L., 3 Blackford Block	"
8	Evans, Fred L., 469 N. Ill. st	"
9	Kretzert P., 241 East Morris st	"
790	Kretzer, N., 76 Wright st	"
1	McKernan, L. A., care Bates House	"
2	Pfleger, John, 3 Herman st	"
3	Pfleger, Jos. C., 174 E. Wash. st	"

Iowa — 37.

Centerville C. C.

80,794	Gray, R. M., 3rd st	Centerville
5	Shirey, Jas. M.	"
6	Sellars, Chas. F.	"
7	Duffield, C. H., box 58	"
8	Sederdahl, Carl, box 468	"

Jefferson C. C.

9	Franklin, W. I.	Jefferson

Oskaloosa C. C.

800	Nowels, Frank	Oskaloosa
1	Bateman, Elmo	"
2	Tolbert, Cord	"

C. R. C. C.

3	Coyle, Arthur, 727 2nd ave	Cedar Rapids

Grinnell C. C.

4	Storm, H. B.	Grinnell
5	Palmer, W. G.	"
6	Spaulding, F. E.	"

Des Moines W. C.

7	Bremner, Wm. S., 714 Locust st	Des Moines
8	Miller, O. J., 608 E. Walnut st	"
9	Rudge, Albert E.	"
810	Thornton, Alonzo R., 714 8th st	"
1	Curtis, Will H., 1021 Walnut st	"

Unattached

2	Tryon, Charles C., box 443	Avoca
3	Woellhaf, Otto J., 637 S. 12th st	Burlington
4	Thomas, David, box 2	Colfax
5	Walrod, Guy L., box 19	"
6	Gauger, Wm. A.	Clarence
7	Hecht, Chas, B.	"
8	Barr, Geo. S.	Corwith
9	Koch, Conrad, 504 W. Second st	Davenport
820	Kuhner, Nicholes, 127 E. Second st	"

80,821	Riddell, W. J., 714 Locust st	Des Moines
2	Ingalls, F. D.	"
3	Newcomer, Carl S.	Eldora
4	Davis, Guilletti G.	Green Island
5	Goodenough, G. D.	Gowrie
6	Ballard, B. H.	Rembeck
7	Brunt, A. H.	Sigourney
8	McCartney, J. B., box 114	Washington
9	Stiles, G. P.	Woodward
830	Hall, W. D.	"

Kansas — 3.

Unattached

80,831	Hey, J. T.	Hiawatha
2	Greenlee, J. A.	Hutchinson
3	Stitt, Geo. P., 9 W. Sherman st	"

Kentucky — 12.

Lex. Ramblers.

80,834	Lovenhart, Edgar C., 180 S. Limestone	Lexington

Essenic W. C.

5	McCarty, O. W., 713 W. Main st	Louisville

Harrodsburg C. C.

6	Peavler, L. G.	Mayo

Unattached.

7	McGrath, R. A., Jr.	Bryantsville
8	Rieckel, Chas.	Cynthiana
9	Barrickman, W. C.	Harrods Creek
840	Higgins, Wm. F., 522 W. Main st	Louisville
1	Stevens, Robert C., 1617 1st st	"
2	Herndon, Lamar, 924 5th st	"
3	Caldwell, David, Am. Nat'l Bk bldg	"
4	Dohn, Wm. H., box 88	Middleboro
5	Bates, W. R.	Owensboro

Louisiana — 1.

Unattached.

80,846	Thompson, James M.	Covington

Maine — 6.

Bridgton W. C.

80,847	McCann, Frank T.	Bridgton

York Co. W.

8	Haley, Geo. A.	Saco
9	Mitchell, W. S.	"

Unattached

850	Ranney, W. W., box 3	Phillips
1	Allen, Bertrand W.	Buckfield
2	Deering, Philip J., 323 Commercial st	Portland

Maryland — 14.

Balto C. C.

80,853	Hall, H. P., 115 Sharp st	Baltimore
4	Whiteford, W. H., 1224 E. North ave	"

Iroquois C. C.

5	Meyer, Mose, 501 W. Balto st	Baltimore

Jr. O. W. A. M. W.

6	Ball, J. F., 704 N. Monroe st	Baltimore
7	Jones, R. W., 1048 (Hopkins ave W.)	"

Unattached

8	Arthur, Edw. F., 628 Equitable bldg	Baltimore
9	Goodrich, Charles E., 938 N. Stricker st	"
860	Hann, S. M., 1528 McCulloh st	"
1	Meiser, Frederick W., 927 W. Fayette st	"
2	Powell, C. R., cor. Charles & Balto st	"
3	Lucas, Chas. K., 2614 Penn. ave	"
4	Leatherbury, Claude, 1513 Madison ave	"
5	Melville, Frank P., cor. Pine & Lexington st	"
6	Morang, Robert, Jr.	Savage

Massachusetts — 90.

Athol C. C.

80,867	Prouty, Nelson H.	Athol

Crescent C. C.

80,868	Parsons, W. H., 120 S. 6th st	New Bedford

Columbia B. C.

9	Rae, John, Washington st	North Attleboro
870	Kurtz, Louis, Grove st	"
1	Murphy, Robert	"

Roxbury B. C.

2	Henry, A. H., 40 Ferdinand st	Boston

Mass. B. C.

3	Chase, Richard F., 426 Mass. ave	Boston

Acton C. C.

4	Merriam, Wm. T., box 14	South Acton
5	Taylor, Carleton C., box 21	Acton

Unattached

6	*Prouty, Mrs. Nelson H.*	Athol
7	James, Wm. Bruce, box 403	Arlington
8	Battershall, J. W., M.D., 12 N. Main st	Attleboro
9	Carpenter, T. S., 60 Peck st.	"
880	McClatchey, C. J., 242 N. Main st	"
1	Nye, Fred C., 11 Charles st	"
2	Rowe, M. E., 178 S. Main st	"
3	Young, E. F., 28 Hope st	"
4	Gardner, Henry W., 20 School st	"
5	Ingraham, A. S., 32 Hope st	"
6	Ketchum, Edmund S., 297 Essex st	Lawrence
7	Craig, David W., 108 Sudbury st	Boston
8	Carter, H. G., box 2981	"
9	McDermott, Hugh, 1367 Washington st	"
890	Heath, Chas. A., 201 Tremont st	"
1	Shue, Raymond C., 572 Columbus ave	"
2	Vickery, Herman F., 263 Beacon st	"
3	Curtis, Harley B., 27 School st	"
4	Parker, Geo. J., 666 Washington st	"
5	Shaw, Brackley A., Englewood ave	Brookline
6	Hitchcock, Arthur B., Jr., Williams st	"
7	Whittemore, Dwight S., 556 Main st	Brockton
8	Sargent, Joseph, Jr., 18 Holworthy Hall,	Cambridge
9	Whittemore, A. H., 37 Brent st	Dorchester
900	Archabald, Alexander W., 2 Rowe st	"
1	*Halbauer, Lillian H.*, Walnut Hills	Dedham
2	*Fitzpatrick, Sarah M.*, Walnut Hills	"
3	Lang, A., 143 Thorndike st	East Cambridge
4	Wessells, William A., 15 Mystic st,	East Somerville
5	Holland, Joseph, 10 Pinckney pl	"
6	Kingman, A. S., 106 Milk st	Fitchburg
7	Scammell, Lewis A., 57 Charles st	"
8	Johnson, John, box 391	Franklin
9	Hutchinson, John D., box 204	"
910	Ellis, Chas. B., box 477	"
1	Darling, F. G., box 284	Hopedale
2	Day, Rev. John W., Cottage st	Hingham
3	Keene, Geo. R., 88 Westminster st	Hyde Park
4	Delaval, Lon	Lennox
5	Stewart, Wm. A.	"
6	Uptegraff, Alexander G.	"
7	Westinghouse, Geo., 3rd.	"
8	Fowle, C. A., Jr., box 5	Lexington
9	Byrne, Joseph S., St. James Hotel	Lowell
920	Wheeler, H. K., 333 Union st	Lynn
1	Author, Geo. C., 14 Forrest st	Medford
2	Whitmarsh, W. W.	Neponset
3	Stanton, Louis C. 26 Bacon st	Newton
4	Russell, Chas. W., Star ave	Middleboro
5	Beals, Walter L., 25 Oak st	"
6	Short, Geo. G., 8 Union st	Newburyport
7	Stanton, Fred E., 6 Johnson st	"
8	White, Walter S., box 164	Northboro
9	Stowell, Sidney S., 133 North st	Pittsfield
930	Holden, Harry, 20 Pomeroy ave	"
1	*Brigham, Miss Florence*, Parker Hill ave	Roxbury
2	Churchill, Frank M., 106 Moreland st	"
3	Wadsworth, Edward I., box 872	Stoneham
4	Shaw, Alston A.	So Weymouth
5	Blake, Frank R., 11 Shawmut pl	Somerville

80,936	Godfrey, Edward J., 80 Patridge ave	Somerville
7	Smith, Alfred E., 396 Broadway	"
8	Folsom, Chas N., 20 Ringgold st	Springfield
9	Dickerman, J. A., box 54	So. Ashburnham
940	Thacher, Harrie B., Morrison Road	Wakefield
1	Harrington, Charles E., 15 Beacon st	Waltham
2	Newell, Geo. E., box 996	Westfield
3	Corey, Dr. Francis E.	Westboro
4	Frost, W. B.	"
5	Francis, Geo. E., M. D., box 246	Worcester
6	Wood, Henry L., 20 Edward st	"
7	Hunnewell, H. H., Jr., Hill Hurst	Wellesley
8	Partridge, W. H.	Winchendon
9	Richardson, S. Walter, 154 Oak st	West Gardner
950	Colby, George W.	Taunton
1	Shaw, Marcus A., Centre st	Middleboro
2	Wilbur, C. E., box 174	"
3	Bessonette, J. H. 69 Cambridge st	"
4	Grinnell, F. O., 14 Arch st	"
5	Wheeler, Chas. G.	Winchendon
6	Loud, F. W.	"

Michigan — 7.

C. C. C. C.

80,957	Vandusen, W. H.	Brice
8	Thuma, Charles	Carson City
9	Scott, E. R.	Middleton
960	Peterson, Reuben, Pythian Temple	Grand Rapids

Y. M. C. C.

1	Strawhecker, C. H., Court House	Grand Rapids

Unattached

2	Shearer, Fred E., 412 Jackson st	Bay City
3	Osgood, Victor	Mendon

Minnesota — 10.

Canby C. C.

80,964	Train, Geo. L.	Canby

Mankato C. C.

5	Willard, Chas. K., box 365	Mankato

Unattached

6	Vaugn, Z. N.	Anoka
7	Clark, D. A., 1301 Wash ave. N.	Minneapolis
8	Dodge, John S., 720 E. 16th st	"
9	Reynolds, Samuel S., 416 14th ave, S. E.	"
970	Smith, Chas. H., Bemis Bros. Bag Co.	"
1	Stebbins, H. C. 322 Corn Excge.	"
2	Edwards, Edward J., 811 Guaranty Loan Bldg., Minneapolis	
3	Carlson, Peter, box 482	Two Harbors

Missouri — 39.

Orchard C. W.

80,974	Parker, Oliver T.	Independence

K. C. C.

5	Wilson, Dr. C. E., 800 Lydia ave	Kansas City

Macon C. C.

6	Guthrie, Robert A.	Macon

E. S. B. C.

7	Davis, J. R.	Montevallo

Sheldon B. C.

8	Ellis, Davis	Sheldon
9	Bunce, C. T., box 101	"
980	Floyd, C. B., box 28	"

Sterling C. C.

1	Drees, Henry J., 2259 S. Jeff. ave	St. Louis

So. Side C. C.

2	Linnewerth, H., 1900 California ave	St. Louis
3	Wyrick, T. B., care *Republic*	"

Unattached

4	Smith, Dr. Hulbert S.	De Sota
5	Abbott, Chas. L., 12th and Main st	Kansas City
80,986	McKinley, H. B.	Mexico
7	Coleman, Lockett G.	Rich Hill
8	Farrar, B. H., 4731 Newcomb pl	St Louis
9	Forline, A. M., St. L. Nat. Bank	"
990	Jones, J. E., 2319 Olive st	"
1	Holtgrewe, Hy. M., 1427 Sarsfield st	"
2	Lepere, W. H., 1131 Leonard ave	"
3	Mersman, Otto L., 8th and Chestnut st	"
4	Merton, Arthur H., 2932 Madison st	"
5	Nisbet, W. W., 421 Olive st	"
6	Plant, W. M., 217 N. Main st	"
7	Pareira, Aaron, 1815 Kenneth pl	"
8	Slocumb, Q. L., 415 Locust st	"
9	Stone, C. H., 3050 Thomas st	"
81,000	Shepley, John F., 815 Security Bld'g	"
1	Simon, C. F., 4483 Laclede ave	"
2	Shapleigh, A. L., 3836 Delmar ave	"
3	Cabanne, S. C., 12th and Chestnut st	"
4	Leland, F. A., 3544 Page ave	"
5	McClean, W. J., 410 N. 4th st	"
6	Otto, H. W., 1014 N. Broadway	"
7	Senseney, E. M., 2829 Wash ave	"
8	Soilberger, F. J., 2712 A. Eads ave	"
9	Ebert, Chas. F., box 1	Webb City
10	Frey, J. W.	"
1	Lloyd, J. L., box 62	"
2	Gaston, H. G., box 53	"

Nebraska — 12.

Omaha W. C.

81,013	Carr, R. E., Jr., 501 So. 21st ave	Omaha
4	Turner, W. W., 1812 Chicago st	"

McCook W. C.

5	Whittaker, C. N., box 557	McCook

Tourist W.

6	Edwards, C. M., 3830 Charles st	Omaha

Wild West W.

7	McDonald, James B.	No. Platte

Unattached

8	Norris, C. L.	North Bend
9	Hiser, Albert C., box 173	Lexington
020	Clark, W. F., 1407 Douglas st	Omaha
1	*Randall, Mrs. G. M.*, 1517 Capitol ave	"
2	*Thomas, Margaret E.*, 714 N. Y. L. Bl'dg.	"
3	Lawyer, M. A., 2305 Douglas st	"
4	Westberg, John N., City Hall	"

New Hampshire — 3.

Unattached

81,025	Swallow, F. W.	Exeter
6	Chipman, W. A., 1029 Elm st	Manchester
7	Greenleaf, E. B.	Raymond

New Jersey — 93.

Crescent W.

81,028	Anderson, A. W., 416 E. Second st	Plainfield
9	Lorton, E. V., 436 W. Fifth st	"
030	Shotwell, Freeman J., 24 Fairview ave	"
1	Day, Frank, 435 W. Fourth st	"
2	Higham, J. S., 904 W. Fourth st	"
3	Blair, Adam C., North ave	"
4	McCutchen, Wm. M., 9 Rockview Terrace	"
5	Maxsom, Harry L., 301 W. Fourth st	"
6	Randolph, Frank D., 442 W. Front st	"
7	Frederickson, Bendix, box 386	"
8	Randolph, Robt. Fitz, box 386	"
9	Feuper, Harry, E. Second st	"
040	Western, W. Hull, 53 Washington ave	"
1	Smith, Charles W., 53 Washington ave	"
2	Rogers, Jas. H.	"
3	Smith, Frank H., 407 New st	"
4	Babcock, Geo. L., Spooner ave	"
5	Richardson, Geo. W.	Dunellen
6	Maclachlan, Jas. W.	"
7	Young, Thomas S.	Fanwood

81,048	Marshall, J. T.	Metuchen
9	Pearsall, C. E.	Westfield
	Press W.	
050	Christie, S. M., 240 Whiton st	Jersey City
	Stockton W.	
1	Richards, Thos. M.	Cramer Hill
2	Ward, Rudolph G., 706 Cherry st	Camden
3	Mandeville, Henry	Stanwick
	Tourist C. C.	
4	Payne, Geo. H., 3 Crosby pl	Paterson
	Red Bank W.	
5	Chandler, Robt. D., box 560	Red Bank
	M. C. W.	
6	Brokaw, W. H., Jr., box 225	Trenton
7	Sands, Wm., Jackson Market	"
	Fort Lee C.	
8	Abbott, Ernest	Fort Lee
	Freehold C.	
9	Robinson, Wm. T., box 317	Freehold
060	DeRoche, John A., box 491	"
1	Conover, Frederic G., box 442	"
2	Lake, W. D., box 14	"
	Hackensack B. C.	
3	Ricardo, Geo. P.	Hackensack
	Hudson Co. W.	
4	Mack, Geo., Jr., 203 Claremont ave	Jersey City
	Essex C.	
5	Cushing, Albert F., 41 So. Orange ave	Newark
	Bergen Co. W.	
6	Waters, J. H., Jr.	Ridgefield
	Unattached	
7	Ormerod, Jesse L., 706 Monroe ave	Ashbury Park
8	Coles, Henry C., Ave. A and 8th st	Bayonne
9	Curtis, E. W., 740 Ave. C.	"
070	Donahoe, Dr. L. F., Dodge st	"
1	Mahuken, J. H., Cottage st	"
2	Lungren, Chas. M., 73 West 3rd st	"
3	Walker, A. I., Ave. D and 28th st	"
4	Day, A., The Center	Bloomfield
5	Barrett, L. R., 73 Beach st	"
6	Brady, John L., 67 Monroe pl	"
7	Baker, H. S., 67 Washington st	East Orange
8	Bingham, E. H., 59 Walnut st	"
9	Cheney, William H., 28 Beach st	"
080	Boeheim, Eugene M.	Englewood
1	Bray, Jasper, box 402	Freehold
2	Taylor, John D., 109 Palisade ave	Jersey City
3	Dugan, W. P., 240 Grand st	"
4	Faupel, Wm., 65 Orient ave	"
5	Maynard, D. F.	Lakewood
6	Reynal, J. C. Victor, 26 Crescent	Montclair
7	Smith, Fred Gordon	"
8	Smith, Frederick L.	"
9	Walz, F. E., 7 S. 13th st	Newark
090	Crane, Herbert, 73 Sherman ave	"
1	Ward, Arthur B., 325 Clinton ave	"
2	Whittier, Chas. R., 66 Bethesda Grove	Block, Ocean
3	Harvey, Hayward A., 455 Main st	Orange
4	Sanger, Dr. Jno. S., 11 Main st	"
5	Munn, Frank M., 343 Park pl	"
6	Estes, Alfred C., 14 Linden st	Passaic
7	Parker, William, Daily News Bldg.	"
8	Rianhard, C. C.	Riverton
9	Peck, A. H.	Roselle
100	Mac Bride, Geo., box 92	Rutherford
1	Doerries, Erwin F.	Short Hills
2	Langenhahn, Chas. F.	Springfield
3	Thompson, Theo. C., 133 Cooper st	Trenton
4	Drake, T. Eugene	Woodbridge
5	Welch, T. S., Crescent Ship Yards	Elizabeth
6	Letson, Carrol R., box 74	Frenau
81,107	Zimmerman, Walter, 206 Market st	Camden
8	Loveland, John W., 25 Pine st	Englewood
9	Olyphant, F. M.	"
110	Springsteen, Edw. M., box 326	Keyport
1	Woodruff, Frank B., Front st	"
2	Van Brakee, Richard P., box 102	Matawan
3	Hyde, Geo. J., 22 Nelson pl	Newark
4	Johnson, F. E., 77 Chestnut st	Rutherford
5	Coaney, Chas. F.	Summit
6	Risdon, Charles N., 231 No. Warren	Trenton
7	Crozer, Wm. H., 182 Brunswick ave	"
8	Scammel, I. Scott, care Inter State F. Ass.	"
9	Rockhill, Lloyd H., care Inter State F. Ass.	"
120	Stout, Harry J., 256 Bellevue ave.	"

New York — 688.

	Bushwick Wheelmen	
81,121	Griffith, Will E., 170 W. 96th st	New York
	Colonial C. C.	
2	Cole, Dr. Carter S., 101 W. 74th st	New York
3	Friese, Herman A., 165 W. 91st st	"
4	Lewis, Fred W., 270 W. 77th st	"
5	*Sweet, Mrs. Geo.*, 47 E. 44th st	"
	Colonial W.	
6	Hughes, Walter R., 324 8th ave	New York
	Century Wheelmen	
7	Murray, P. J., 45 West 27th st	New York
8	Rowland, J., 20 West 4th st	"
	C. C. N. Y.	
9	Kridel, Alexander H., 15 E. 77th st	New York
	Dart Cyclers	
130	Pratt, Francis O., 266 W. 40th st	New York
1	*Raisbeck, Miss Eva A.*, 62 W. 66th st	"
	Cycle Club of Brooklyn	
2	Dickey, Chas. D., Jr., 59 Wall st	New York
3	Halsted, R. H., 31 Broad st	"
4	Johnson, R. L., 751 Fifth ave	"
5	Taylor, W. C., 9 East 10th st	"
	Gramercy W.	
6	Lunz, William, 110 Ave. A	New York
	Harmonie C.	
7	Weil, Moses, 42nd, bet. 6th and 5th ave	New York
	Insurance C.	
8	Berger, Louis E., 55 Liberty st	New York
	Michaux C.	
9	Hamilton, E. S., 33 East 39th st	New York
140	Harral, George, "Union League Club"	"
1	Shope, Julian B., 267 Fifth ave	"
	N. Y. A. C.	
2	Bacon, Daniel, 66 Broadway	New York
3	Bergh, W. C., 429 Fifth ave	"
4	Greene, Alister, 1 E. 62nd st	"
5	Lynch, James A., 55th st., cor. 6th ave	"
6	Prentiss, G. L., 45 Cedar st	"
7	Underhill, F. M., 46 Barclay st	"
	K. C. W.	
8	Howard, Wm. H., 76 Beekman st	New York
	New York B. C.	
9	McBirney, Jos. L., 1 Broadway	New York
150	Kendall, Geo. C.	"
	Monarch Wheelmen	
1	Rowland, Frank E., 473 Lenox ave	New York
	Select Bi. C.	
2	Walker, Wm. B., 468 Lenox ave	New York
	Montclair Wheelmen	
3	Wilson, Chas. F., 9 Nassau st	New York
	N. Y. Tourist W.	
4	Dietlin, Xavier, 101 E. 79th st	New York
5	*Myrick, Mrs. F. A.*, 100 Texas ave	"

	St. George	
81,156	Minchin, Chas. H., 725 Seventh ave	New York
	Triangle W.	
7	Bischof, Geo. J., 611 E. 9th st	New York
8	Schaefer, John H., 513 E. 11th st	"
9	Whyte, Duncan, 534 9th ave	"
	Wolff American Wheelmen	
160	Son, Jacob A., 1636 Madison ave	New York
	Whirling Dervishes	
1	Seeger, Chas. L., 7 Bowling Green	New York
	Xavier Club	
2	Hill, W. E., 45 Greene st	New York
	Y. M. C. W.	
3	Fox, Herbert E., 711 Prospect ave	New York
	Yorkville W.	
4	Beckhert, Adrien C., 1515 3rd ave	New York
5	Tryon, W. W., 13 Astor pl.	"
	New Utricht W.	
6	Huott, John B.	Bath Beach
7	Tworger, Edward	"
	Arion B. C.	
8	Bassenin, Harry E., 956 Broadway	Brooklyn
	Aeolus W.	
9	Titsworth, Edw. J., 94 Harmon st	Brooklyn
	Brooklyn Bi. C.	
170	Alling, N. D., 195 S. Oxford st	Brooklyn
1	Bancroft, Geo., 163 S. Oxford st	"
2	Bingham, J. A., 360 State st	"
3	Colver, E. L., 765 Union st	"
4	Cote, J. H., 66 S. Elliott pl	"
5	Edgerley, Wm. H., 183 De Kalb ave	"
6	Ferguson, Wm. H., 80 Hanson pl	"
7	Fisher, R. O., 311 Carleton ave	"
8	Gaetz, C. D., 47 Brevoort pl.	"
9	Hobby, Harry M., 80 Hanson pl	"
180	Opitz, Herman T., 355 1st st	"
1	Schenck, Edward S., 159 25th st	"
2	Smith, Chas. W., 686 Carroll st	"
	Brooklyn R.	
3	Chapman, John K., 538 Willoughby ave	Brooklyn
4	Judd, Jas. W., 528 Willoughby ave	"
5	McManus, C., 244 Adams st	"
6	Mellor, J. H., Fulton st	"
7	Sinnott, T. J., 279 E. 18th st	Flatbush
	Brooklyn Turner C. C.	
8	Viel, Adolph, Jr., 695 Flushing ave	Brooklyn
	Bushwick W.	
9	Faust, Wm. H., 725 Quincy st	Brooklyn
190	Hellawell, John A., 789a Monroe st	"
1	Landman, John G., 59 Cedar st.	"
2	Richter, A. F., 1102 Putnam ave	"
3	Wood, Sydney, 41 Central pl	"
4	Johnson, Sam'l W., Jr., 120 Stanhope st	"
	Central W.	
5	Berry, Silas H., 502 Fulton st	Brooklyn
6	Dobson, George I., 241 Schermerhorn st	"
	Clinton C.	
7	Wyman, Charles C., 769 Madison st	Brooklyn
	Cyclone C.	
8	Watkins, E. S., 588 Pacific st	Brooklyn
	Cycle C. of Brooklyn	
9	Carnegie, W. C., (P. O. Fernandina, Fla.)	Brooklyn
200	Greer, Austin W., 10 E. 58th st	New York
1	Jewett, Dr. Chas., 330 Clinton ave	Brooklyn
2	Provost, C. W., 265 Clinton ave	"
3	Lummis, Chas. A., 53 Drexel Building	New York
4	Weaver, Geo. J., 121 E. 62nd st	"
5	Smith, J. C., 64 Montague st	Brooklyn
	Hudson Co. W.	
6	McEwen, DeWitt, 854 Atlantic ave	Brooklyn
	Kings Co. W.	
81,207	Austin, E. K., 97 Lenox Road	Brooklyn
8	McKinley, Wm., Jr., 331 Gates ave	"
	Liberty W.	
9	Hazeltine, R. H., 347 Clinton st	Brooklyn
210	Kenyon, Edwin D., 43 Halsey st	"
1	Mullins, R. F., Jr., 183 Halsey st	"
2	Adee, Daniel M., box 1166	New York
	Midwood	
3	Cooper, L. O., 30 Ave. Or	Brooklyn
	Nassau W.	
4	Van Valkenburgh, Lester S., 213 Hewes st	Brooklyn
5	Ross, Wm. H., 636 Wythe ave	"
6	Sneider, Robert, Jr., 241 Penn st	"
	Pequod C.	
7	Crane, Wm. T., 307 Bradford st	Brooklyn
8	Quinlan, Chas. J., 32 Herkimer st	"
	Press W.	
9	Armstrong, E. N., 1084 Greene ave	Brooklyn
220	Morris, Fred B., 313 7th ave	"
1	Blaisdell, Geo. F., 219 7th ave	"
2	White, Harry, 217 7th ave	"
	Prospect W.	
3	Looker, E. C., 459 Wyona st	Brooklyn
4	Tybring, Thos., 30 Radde pl	"
	Ramblers W.	
5	Duffy, John F., 100 Hicks st	Brooklyn
6	Helmsteadt, Albert L., 932 Fulton st	"
7	*Smith, Hattie F.*, 415 Flatbush ave	"
	Recreation W.	
8	Ayres, J. P., 393 12th st	Brooklyn
9	*Locke, Dora B.*, 365 12th st	"
230	McKinney, Joseph, 318 7th ave	"
1	Quinn, W. H., 123 Prospect pl	"
	Riverside W.	
2	Ruth, H. L., 458 8th st	Brooklyn
3	Travis, Elias Whitney, 232 W. 104th st	New York
	Cohoes W.	
4	Bramhall, Jas. E., 82 Remson st	Cohoes
	So. Brooklyn W.	
5	Boitel, R. D., 474 5th ave	Brooklyn
6	Carey, Frederic T., 95 Hudson st	New York
7	Greenia, Geo. H., 346a 9th st	Brooklyn
8	Hedstrom, Oscar, 180 S. Elliott pl	"
9	Wilson, F. J., 253 9th st	"
	Washington Park Wheelmen	
240	Burke, Edward L., 141 N. Elliott pl	Brooklyn
	Whirling Dervishes	
1	Poey, Gonzalo, 110 St. Marks ave	Brooklyn
2	Merritt, John, 842 President st	"
	Chatham W. C.	
3	Beebe, Wallace C., box B	Chatham
4	Dardess, W. A.	"
5	Wade, E. W.	"
6	Warren, C. M.	"
	Coxsackie Cycling C.	
7	Jordan, H. A.	Coxsackie
	Press Cycle Club	
8	Lampman, W. H., 230 Chester st	Buffalo
	Vigilant Cycle Club	
9	Shrimpton, Frank, 65 W. Chippewa st	Buffalo
	Kanaweola Cycle Club	
250	Crise, Albert H.	Elmira
1	Diehl, J. M., 120 E. Water st	"
	Castle Point Cyclers	
2	Barr, John T.	Hoboken
3	Bond, William	"
4	Cullam, Geo. E.	"
5	Dod, R. S.	

81,256	Geary, Chas. V.	Hoboken
7	Geismar, Herman	"
8	Jason, Chas., Jr.	"
9	Keich, Fred M.	"
260	Lange, Carl, Jr.	"
1	Miner, A. T.	"
2	Rosener, Henry A.	"
3	Spangenberg, Theo.	"
4	Schlichting, Justus	"
5	Von Deesten, William	"
6	Willig, Frank	"
	Hudson Bi. C.	
7	Thompson, Edward	Hudson
	Alleghany Co. Wheelmen	
8	Renwick, W. N.	Friendship
	R. C. C.	
9	Stubblebrin, P. A., box 1003	Ilion
270	Tufts, W. O., box 6	"
	Y. M. C. A. W. C.	
1	Schenck, David Wm., care Y. M. C. A.	Jamestown
	Century Cycle Club	
2	Chatfield, Geo. A., 816 Spring st	Jamestown
	Campbell Hall C. C.	
3	Converse, William W.	Maybrook
	Alleghany Co. Wheelmen	
4	Brown, F. C.	Nile
	Pen Yan Bi. C.	
5	Shepard, C. Eugene	Pen Yan
6	Worrick, J. Whitney, 17 Main st	"
	Ladies Cycle Club	
7	*Nash, Mrs. Katherine*	Plattsburgh
8	*Williams, Miss Mary E.*	"
	Sayville B. C.	
9	Welch, S. R.	Sayville
280	Howell, Frank H., Railroad ave	"
	Schenectady Co. Wheelmen	
1	Smith, Gerardus, 512 Union st	Schenectady
	Unattached	
2	Brown, M. H., 96 Broadway	New York
3	Lathrope, George E., 1389 Broadway	"
4	Pratt, Francis O., 266 W. 40th st	"
5	McKeon, Alex., 66 E. 105th st	"
6	Feldman, Leo A., 204 W. 121st st	"
7	Greene, C. B., 66 Madison ave	"
8	Naughton, Joseph, 611 Lexington ave	"
9	O'Meara, W. J., 107 W. 101st st	"
290	Adler, Mortimer C., 17 Maiden lane	"
1	Ayers, Horace F., 114 5th ave	"
2	Baker, Wm. P., 119 Convent ave	"
3	Barry, A. R., 27 W. 96th st	"
4	Berg, Louis, 668 E. 156th st	"
5	Boldt, Dr. H. J., 54 W. 51st st	"
6	Brooks, A. P., 66 W. 96th st	"
7	Bryan, Chas. S., 3 Broad st	"
8	Chapin, F. W., 122 W. 58th st	"
9	*Chauncey, Mrs. Elihu*, 22 E. 22nd st	"
300	Comstock, F. M., 13 William st	"
1	Conner, M. V., 316 Broadway	"
2	Cottrell, F. A., 74 Murray st	"
3	Coughtry, Chas., 65 Broadway	"
4	Corde, Dr. David T., 237 W. 11th st	"
5	Diehl, Wm. K., 166 E. 126th st	"
6	Dilworth, Read G., 111 Broadway	"
7	Drescher, F. W. John, 333 W. 21st st	"
8	Dupas, James, 35 S. William st	"
9	Eiguer, Emil, 114 E. 61st st	"
310	Forster, Joe, 207 E. 54th st	"
1	Frankenstein, Arthur, 45 Warren st	"
2	Frankenstein, Edwin, 489 Broome st	"
3	Fincke, Harry C., 101 E. 123rd st	"
4	Gippert, George, 96 9th ave	"
81,315	Graef, Herman, 964 2nd ave	New York
6	Gregory, Osmer B., 10 Barclay st	"
7	*Griswold, Edith J.*, 191 St. Nicholas ave	"
8	Gudebrod, Geo. H., 621 Broadway	"
9	Hansman, Samuel S., 16 Exchange pl	"
320	Hedden, Frank N., 208 W. 105th st	"
1	Heilmann, Maurice, 35 S. William st	"
2	Hillman, Milton, E., 2084 Washington ave	"
3	Hinds, Joseph A., 253 Broadway	"
4	*Hirst, Claude Raguet*, 96 5th ave	"
5	*Hoag, Fannie W.*, 7718 Madison ave	"
6	Hoefler, George M., 164 Prince st	"
7	Hodenpyl, Anton, 170 Broadway	"
8	Hohenthal, Albert, 70 W. 37th st	"
9	Hopkins, Henry C., 41 Wall st	"
330	Hovey, A. A., 102 Gansevoort st	"
1	Humphreys, Alex. C., 64 Broadway	"
2	Hunter, D. W., 222 W. 23rd st	"
3	Guillanden, Emile, 64 Broadway	"
4	Guillanden, W. L., Old Dominion S. S. Co.	"
5	*Keatinge, Alice R.*, 136 W. 48th st.	"
6	Kemp, George, Wm., 68–70 William st	"
7	Lambert, H. G., 240 W. 26th st	"
8	Lanfer, Morris, 133 E. 7th st	"
9	Laportas, Wm. F., 117 Wall st	"
340	Lathrope, James K., 1389 Broadway	"
1	Leonard, M. H., 108 E. 16th st	"
2	Lurcott, John E., 362 S. Nicholas ave	"
3	Magen, Sam., 570 Grand st	"
4	Mann, Robert Carter, 53 Washington sq	"
5	Maltbie, Armstrong, 132 Broadway	"
6	Marks, Wm. L., 161 Bank st	"
7	*Marks, Mrs. M. G.*, 212 W. 46th st	"
8	Marsh, Wm. A., 54 W. 93rd st	"
9	Martin, Charles, 627 9th ave	"
350	*Massonneau, Elise*, 171 W. 95th st	"
1	McCracken, W. B., 305 E. 18th st	"
2	McDonald, F. G., 222 Produce Exchange	"
3	McGuire, T. J., Jr., 968 St. Nicholas ave	"
4	McKinlay, Wm. B., 108 W. 79th st	"
5	McLain, Chas. Jr., 53 W. 57th st	"
6	McQuillen, Thomas A., 21 W. 26th st	"
7	Murphy, E., 1115 2nd ave	"
8	Nolan, Garry G., 124 W. 120th st	"
9	Pegram, F. S. 776 Madison ave	"
360	Preuss, Herman G., 309 E. 10th st	"
1	Robins, James W., 55 John st	"
2	Rundquist, Emil A., 17 W. 54th st	"
3	Ryan, Joseph P., 393 9th ave	"
4	*Rial, Mrs. Louise*, 30 W. 26th st	"
5	Robinson, Harry R., 79 W. 12th st	"
6	Rudd, Frank, 32 Liberty st	"
7	Saracena, Victor, 1217 Lexington ave	"
8	Schafbuch, Fred, 535 E. 118th st	"
9	Schall, S. Herman P., box 2654	"
370	Schnepp, Charles S., 502 E. 118th st	"
1	Schwab, W. S., 106 E. 81st st	"
2	Sheridan, Chas. E., Barrett House	"
3	Stoddard, Charles H., 2 Wall st	"
4	Sulzberger, M. J., 21 E. 67th st	"
5	Vernon, J. F., 178 W. 94th st	"
6	Ward, Wm. H., 10 E. 111th st	"
7	Wattson, A. Francis, 106 W. 55th st	"
8	Welling, Oscar B., cr. Christ Church, 71st and Boulevard, New York	
9	Wilson, Dr. W. R. A., 26 W. 50th st	New York
380	Zitz, Frederick C., 370 W. 33rd st	"
1	Emanuel, John H., Jr., box 3036	"
2	Smith, Mortimer F., box 3036	"
3	Bemis, Wm. Edw., 166 W. 122nd st	"
4	Davis, Charles H., 99 Cedar st	"
5	Dow, John A., 423 Amsterdam ave	"
6	Jaffray, Robert, Jr., 58 W. 46th st	"
7	*Jaffray, Mrs. Robert, Jr.*, 58 W. 46th st	"
8	Perkin, H. N., 211 W. 104th st	"
9	Stulpnagel, Carl, 466 Paris ave	"
390	Ward, Albert H., Room 63, 26 Broadway	"
1	Weston, Frank, 64 Duane st	"

81,392	Ackert, Augustus M., 591 E. 142nd st	New York
3	Belknap, Henry W., 105 E. 18th st	"
4	Bertine, Theo. M., 485 8th ave	"
5	Beck, Louis P., 371 Mott ave	"
6	Cuyas, Antonio, Jr., 15 Wall st	"
7	Daggett, V. Chapin, 328 5th ave	"
8	Ellsworth, Wm. W., 33 E. 17th st	"
9	Green, Thomas, 727 7th ave	"
400	Hynard, H. C., 110 West 94th st	"
1	Lawrence, Dr. G. A., 437 W. 59th st	"
2	Parsons, Orrin S., 52 E. 23rd st	"
3	Smith, W. H., 750 8th ave	"
4	*Robson, Mrs. A.*, 157 W. 14th st	"
5	Smyth, E. D., 224 W. 105th st	"
6	Smoot, J. Samuel, 639 6th ave	"
7	Teschmacher, Albert, 558 W. 24th st	"
8	Thomas, Frank S., 132 Front st	"
9	Wall, Judson G., 18 Wall st	"
410	Packer, Asa. A., 104 West 29th st	"
1	Allen, John H., box 1510	"
2	Anderson, W. F., 12 Broadway	"
3	Bruetscher, Wm., 868 Broadway	"
4	Bisset, Thos. B., 76 Leonard st	"
5	Cook, Fred'k C., 95 Little W. 12th st	"
6	Cottrell, John C., 25 Broad st	"
7	Cunningham, J. Louis, 29 W. 74th st	"
8	Dixon, Wm. J., 14 Washington pl	"
9	Driscoll, Dan'l H., 36 Wall st	"
420	Froehlich, Moses, 830 Lexington ave	"
1	Froehlich, Samuel, 830 Lexington ave	"
2	Garmany, F. C., 120 Broadway	"
3	Gilhooly, Andrew, 5 Beekman st	"
4	Hawley, Allan R. 26 Broad st	"
5	Harned, Edwin P., 352 W. 126th st	"
6	Harris, Alfred, 114 W. 116th st	"
7	Hegarty, John, 634 Hudson st	"
8	de Jong, Adolf, 251 W. 125th st	"
9	Kay, James, W. 547 3rd ave	"
430	Lasher, L. Pulver, 510 E. 23rd st	"
1	Lawson, Chas T., 276 W. Broadway	"
2	Levey, David E., 18 W. 60th st	"
3	Lockwood, F., 155 E. 22nd st	"
4	Main, Lucius Clark, 245 Broadway	"
5	Meers, Alfred, 58 W. 33rd st	"
6	Myers, Medfield, 261 W. 118th st	"
7	Paffer, W. Lord, 654 Hudson st	"
8	Phipps, Irvin E., 8 Park pl	"
9	Post, A. V. Z., 45 Wall st	"
440	Purser, W. T., 120 Franklin st	"
1	Paine, Willis S., 155 W. 58th st	"
2	Patterson, Geo. L., 1 W. 81st st	"
3	*Redmond, Miss K. G.*, 541 W. 51st st	"
4	Schaider, Rudolph C. 1237 Franklin ave	"
5	Scheuber, Aug. Wm., 107 Greenwich ave	"
6	Shryock, Harry C., 510 E. 23rd st	"
7	Smith, Terry, 64 W. 36th st	"
8	Smith, Rev. H. S., 29 Vesey st	"
9	Del Solar, A., 18 Exchange pl	"
450	Schult, Wm. H., 601 3rd st	"
1	Moore, Fred'k S., 137 Broadway	"
2	Smith, Lenox, 5 E. 17th st	"
3	Sinclair, D. J., box 1510	"
4	Smith, Theo. H. 51 Cedar st	"
5	Slee, J. Noah H., 111 Broadway	"
6	Townsend, L. R., 50 Broadway	"
7	Thacher, Thos., 10 Wall st	"
8	Thompson, Geo. H., 195 Broadway	"
9	Trier, Wm., 15 Maiden Lane	"
460	Wilcox, Curtis, Station M. D. & D. Inst	"
1	*Wilson, Mrs. Frank A.*, box 1510	"
2	Wilcoxson, Geo. F., 1973 7th ave	"
3	Wilmerding, Lucius K., 76 Leonard st	"
4	Zinn, Arthur S., 670 Hudson st	"
5	Boeker, Alfred, 1590 1st ave	"
6	Ferber, Louis H., 317 E. 72nd st	"
7	Hermes, Frank J. 10 Clinton pl	"
8	Reebe, Wm., Jr., 444 8th ave	"
9	Van Bramer, James, 299 Orange st	Albany
81,470	Hunt, Marcus,	Argusville
1	Simpson, Colin C., 147 Franklin st	Astoria
2	Wirtz, Richard, 144 Elm st	Astoria
3	Cozine, J. B.	Bath Beach
4	Huott, Edmond, Jr.	"
5	Webb, Robert J.	"
6	Hefter, John B., box 16	Bartow
7	Diffenderfer, A. F., 55 Pine st	Binghamton
8	Dederick, Edw.	Blythbourne
9	Smith, J. E. 406 Baltic st	Brooklyn
480	*Tieste, Mrs. L. E.*, 6 Lafayette ave	"
1	Rombach, Lambert, 441 5th ave	"
2	Dripps, W. C., 6 Lafayette ave	"
3	Savage, Francis E., 39 4th ave	"
4	Wilson, Alfred F., 149 S. Elliott pl	"
5	Switzer, Harry C., 422 Pacific st	"
6	Bailey, Edward F., 176 Harrison st	"
7	White, Harvey F., 294 Degraw st	"
8	Manne, B. W., 346 Union st	"
9	Moss, F. A., U. S. Naval Laboratory	"
490	*Bradley, Mabel J.*, 116 Atlantic st	"
1	Morton, Herbert L., 415 State st	"
2	Foale, H. James, 207 De Kalb ave	"
3	Lebiness, A. E., 204 De Kalb ave	"
4	Constantine, Andrew J., Jr., 144 Clinton ave	"
5	Clancy, John M., 165 Sands st	"
6	Farrell, Thos J., 169 High st	"
7	Williams, Eugene D., 491 9th st	"
8	Berry, Chas. S., 129 Lincoln pl.	"
9	Brooks, S. C., 132 Flatbush ave	"
500	Carr, C. B., 176 Park ave	"
1	Chapin, W. G., 204 Macon st	"
2	Coon, Geo. O., 148 Munroe st	"
3	Crane, William, 307 Bradford st	"
4	Elwell, J. L., 75 St. Marks ave	"
5	Holsten, George, 1167 Bedford ave	"
6	Loretz, Robert J., 124 Fleet pl	"
7	Marshall, Charles, 146 8th st	"
8	Mooney, Harry V., 38 Fleet st	"
9	Moran, Jos. A., 125 Albany ave	"
510	*Ments, Mrs.* ——, 1171 Bedford ave	"
1	*People, Mrs. K.*, 1175 Bedford ave	"
2	Sutherland, A. P., 1070 Fulton st	"
3	Sullivan, John F., 76 Amity st	"
4	Walker, Frederick H., 55 Clifton pl	"
5	Aaron, Eugene M., 359 Bainbridge st	"
6	Almirall, J. A., 408 Grand ave	"
7	Anderson, Thos., Jr., 146 Willow st	"
8	Barnes, George, 610 Carlton ave	"
9	Barwise, C. Arthur, 213 Herkimer st	"
520	Bethell, Frank H., 16 Smith st	"
1	Blakeslee, F. S., 138 Columbia Heights	"
2	Booth, George F., 1169 Bushwick ave	"
3	Borchers, H., 79 Clarkson st	"
4	Bowers, J. M., 292 Livingston st	"
5	*Bradford, Miss M. A.*, 478 Jefferson ave	"
6	*Bradley, Miss Emma*, 16 Atlantic ave	"
7	Brins, Edw. C., 264 Penn st	"
8	Bruns, L., 1167 Bedford st	"
9	Burns, John, 137 Ross st	"
530	Burtis, Gerard M., postoffice	"
1	Caplis, R. W., 379 7th st	"
2	Clark, W. H., 173 Monroe st	"
3	Coleman, R. N., 216 Carlton ave	"
4	Corbin, S. C., 937 Lafayette ave	"
5	Corinsky, Wm. H., 277 Sackett st	"
6	Cornell, G. W., 82 Cornelia st	"
7	Cornell, John W., 1218 Dean st	"
8	Crockett, Luther H., 884 Greene ave	"
9	Croffut, Chas. T., 121 Manhattan ave	"
540	Cropsey, Amos H., 351 Clinton st	"
1	Curtis, Dexter, 80 Cambridge pl	"
2	Davidson, James, 221 W. 20th st	"
3	Davidoff, Joseph, 226 8th st	"
4	Delbon, F. G., 146 Bergen st	"
5	*Denison, Mrs. C. H.*, 334 8th st	"
6	Dickover, F. W., 64 Tillary st	"
7	Doolittle, R. Edson, 28 7th st	"

81,548 Dunham, W. C., 319-321 Bedford ave Brooklyn
9 Edlund, W., 141a Monroe st "
550 Elias, Wm. L., 412 Park pl "
1 Francis, Fred W., 236 Schermerhorn st "
2 Fry, C. P., 486 Bedford ave "
3 Gallaet, Horace, 228 Lexington ave "
4 George, C. L., 858 Herkimer st "
5 Green, W. H., 45 E. 5th st "
6 Haesloop, Martin, 159 Pierrepont st "
7 Haines, M. V., 254 Clifton pl "
8 Haviland, A., 265 Dean st "
9 Hendricks, W. J., Jr., 45 7th ave "
560 Herbert, Phillip, 15 Belvidere st "
1 Hill, Arthur T., 7½ St. Felix st "
2 Hoagland, Dr. C. N., 410 Clinton ave "
3 Hodge, Robert J., 261 Clinton st "
4 Hoslam, Walter W., 59 Myrtle ave "
5 Hoyt, S. D., 355 Macon st "
6 Hulin, S. F., 378 13th st "
7 Hull, M. B., 333 Stuyvesant ave "
8 Hulst, Rev. Geo. D., 15 Himrod st "
9 Johnson, Wm. L., 38 3d pl "
570 Jones, Geo. B., 712 Nostrand ave "
1 Kassenbrock, C. A., 483 3d st "
2 Kaysen, E., 1204 Bedford ave "
3 Klein, Frederick L., 213 Lenox road "
4 Kluge, Albert, 51 Lorimer st "
5 Lester, Jno. C., M. D., 179 Schermerhorn st "
6 Mahland, W., 440 7th ave "
7 Mansfield, Z. B., 1021 Putnam ave "
8 Malcolm, D. G., Jr., 422 Pacific st "
9 Marquand, John B., 175 Bainbridge st "
580 *Martens, Mrs. Agnes D.*, 342 Livingston st "
1 McClernan, Thomas, 205 Rutledge st "
2 McQueen, J. Moffat, 483 Hancock st "
3 McWilliam, Edgar, 331 Madison st "
4 Moffat, Dr. John L., 17 Schermerhorn st "
5 Myerle, Dr. D., 133 Hewes st "
6 Murray, David H., 1193 Gates ave "
7 Naughton, Thos., 19 St. Marks pl "
8 Norton, Chas. F., 183 Harrison st "
9 Nash, Daniel A., 439 Putnam ave "
590 Oldershaw, E. A., 440 Monroe st "
1 Palmedo, Alfred, 201 Sterling pl "
2 Palmer, A. E., 615 Putnam ave "
3 Paris, Louis J., 135 7th ave "
4 Parsons, Chas. E., 9 Arlington pl "
5 *Pauli, Mrs. Augustus*, 159 State st "
6 Plass, Louis, 404 6th st "
7 Pope, A. B., 262 Fifth ave "
8 Proctor, Richard C., 61 Ross st "
9 Propfe, Theo., 1204 Bedford ave "
600 Quesenbury, J. L., 1168 4th ave "
1 Rankin, S. I., 40 St. Marks pl "
2 Read, G. A., 303 Flatbush ave "
3 Rogers, F. B., 221 Prospect pl "
4 Ryerson, J. Eugene, 198 8th st "
5 Sammond, H. S., 330 8th st "
6 Schilling, Paul, 185 Ross st "
7 *Schwalbach, Mrs. Chas.*, 20 Lincoln road "
8 Sellers, Alfred J., 103 Kosciusko st "
9 Sexton, Philip J., 671 5th ave "
610 Sidford, H. G., 987 Greene ave "
1 Smith, Horace G., 498 1st st "
2 Smith, Lester B., 57 Cranberry st "
3 Sommers, Theo. H., 580 Atlantic ave "
4 Sommerville, F. M., 186 Remsen st "
5 Stratton, Wm. H., 81 Carlton ave "
6 Stryker, R. S., 562 State st "
7 Sutton, J. M., 126 Berkeley pl "
8 Swanson, Oscar, 148 Baltic st "
9 Taylor, Jas. L., 777 Carroll st "
620 Thwing, Eugene, 156 St. Marks ave "
1 Towl, Allan T., 241 President st "
2 Thrush, Arthur, 10 Saratoga ave "
3 Truex, S. P., 283 Franklin ave "
4 Tuller, Howard, 85 E. 4th st., Windsor Terrace, Brooklyn

81,625 Tyrrel, B. H., 117 Bergen st Brooklyn
6 Van Sciver, George, 670 President st "
7 *Van Sciver, Mrs. Geo.*, 670 President st "
8 Walander, Chas., 1610 Fulton st "
9 Watson, Francis A., 497 9th st "
630 Weir, James, 1 Monroe pl "
1 Weller, Chas. W., 323 3d st "
2 Wellington, H. A., 459 Wyona st "
3 Wilcox, Arthur F., 411 Fulton st "
4 Wilcox, James H., 411 Fulton st "
5 Williams, Edwin A., 34a Windsor pl "
6 Whitin, Fred H., 349 Clinton st "
7 Whittlesey, John E., 480 14th st "
8 Winne, Arthur, 28 Lenox road "
9 Wintraecken, A., 22 Tompkins pl "
640 Wintraecken, A. C., 22 Tompkins pl "
1 Conner, Clarence B., 609 Putnam ave "
2 Kaiser, William, 889 Park ave "
3 Marcus, Martin, 822 Broadway "
4 Richards, Walter S., 29 Willow st. "
5 Van Voorhis, William H., 195 Baltic st "
6 Bliss, John L., 440 Jefferson ave "
7 Darling, Jas. J., 200 So. Oxford st "
8 Eakin, Adolph, 318 Carlton ave "
9 Graham, Archie, 74 Rush st "
650 Keiley, Benj. A., 213 Clermont ave "
1 *Lindsey, Mrs. F. E.*, 406 Union st "
2 Mund, Ferd., 283 Vernon st "
3 Reeve, J. H., 1583 Myrtle ave "
4 Ranch, F. A., 54 Stuyvesant ave "
5 *Wooley, Mrs. W.*, 353 7th st "
6 Breath, Wm. L., 201 S. 9th st "
7 Barnes, Theo. S., 243 Carlton ave "
8 Boenig, R. W., 199 Nassau ave "
9 Cory, Jean Louis, 428 9th st "
660 Cruikshank, Barton, 151 Berkeley pl "
1 Clark, Thomas E., 177 Montague st "
2 Dunn, Wm., 193 54th st "
3 Decker, Wm. H., 200 St. Marks ave "
4 Force, Wm. A., Jr., 251 Ryerson st "
5 Gibson, Tom, 237 Garfield pl "
6 Griswold, F. J., 132 8th ave "
7 Hart, Andrew W., 150 Clinton st "
8 Hertwig, Chas. R., 813 Greene ave "
9 Huntling, J. Percival, 454 Classon ave "
670 Hammond, R. E., 1073 Bedford ave "
1 Johnson, Jas. D., 104 McDonough st "
2 Krumbeck, Wm., Jr., 91½ Ross st "
3 Lynes, D. W., 1219 Dean st "
4 Moller, Augustus F., 127 Lafayette ave "
5 McLaughlin, Wm. H., Flatbush ave. and Malbone st., Brooklyn
6 McCauley, Philip, 43 Willoughby st Brooklyn
7 Merrill, W. Albert, 382 Quincy st "
8 Miller, Wm., 611 Warren st "
9 Miller, Geo. J., 5 Middagh st "
680 Pratt, John R., 114 McDonagh st "
1 Sharp, Peter T., Jr., 60 Second st "
2 Stanley, Arthur F., 14 E. 21st st "
3 Utter, John L., 365 A Quincy st "
4 Walker, Wm., 408 Jefferson ave "
5 Williams, Geo. H., 210 Adelphi st "
6 Burrage, Robert R., 574 Quincy st "
7 Breed, Rev. Geo. F., 139 St. Johns pl "
8 Ferguson, John McW., 459 Lafayette ave "
9 Pearsall, Samuel, 421 Monroe st "
690 Martin, E. H., 421 Monroe st "
1 Wieseman, Otto, 213 12th st "
2 Kingston, Harry O., 274 Summer st Buffalo
3 Mixer, Fred K., 427 Delaware ave "
4 Myer, Albert J. (P. O. Lakeview, N. Y.) "
5 White, Charles A., Mayor's office "
6 Wilson, Edmund R., 705 Main st "
7 Welch, Thomas Cary, 24 Law. Excge. "
8 Warhus, Wm. H., 24 Law. Excge. "
9 *Hojer, Mrs. E.*, Ocean Parkway Coney Island
700 Ward, Dr. John, Surf ave "
1 Stubenboard, Conrad, Surf ave "

81,702 Hein, Wm. Corona
3 Geddes, Walter S., 452 Broadway East Albany
4 Stevens, Lieut. G. W. S. Fort Hamilton
5 Fritz, Herman G., Battery "A," 1st Arty. "
6 Rose, William, 25 Lenox Road Flatbush
7 Downing, Geo. W., 90 Fenimore st "
8 Collins, Frank A., Amity st Flushing
9 Degenhardt, M., 35 Wilson ave "
710 Franklin, Edward M., 62 Sanford ave "
1 Neale, A. D., box 8 Groton
2 Maurer, Edmund J., Eng. office D.P.W. High Bridge
3 Carpenter, Wm. N. Hastings-on-Hudson
4 Corwin, Burton D. Jamaica
5 Miner, John L., 103 E. 2d st Jamestown
6 Selmser, Earl D. Johnstown
7 *Kahn, Mrs. W. H.*, 483 Jamaica ave. Long Island City
8 Sabin, A. H., box 85 " "
9 Vaughan, Fred D., 18 Franklin st " "
720 White, F. D. Lyndbrook
1 Mapes, Clair Mapes
2 Moore, Frank C. Morris Heights
3 Kipp, Rathburn, 42 Glen ave Mt. Vernon
4 Sturges, Laurance C., 29 S. 5th ave "
5 Bernard, Harry, 1st st. and 5th ave "
6 Hoffer, Geo. W. Nyack
7 Peters, Ernest "
8 Randolph, Wm. J. "
9 Sippell, Edwin B., Jr. "
730 McKean, G., 13 Stuyvesant pl New Brighton
1 Leland, Wm. W., First st Olean
2 Thompson, M. L., 155 6th st "
3 Hancock, C. F., 196 W. 1st st Oswego
4 Linsley, Julius G., U. S. Signal Service "
5 Oliphant, Richard, cor W. 6th and Oneida st "
6 Poucher, Allen W., 148 W. 5th st "
7 Cronk, W. E., J. box 665 Oxford
8 Berger, Robert New Rochelle
9 Kuchler, H. C. "
740 Cornell, Albert M. "
1 Ross, Bertram "
2 Fitzpatrick, James F. "
3 Weisskopf, Wm. "
4 Karl, Carl "
5 Palmer, J. "
6 Newcomb, E. J. "
7 Lubfried, Frank "
8 Riggs, C. B. "
9 Redmond, Frank J. "
750 Feinels, Louis "
1 Denton, T. E. "
2 Keller, A. "
3 Towns, W. J. "
4 Suiger, Harry "
5 Vuest, J. "
6 Lucas, W. C. "
7 Brickner, M. M. "
8 Gallagher, T. J. "
9 Honywill, A. W., 217 Williams st "
760 Hall, Frank E., 48 Wash. st Port Chester
1 Underhill, Frances T. Oyster Bay
2 Muntigel, Richard, Pleasant Plains Princess Bay
3 *Kellas, Miss Eliza*, Court st Plattsburg
4 Adrience, Harris Ely Pelham Manor
5 Rodman, Geo. E. "
6 Jones, Wm. A., Jr. Richmond Hill
7 Hinds, Arthur "
8 McGill, W. Harry, Bella Vista Riverdale
9 Howe, John B., S. Goodman st Rochester
770 Hastings, D. G., 7 Park ave "
1 White, Ray Hill, 87 East ave "
2 Wilmerding, H. L., Genessee Valley Club "
3 Britenstool, J. A., 5 Portsmouth Terrace "
4 Ernst, Louis J., 129 E. Main st "
5 *Farnum, Miss Nellie*, 150 Pike st Port Jervis
6 *Farnum, Miss Josephine*, 150 Pike st "
7 Morris, Edgar C. Pulaski
8 Benjamin, H. R. Sayville
9 Clouser, Oscar D. Salisbury Mills

81,780 Jenkins, Fred Sea Cliff
1 Haight, Wm. M. Shelter Island Heights
2 *Haight, Mrs. Wm. M.* " "
3 Graef, W. H., 161 St. Paul's ave Stapleton
4 Sutton, Thomas Staatsburgh
5 Carson, Robert H. Stillwater
6 Edgerton, Charles W. "
7 Edgerton, James M. "
8 Carr, Frank L. Saranac Lake
9 Kendall, Henry C. "
790 Leonard, Wm. C. "
1 Morgan, John C. "
2 Wasson, James T., 33 N. Ferry st Schenectady
3 Koerner, Aug. A. N., 15 Hamilton ave., So. Brooklyn.
4 Soule, F. C., 509 W. Onondaga st Syracuse
5 Bing, John Tarrytown
6 Stevenson, S. M., box 75 Tuckahoe
7 Ellis, Burnie, 188 River st Troy
8 Connolly, Joseph, box 346 Westchester
9 Colemans, Anthony, Westchester ave "
800 Curtin, Daniel F., cor. 5th ave. and 7th st., West Troy
1 Bishop, William C. West New Brighton
2 Johnston, Robert P., Lt. of Engineers U. S. Army, Willets Point.
3 Ogden, Leslie M. Woodhaven
4 Kight, Alonzo B., 423 S. Broadway Yonkers
5 DeMarmon, A. P., 286 S. Broadway "
6 Rives, G. W., 146 Lexington ave Rochester
7 Saulpaugh, Geo. H., 9th and Lexington ave "
8 Nye, C. Burton, 34 Flint st "

North California—34.

Calistoga R. C.
81,809 McArthur, A. H., Calistoga

Acme C. W.
810 Thomson, C. M., 914 Magnolia st Oakland
1 McKeer, H. S., 1810 Atlantic st "
2 Harsen, Geo. A., 929 Poplar st "
3 Otey, James H., 1012 14th st "
4 Rogers, Edward A., 1001 Webster st "
5 Wagor, George H., 857 Broadway "

Y. M. C. C.
6 Rode, W. E., 875 Centre st Oakland

Cal. C. C.
7 Sorrenson, Crist, 1744 Market st San Francisco

O. C. W.
8 Smith, L. H., 1619 Washington st San Francisco
9 Crist, Chas. W., 513 California st "

Garden City C.
820 Church, H. Arthur, 298 W. San Salvador, San Jose

Palo Alto C. C.
1 Peters, Charles Albert, box 243 Palo Alto

Cream City C. C.
2 Ring, I. M. Ferndale
3 Miner, Chas. A. "
4 Helgestad, Olaf "

Humboldt W.
5 Putnam, Lou. C. Eureka
6 Elsemore, W. C. "

Unattached
7 Smith, Clarence M., 1825 Clinton st Alameda
8 Littlefield, Warren A., cor 4th and F sts Eureka
9 Roberts, Geo. F., 1407 G st "
830 Roberts, Guy L., " " "
1 Dickson, Samuel Fortuna
2 Edwards, Ray H. Ferndale
3 Lane, Geo. R. Fortuna
4 William, G. W. "
5 Cavanagh, C. J. Fort Bragg
6 Johnson, Geo. A. "
7 Surryhine, W. J. "

81,838	Weller, Chas. H.	Fort Bragg
9	Whipple, J. F., McPherson st	"
840	Lippitt, Frank K.	Petaluma
1	Adams, E. F., 414 D. Devisaclero st	San Francisco
2	Murgotten, Henry C., 1325 Market st	"

Ohio — 66.

Cleveland W. C.

81,843	Smith, Albert W., 754 Republic st	Cleveland
4	Thie, C , care Dime Sav. and Bank. Co	"
5	Jones, A. M , 521 Perry Payne bld'g	"
6	Brobst, F. A., The Hollendon	"
7	Weber, John, 97 Central ave	"
8	Barth, John, care Cleveland Yacht Club	"
9	Reimund, P., 1023 Society for Sav.	"
850	Williams, A. G., 54 Wabash ave	"
1	Williard, L. J , 11 Ruth st	"
2	Davis, A. R., 216 Cuy'o bld'g	"
3	Stumm, G. A., 652 Hough ave	"
4	Stewart, C. D , care Cleveland Mill. Co.	"
5	Miller, J. A., 535 Lake st	"
6	Oram, O., 1692 Superior st	"
7	Wilberding, J. B., New Market House	"
8	Furry, F., 275 Euclid ave	"
9	Heydorn, H. G., 380 St. Clair st	"
860	Stegman, A. J., 15 Kindswater st	"
1	McDonough, T. P., 29 Sherriff st	"
2	Gage, H. T.	Collinwood
3	Stanton, N. T.	East Cleveland
4	Andrews, J. C.	Lakewood

Dayton B. C.

5	Bickham, D. D.	Dayton
6	Breene, Chas. L. D.	"
7	Cramer, Melvin	"
8	Dale, Judge Chas. W.	Dayton
9	Hixon, J. D.	"
870	Hussa, Patrick C.	"
1	Legler, Bert	"
2	Porter, Frederick E.	"
3	Switzer, J. W.	"
4	Wilson, Geo. T.	"
5	Weinrich, Isaac	"
6	Zehring, Wilbur	"

Porkopolis W.

7	Barnhorn, Joseph D., care G. Baker, Pearl and Broadway, Cincinnati	

Bryan C. C.

8	Shaffer, A. L.	Bryan
9	Welker, Geo. M.	"
880	Webster, J. R.	"
1	Yunck, Chas. F.	"

Lima W.

2	Altschul, Mackay S , box 562	Lima

Wyandot W.

3	Hedges, Benson Bice, box 414	Upper Sandusky

Canton B. C.

4	Fife, J. Addison, 26 East 8th st	Canton
5	Melbourne, Frank J., 391 W. Tuscarawas st,	"
6	Gschwend, Will B., box 349	"

Century C. C.

7	Rogers, Henry C.	Mechanicsville

Oberlin W. C.

8	Kribs, H. G.	Oberlin
9	Abell, J. W., Jr., 128 North Pleasant st	"

Massillon W. C.

890	Volkmor, Elmer L., 16 North Erie st	Massillon

Ports C. C.

1	Duke, Kline, 35 East 3d st	Portsmouth

Unattached.

2	Wolff, Chas. A.	Bryan
3	Melchion, Will E., 163 South Market st	Canton
81,894	Laughlin, Sam'l O., 21 West Lake st	Canton
5	Gates, Chas E. R., Cinti Gymnasium,	Cincinnati
6	Studebaker, W. R., 127 Superior st	Cleveland
7	Anders, Harry V.	Lima
8	Price, Chas. F , 115 South Metcalf st	"
9	Rice, T. J.	North Amherst
900	*Roff, Miss Alice E.*, 1105 Madison st	Toledo
1	Baldwin, H. R., Diamond Mills	Youngstown
2	Leonard, John E., care F. & M. Co.	"
3	Orr, Fred M , 25 South Phelps st	"
4	Smith, Edward L., 1357 Oak st	Columbus
5	Frederick, Robert G.	Harrison
6	Redkey, Charles C., box 71	Leesburg
7	Montfort, W. F.	Marietta
8	Hupp, Albert, 109 West Main st	Urbana

Oregon — 2.

Unattached.

81,909	Matlock, C. C., box 166	Eugene
910	Goodale, James C., Jr., box 152	"

Pennsylvania — 161.

Century W.

81,911	Engel, Geo. A., 441 Market st	Philadelphia
2	Townsend, Geo. W , R. 713 Betz bld'g	"
3	Steppacher, E. M., 932 Market st	"
4	Aaronson, Chas. F , 141 North 16th st	"
5	Armstrong, Schuyler, 1600 Columbia ave	"

Columbia C.

6	Curtis, Wm., 2006 North 20th st	Philadelphia

Carnegie C. C.

7	Fredericks, A. M., 624 4th st	Braddock

Cannonsburg C.

8	Fee, Wm. H., box D	Cannonsburg

Carbondale B. C.

9	Crago, Wm. H., Hotel American	Carbondale

Wissaluken W.

920	Owens, M. M., 137 Wistar st	Germantown
1	Wilson, Francis Vaux, 414 School lane	"

Juniata W.

2	Craig, S. Monroe	Huntingdon
3	Rupert, J. Lee	"
4	Fisher, Geo. W.	"
5	Drake, Walter C.	"
6	Ewing, R. B., 529 Penn. ave	"
7	Patterson, Dr. H. G., 529 Penn ave	"

McKeesport C.

8	Stone, W. A., 841 Jenny Lind st	McKeesport
9	Young, Jas. H.	Reynoldton

Milton W.

930	Krause, A. Frank	Milton

Mountain W. C.

1	Hudson, Thornley B.	Philipsburg

Pa. Bi. C.

2	Beath, Robt. B., Jr., 747 N. Broad st	W. Phila.

Westmoreland W.

3	Fries, C. H.	Greensburg
4	Barnhart, S. A.	"
5	Black, J. Audley	"
6	Moore, J. P.	"
7	Barclay, Thomas	"
8	Baer, F. L.	"

Hill School W.

9	Hall, Geo. Raymond, 1131 Arch st	Philadelphia

Lancaster W.

940	Grube, W. C.	Lancaster

S. E. Wheelmen

1	Watters, E. T., 1534 Tiernan st	Philadelphia

Century Club

2	Schaller, Frank F., 1951 N. 6th st	Philadelphia

Century Cycle Club

81,943	Neuber, Fred W., 1746 Tulip st	Philadelphia

Century Wheelmen

4	Roth, Sam'l S. J., 154 No. 11th st	Philadelphia

Tourist Cycle Club

5	Reinhardt, D. D., 813 Drexel bld'g	Philadelphia

Columbia Cyclers

6	Ross, Edwin B., 624 No. 12th st	Philadelphia

Carbondale Cycle Club

7	Scurry, Dan'l, 22 Wyoming st	Carbondale
8	Wonnacott, Oscar E., 73 Wayne st	"

Arrow Cycle Club

9	Stevenson, Harry	Du Bois

Keystone Bi. Club

950	Mellow, Walter C., 77 5th ave	Pittsburg
1	Hughes, T. E., 26 7th ave	"
2	Strickler, E. D., 6010 Centre ave	"
3	Pitcairn, D. A., 5227 Ellsworth ave	"
4	Criswell, Edgar G.	"
5	Broome, Geo., 422 Monroe ave	Scranton

Unattached

6	Bohn, Chas. H., N. E. cor. 2d & Poplar st	Philadelphia
7	Price, Chas. S., 1012 Chestnut st	"
8	Metzger, Percy B., 715 Chestnut st	"
9	Hart, Geo. S., Belmont and Elm ave	"
960	Green, Thos. H., 3605 Chestnut st	"
1	Kauffman, Jno. F., 242 Market st.	"
2	Meyers, Samuel, 36 N. 3d st	"
3	Mayne, Wm. C., 726 S. Broad st	"
4	Hood, Geo. R., 672 Bullitt bldg	"
5	Haas, A. J., 125 S. 5th st	"
6	Klufkee, Harry E., 226 E. Thompson	"
7	Klufkee, Conrad J., 1345 Marlborough st	"
8	White, Elias H., Girard College	"
9	Adams, Wm. W., Jr., 813 N. 8th st.	"
970	Repplier, Jas. M., 110 N. 19th st	"
1	Dalbey, Chas. G., 4715 Balto. ave	"
2	Lackenbacher, Paul, 816 Arch st	"
3	Jones, Roland A., 902 Chestnut	"
4	Ennis, W. A., 1530 Edgely st	"
5	Neeff, Geo. B., 923 Richfield st	"
6	Allen, J. Turley, 108 S. 42d st	"
7	*Flanagan, Alice N.*, 1307 Parrish st	"
8	Michaelsen, F. H., 4001 Green st	"
9	King, Guy, 431 Chestnut st	"
980	Abrams, Frederick A., 2114 Woodstock	"
1	Hull, Thos. H. B., 3137 N. 15th st	"
2	Whetstone, Walter, 1315 Jefferson ave	"
3	Fox, H. Russell, 4202 Walnut st	"
4	Gregory, Jos. D., 1646 S. 2d st	"
5	Freeman, W. McL., 2605 Columbia ave	"
6	Nicholson, Walter S., 117 Chestnut st	"
7	Potts, George E., 2514 Frankford ave	"
8	Weinberg, Samuel, 1305 Marshall st	"
9	Young, P. F., 303 Walnut st	"
990	Henson, Edw. F., 921 N. Delaware ave.	"
1	Hopper, Chas. S., 801 Cameron st	"
2	Graham, Walter M., 427 N. 17th st	"
3	Lawrence, H. H., 1600 Mt. Vernon st	"
4	Barnes, Franklin P., 1525 Cherry st	"
5	Shannin, J. P , 2623 Montgomery ave	"
6	Haag, Fred, Jr., 801 N. 24th st	"
7	Egan, W. F., 2637 Columbia ave	"
8	Hanson, Howard W , 803 Sansom st	"
9	Kursh, Geo. F., 4020 Spring Garden st	"
82,000	Smith, R. Irwin, 715 Chestnut st	"
1	Banks, Benj. S., 925 Chestnut st	"
2	Dulles, L. Harrison, 262 S. 16th st	"
3	Parish, R. H., 1508 Morris st	"
4	McCrory, Jos. Ashton, 1309 12th ave	Altoona
5	Easter, Dan'l M., M.D., Asst. Med. Ex., P. R. R. Altoona	
82,006	Williams, F. H., 122½ Ohio st	Alleghany
7	Bell, Jno. A., 13 Federal st	"
8	Morris, W. J., Woods Run & McClure ave	"
9	Masland, H. C., M.D., 115 S. Main	Bethlehem
010	Chase, Edw. B.	Burmont
1	White, M. L.	Coudersport
2	Smith, M. B.	"
3	*White, Miss C. M*	"
4	*McCormick, Miss Kate*	"
5	*Larrabee, Mrs. L. E.*	"
6	Howell, E. A., 1428 Chestnut	Chester
7	Proper, S. B.	Diamond
8	Steckel, Edward L.	Doylestown
9	Miller, Judd. R.	E. Springfield
020	Jeal, Archie L., box 73	Erie
1	Wagner, G. Edward, 128 W. Tuppehocken st	Germantown
2	Borup, H. D., 235 Pelham Road	"
3	Alden, Chas. A., 1721 Hunter st	Harrisburg
4	Rutherford, H. A., box 129	"
5	Stevens, J. Frank, 64 N. Queen st	Lancaster
6	Gresh, C. E. L.	Milton
7	Wolff, Bernard P., Allens Lane	Mt. Airy
8	Mellinger, Clayton S.	Mountville
9	Grimes, Wilson D., Lake st	North East
030	Farnum, Chas. A., 830 Arch st	Norristown
1	Melhuish, Francis, box 63	Picture Rocks
2	Pocock, Francis A., 526 S. Centre	Pottsville
3	Geidel, A. Albert, 3419 Ridge st	Pittsburg
4	Sommer, Martha W.	Quakertown
5	Hillegass, Frank B., box 68	"
6	Stupp, Isaac E., 350 N. 6th st	Reading
7	Storkey, Wm. H., Shawmut ave	Roxborough
8	Koons, E. C., Dickson Mfg. Co.	Scranton
9	O'Brien, R. M., 501 Wash. ave	"
040	Burgess, Chas., Jr., E. Walnut st	Titusville
1	Beatty, Chas. M.	Tarentum
2	Atlee, J. A.	Tyrone
3	Beeson, Harry, 71 West Main st	Uniontown
4	Johnson, John L., 96 West Main st	"
5	Maust, J. E., box 692	"
6	Malcolm, Albert E., box 112	"
7	Semans, F. M., Jr., box E, Fayette Co.	"
8	Howard, Will N., 17 East Main st	"
9	Patterson, Guy E., West Chestnut	Washington
050	Wittfield, Augustus, 5137 Columbia ave	West Philadelphia
1	Barney, Delbert, M. D., 46 S. Main st	Wilkes Barre
2	Brown, Geo. H., care Vulcan Iron Works	"
3	*Swartz, Mrs. W. P.*, cor. George and Princess sts,	York
4	Danziger, J. C.	Bethlehem
5	Peirsol, Winfield S., 111 High st	Germantown
6	Cope, Eli H.	Lincoln University
7	Streator, Sidney V.	Ridley Park
8	Hungerford, Ernest M., 23 Dana pl,	Wilkes Barre
9	Lundegren, Chas. A., 1701 16th st	Altoona
060	Miller, R. F. B., M. D., 69 Arch st	Allegheny
1	Bushman, E. C., 29 West Main st	Carlisle
2	Roth, Henry W., 1235 Potter st	Chester
3	Ziegler, Chas. T., Main st	Gettysburg
4	Stevens, Harry M., box 52	Malvern
5	O'Neil, Florence, *Dispatch*	Pittsburg
6	Haslett, Walter N., 504 Hay st, sta. D	"
7	Laughlin, Edw. R., Ellsworth ave	New Castle
8	Thompson, David P., 115 Pittsburg st,	Riegelsville
9	Steckel, S. W., box 47	Scranton
070	Bone, Chas. H., 1018 Vine st	Wilkinsburg
1	Craig, Wm. F., Jr., 842 Rebecca ave,	

Rhode Island — 8.

R. I. W.

82,072	Devlin, Frederic E., 60 River st	Pawtucket

Unattached

3	Watson, E. L.	Bristol
4	*Watson, Frances A.*,	"

82,075	Thorniley, Jas. W., cor. Warren & West ave Pawtucket	
6	Clapp, Chas. F., 1081 Westminster	Providence
7	Hilton, Otto S., 16 Chestnut st	"
8	Sturges, Howard O., 177 Hope st	"
9	Gardiner, Frank E., 48 Laura st	"

South California — 2.

San Diego W.

82,080	Schiller, Joseph R., 1031 F st	San Diego

Unattached

1	Ellis, F. E.	Santa Barbara

Texas — 18.

Ft. Worth W.

82,082	Burton, J. G., 210 Main st	Fort Worth
3	Doak, Jas. N., 503 E. Weatherford	"
4	Sheldon, Chas. W., 302 Houston	"
5	Smith, J. W., Windsor Hotel	"
6	Williams, W. P., 214 Main st.	"

O. F. F. Cyclers.

7	Kirby, Mrs. Jno. H., 1303 Lamar ave	Houston

Bonham C. C.

8	Taylor, Yerker E.	Sherman

Crescent C. C.

9	Davis, C. A., 105 No. Spring st	Tyler
090	Frazier, Claude, 113 East Erwin	"
1	Hammond, J. D.	"
2	Henderson, James M., 216 North Spring st	"
3	White, H. B., 115 E. Erwin	"

Alamo W.

4	Waelder, Jacob, 214 Jefferson st	San Antonio

Unattached

5	Kinkel, Louis, 387 Pearl st	Dallas
6	Roach, E. H., 178 Elm st	"
7	Coleman, Robert	Sherman
8	Preston, P. C.	"
9	Smith, R. E.	"

West Virginia — 1.

Unattached

82,100	Franklin, Ernest, box 102	Pt. Pleasant

Wisconsin — 46.

Badger W.

82,101	O'Brien, Morgan S., 63 So. 12th st	Milwaukee

Superior C. C.

2	Agen, R. J., 601 Tower ave	Superior
3	Arnold, Norville B., Keystone blk	W. Superior
4	Arnold, J. B., Keystone blk	"
5	Helmick, T. E.	"
6	Pelletier, C. A., 153 Tower ave	"
7	Orchard, Dr. Herbert, Keystone blk	"
8	Pease, J. G.	"
9	Spring, F. E., 1614 17th st	"
110	Snyder, L. F.	"

Unattached

1	Dorr, Roy	Antigo
2	Grimes, John J.	Colby
3	Anderson, S. W., 208 So. 15th st.	La Crosse
4	Brenk, Joseph J., 404 Milwaukee st	Milwaukee
5	Burgess, A. J., 1102 Grand ave	"
6	Chapman, A. P., Jr., 402 E. Water st	"
7	Hayes, W. R., 1418 Wells st	"
8	Hay, Dr. Thomas H., 209 19th st	"
9	Hitz, Dr. Henry B., r 607 Matthews bldg	"
120	Staples, Edw. N., 644 Cass st	"
1	Brown, Abe, 630 Grand ave	"
2	McGovern, Dr. J. J., 601 Grand ave	"
3	Washburn, Wm. H., 803 Grand ave	"
4	Kiewert, Robert, 9 Waverly pl	"
82,125	Kiewert, Chas. G., 114 Huron st	Milwaukee
6	Maxwell, A. G., 89 Huron st	"
7	Snell, Arthur B., 143 Main	Oshkosh
8	O'Brien, Jay O., 121 Jefferson ave	"
9	Warner, Paul S., 516 E. Gorham st	Madison
130	Scott, Warren W., box 273	Racine
1	Dingle, Alex	Rhinelander
2	Mead, George K.	Sheboygan
3	Fairweather, S. J., box 186	"
4	Gordon, Dewight W., 714 N. 7th st	"
5	Jones, C. B., 1018 6th st	"
6	Koll, Otto J., 617 Erie st	"
7	Kent, Gus, 928 6th st	"
8	Lawrence, F. W., 624 Erie ave	"
9	Marschner, A., 411 Center ave	"
140	Neumeister, Arthur G., Michigan st	"
1	Rummele, E. H., 8th st	"
2	Schrage, Gus	"
3	Schrage, Wm.	"
4	Warden, J. D., 707 8th st	"
5	Williams, Francis, 702 Ontario ave	"
6	Roach, C. E., 1208 Towers ave	Superior

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Kentucky — 1.

Unattached

82,147	Tanner, H. C.	Owensboro

Massachusetts — 1.

Unattached

82,148	*Thacher, Maude P.*, Morrison Road	Wakefield

New Jersey — 9.

Vineland B. C.

82,149	Howe, Everett C., 6th and Montrose	Vineland
150	Williams, Sam'l T., W. Boulevard & Elm	"
1	Esibill, T. O., 305 So. 3d st	"

Century W.

2	Faber, Wm. R., 38 Rockview ave	Plainfield
3	Sprowl, E. Albert, Rockview Terrace	"
4	Cook, Chas. S., Rockview ave	"

Tourists C. C.

5	Paton, Clark, Graham ave. & Tyler st	Paterson

Unattached

6	*Claypoole, Mrs. I. W.*, 57 Jefferson st	Paterson
7	*Stearns, Mrs. T. L.*	Springfield

New York — 2.

Unattached

82,158	*Rice, Mrs. C. S.*, 28 Russell pl	Brooklyn
9	Terry, Herbert L., Main st	Sayville

Rhode Island — 1.

Unattached

82,160	*Hilton, Clara M.*, 16 Chestnut st	Providence

Washington — 1.

Colfax C. C.

82,161	Hamilton, Boyd	Colfax

LEAGUE CLUB RENEWALS.

390	Wyandot Wheelmen	Upper Sandusky, O.
246	Englewood Wheelmen	Englewood, N. J.
230	Whitinsville Bi. Club	Whitinsville, Mass.
279	Hartford Wheel Club	Hartford, Ct.
592	Arrow Cycle Club	Du Bois, Pa.
126	Lockport Wheelmen	Lockport, N. Y.
521	Pinnacle Cycle Club	Stoughton, Mass.
256	Dayton Bi. Club	Dayton, O.

? ? ? ? ? ? DO YOU USE SOFT SOLDER?
DO YOU USE MURIATIC ACID?
DOES IT RUST YOUR WORK?

Would you like to avoid the rust and yet have the effectiveness of the acid?

IF YES

Buy the Elliott Noncorrosive Soldering Fluid

It has been used for years by many well-known concerns, a few of whom have written their opinions below.

OFFICE OF
STANLEY RULE AND LEVEL CO.,
Manufacturers of Carpenters' Tools, Etc.
NEW BRITAIN, CONN.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—Will you please hurry the ten gallons Noncorrosive Soldering Fluid just ordered. We like this better than anything we have ever used. It does not stain nor corrode the work. Our men do not have to be careful about handling tools when they happen to have a little of the Fluid on their hands. Yours,
STANLEY RULE AND LEVEL CO.,
By H. S. Walter, Supt.

FACTORY OF
POPE MANUFACTURING CO.,
Manufacturers of Columbia Bicycles,
HARTFORD, CONN.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—We have used over sixty gallons of your Noncorrosive Soldering Fluid, and feel that we cannot say too much in its praise. It has given perfect satisfaction in every respect. It is quick in action and has never given us the slightest trouble in the way of rusting the parts to which it has been applied.
Respectfully,
POPE MANUFACTURING CO.,
Geo. H. Day, Vice-Prest.

OFFICE OF
A. H. ANDREWS & CO.,
Manufacturers of Bank, Office and School Furniture, Etc.,
CHICAGO, ILL.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—We have to say that the Superintendent of our brass and wire department is very much pleased with your Noncorrosive Soldering Fluid and says it is the best he ever used.
Very truly yours,
A. H. ANDREWS & CO.

OFFICE OF
L. S. STARRETT,
Manufacturer of Fine Mechanical Tools,
ATHOL, MASS.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—Before we knew of your Noncorrosive Soldering Fluid the fumes of muriatic acid, which we used, made the work so disagreeable for my help that they preferred any other job to that of soldering. Your Fluid is odorless and clean to use, while it causes an even and effective flow of solder. With it my help are as willing to do the soldering as any other job. Wishing you the success its merits deserve, I am
Yours very truly,
L. S. STARRETT.

OFFICE OF
GOODNOW & WIGHTMAN.
Dealers in Hardware and Tools,
BOSTON, MASS.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—We have sold your Noncorrosive Soldering Fluid for several years, and have never heard the slightest complaint concerning it.
Yours,
GOODNOW & WIGHTMAN.

OFFICE OF
THE STANDARD LIGHTING CO.,
Manufacturers of Lamps, Vapor Burners, Tinners' Furnaces, Etc., Etc.,
CLEVELAND, OHIO.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—We have used your Noncorrosive Soldering Fluid for two years; we are using it now; we expect to use it in the future in large quantities.
Yours truly,
R. FLICK, Supt.

The Elliott Soldering Fluid is without doubt the only reliable non-corroding flux for soft soldering now on the market.

IT IS PUT UP IN VARIOUS QUANTITIES AS FOLLOWS:

Sample bottle, by mail, prepaid, -	10 cents.
1-oz. bottles, (packed 1 doz. in case),	$1.20 per doz.
4-oz. " (packed any number in case),	25c. each.
1-pint tin cans, - - - - -	60c. "
1-quart tin cans, - - - - -	$1.10 each.
2-quart tin cans, - - - - - -	2.00 "
1-gal. " " - - - - -	3.75 "
1-gal. " " (ten or more at one order),	3.50 "

ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

82,075	Thornley, Jas. W., cor. Warren & West ave Pawtucket	
6	Clapp, Chas. F., 1081 Westminster	Providence
7	Hilton, Otto S., 16 Chestnut st	"
8	Sturges, Howard O., 177 Hope st	"
9	Gardiner, Frank E., 48 Laura st	"

South California — 2.

San Diego W.

82,080	Schiller, Joseph R., 1031 F st	San Diego

Unattached

1	Ellis, F. E.	Santa Barbara

Texas — 18.

Ft. Worth W.

82,082	Burton, J. G., 210 Main st	Fort Worth
3	Doak, Jas. N., 503 E. Weatherford	"
4	Sheldon, Chas. W., 302 Houston	"
5	Smith, J. W., Windsor Hotel	"
6	Williams, W. P., 214 Main st.	"

O. F. F. Cyclers.

7	Kirby, Mrs. Jno. H., 1303 Lamar ave	Houston

Bonham C. C.

8	Taylor, Yerker E.	Sherman

Crescent C. C.

9	Davis, C. A., 105 No. Spring st	Tyler
090	Frazier, Claude, 113 East Erwin	"
1	Hammond, J. D.	"
2	Henderson, James M., 216 North Spring st	"
3	White, H. B , 115 E. Erwin	"

Alamo W.

4	Waelder, Jacob, 214 Jefferson st	San Antonio

Unattached

5	Kinkel, Louis, 387 Pearl st	Dallas
6	Roach, E. H., 178 Elm st	"
7	Coleman, Robert	Sherman
8	Preston, P. C.	"
9	Smith, R. E.	"

West Virginia — 1.

Unattached

82,100	Franklin, Ernest, box 102	Pt. Pleasant

Wisconsin — 46.

Badger W.

82,101	O'Brien, Morgan S., 63 So. 12th st	Milwaukee

Superior C. C.

2	Agen, R. J., 601 Tower ave	Superior
3	Arnold, Norville B., Keystone blk	W. Superior
4	Arnold, J. B., Keystone blk	"
5	Helmick, T. E.	"
6	Pelletier, C. A., 153 Tower ave	"
7	Orchard, Dr. Herbert, Keystone blk	"
8	Pease, J. G.	"
9	Spring, F. E., 1614 17th st	"
110	Snyder, L. F.	"

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4	Brenk, Joseph J., 404 Milwaukee st	Milwaukee
5	Burgess, A. J., 1102 Grand ave	"
6	Chapman, A. P., Jr., 402 E. Water st	"
7	Hayes, W. R., 1418 Wells st	"
8	Hay, Dr. Thomas H., 209 19th st	"
9	Hitz, Dr. Henry B., r 607 Matthews bldg	"
120	Staples, Edw. N., 644 Cass st	"
1	Brown, Abe, 630 Grand ave	"
2	McGovern, Dr. J. J., 601 Grand ave	"
3	Washburn, Wm. H., 803 Grand ave	"
4	Kiewert, Robert, 9 Waverly pl	"
82,125	Kiewert, Chas. G., 114 Huron st	Milwaukee
6	Maxwell, A. G., 89 Huron st	"
7	Snell, Arthur B., 143 Main	Oshkosh
8	O'Brien, Jay O., 121 Jefferson ave	"
9	Warner, Paul S., 516 E. Gorham st	Madison
130	Scott, Warren W., box 273	Racine
1	Dingle, Alex	Rhinelander
2	Mead, George K.	Sheboygan
3	Fairweather, S. J., box 186	"
4	Gordon, Dewight W., 714 N. 7th st	"
5	Jones, C. B., 1018 6th st	"
6	Koll, Otto J., 617 Erie st	"
7	Kent, Gus, 928 6th st	"
8	Lawrence, F. W., 624 Erie ave	"
9	Marschner, A., 411 Center ave	"
140	Neumeister, Arthur G., Michigan st	"
1	Rummele, E. H., 8th st	"
2	Schrage, Gus	"
3	Schrage, Wm.	"
4	Warden, J. D., 707 8th st	"
5	Williams, Francis, 702 Ontario ave	"
6	Roach, C. E., 1208 Towers ave	Superior

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Unattached

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Massachusetts — 1.

Unattached

82,148	*Thacher, Maude P.*, Morrison Road	Wakefield

New Jersey — 9.

Vineland B. C.

82,149	Howe, Everett C., 6th and Montrose	Vineland
150	Williams, Sam'l T., W. Boulevard & Elm	"
1	Esibill, T. O., 305 So. 3d st	"

Century W.

2	Faber, Wm. R., 38 Rockview ave	Plainfield
3	Sprowl, E. Albert, Rockview Terrace	"
4	Cook, Chas. S., Rockview ave	"

Tourists C. C.

5	Paton, Clark, Graham ave. & Tyler st	Paterson

Unattached

6	*Claypoole, Mrs. I. W.*, 57 Jefferson st	Paterson
7	*Stearns, Mrs. T. L.*	Springfield

New York — 2.

Unattached

82,158	*Rice, Mrs. C. S.*, 28 Russell pl	Brooklyn
9	Terry, Herbert L., Main st	Sayville

Rhode Island — 1.

Unattached

82,160	*Hilton, Clara M.*, 16 Chestnut st	Providence

Washington — 1.

Colfax C. C.

82,161	Hamilton, Boyd	Colfax

LEAGUE CLUB RENEWALS.

390	Wyandot Wheelmen	Upper Sandusky, O.
246	Englewood Wheelmen	Englewood, N. J.
230	Whitinsville Bi. Club	Whitinsville, Mass.
279	Hartford Wheel Club	Hartford, Ct.
592	Arrow Cycle Club	Du Bois, Pa.
126	Lockport Wheelmen	Lockport, N. Y.
521	Pinnacle Cycle Club	Stoughton, Mass.
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IF YES

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OFFICE OF
STANLEY RULE AND LEVEL CO.,
Manufacturers of Carpenters' Tools, Etc.
NEW BRITAIN, CONN.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—Will you please hurry the ten gallons Noncorrosive Soldering Fluid just ordered. We like this better than anything we have ever used. It does not stain nor corrode the work. Our men do not have to be careful about handling tools when they happen to have a little of the Fluid on their hands. Yours,
STANLEY RULE AND LEVEL CO.,
By H. S. Walter, Supt.

FACTORY OF
POPE MANUFACTURING CO.,
Manufacturers of Columbia Bicycles,
HARTFORD, CONN.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

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Respectfully,
POPE MANUFACTURING CO.,
Geo. H. Day, Vice-Prest.

OFFICE OF
A. H. ANDREWS & CO.,
Manufacturers of Bank, Office and School Furniture, Etc.,
CHICAGO, ILL.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—We have to say that the Superintendent of our brass and wire department is very much pleased with your Noncorrosive Soldering Fluid and says it is the best he ever used.
Very truly yours,
A. H. ANDREWS & CO.

OFFICE OF
I. S. STARRETT,
Manufacturer of Fine Mechanical Tools,
ATHOL, MASS.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—Before we knew of your Noncorrosive Soldering Fluid the fumes of muriatic acid, which we used, made the work so disagreeable for my help that they preferred any other job to that of soldering. Your Fluid is odorless and clean to use, while it causes an even and effective flow of solder. With it my help are as willing to do the soldering as any other job. Wishing you the success its merits deserve, I am
Yours very truly,
L. S. STARRETT.

OFFICE OF
GOODNOW & WIGHTMAN,
Dealers in Hardware and Tools,
BOSTON, MASS.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—We have sold your Noncorrosive Soldering Fluid for several years, and have never heard the slightest complaint concerning it.
Yours,
GOODNOW & WIGHTMAN.

OFFICE OF
THE STANDARD LIGHTING CO.,
Manufacturers of Lamps, Vapor Burners, Tinners' Furnaces, Etc., Etc.,
CLEVELAND, OHIO.

ELLIOTT CHEMICAL WORKS,
Newton, Mass.

DEAR SIRS:—We have used your Noncorrosive Soldering Fluid for two years; we are using it now; we expect to use it in the future in large quantities.
Yours truly,
R. FLICK, Supt.

The Elliott Soldering Fluid is without doubt the only reliable non-corroding flux for soft soldering now on the market. ∴ ∴

IT IS PUT UP IN VARIOUS QUANTITIES AS FOLLOWS:

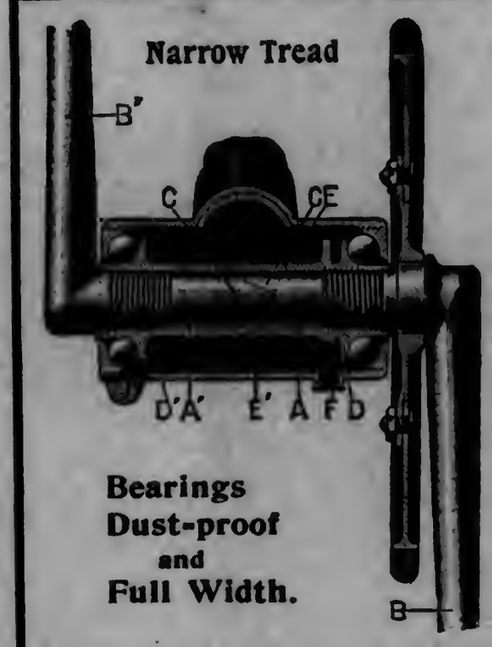
Sample bottle, by mail, prepaid, - 10 cents.	1-quart tin cans, - - - - - $1.10 each.
1-oz. bottles, (packed 1 doz. in case), $1.20 per doz.	2-quart tin cans, - - - - - - 2.00 "
4-oz. " (packed any number in case), 25c. each.	1-gal. " " - - - - - 3.75 "
1-pint tin cans, - - - - - 60c. "	1-gal. " " (ten or more at one order), 3.50 "

ELLIOTT CHEMICAL WORKS,
NEWTON, MASS.

Columbia Cranks

Cannot Work Loose

The Ideal Method of constructing and combining Crank Shaft and Cranks in 1895 Columbias does away with all keys and like devices for attaching the Crank to the Shaft, gives extreme narrowness of tread without sacrificing strength or diminishing distance between bearings, and is exceedingly simple and durable.



Bearings Dust-proof and Full Width.

It's a Good Thing—Study it Out.

(Sectional View from the Rear looking Forward.)

A B—Right Crank Shaft and Crank, with right hand thread D, in one piece, to which is securely brazed the four-pronged spider for the Columbia detachable sprocket.

A' B'—Left Crank Shaft and Crank, with left hand thread D, in one piece.

C C—Mortise and tenon in ends of halves of Crank Shaft.

D—Right hand thread on right hand side of machine.

D'—Left hand thread on left hand side of machine.

E E'—Sleeve into which the two halves of Crank Shaft are screwed, and which revolves with Crank Shaft unless held stationary by pin inserted into slot through hole F.

F—Hole for inserting pin to hold sleeve E E' stationary. This hole is closed by an easily removable spring cap.

Cranks are instantly removable without disturbing adjustment of Crank Shaft bearings or using tools or force.

Tested and Proved...

The Columbia Crank Shaft mechanism was tested and proved on hundreds of Columbia racers in 1894. No experiment. It is mechanically perfect.

Pope M'f'g Co. HARTFORD, CONN.

BRANCH STORES:

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New York
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San Francisco
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Buffalo

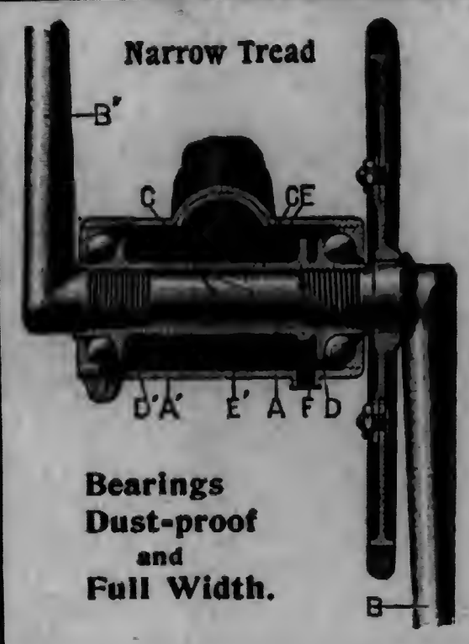
On Columbias Only

7

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POPE M'F'G CO. HARTFORD, CONN.

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THE L·A·W·BULLETIN AND GOOD ROADS

B
Received MAY 6 1896

Vol. XXIII. Boston, January 3, 1896. No. 1.



Oh, wouldn't journeying be bliss
If all the roads were just like this?

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Subscription $1.00 per Year. Special Club Rate to League Members Only, 25 cts.
Entered at Boston Postoffice as Second-class Matter.

Price, 5 cents.

PAID CIRCULATION. 38,359.

"ON, STANLEY, ON."

FOR SNAP SHOTS use the

Stanley Dry Plate, "50"

FOR LANDSCAPE WORK

Where time exposures are required, use the **Stanley "35"**

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects . . . . . .

The Stanley Plate is sold by the principal dealers in photographic goods . . . . . .

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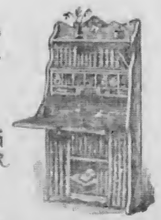
The Stanley Dry Plate Co.

NEWTON, MASS.



"SWEET HOME" SOAP.

YOU CAN HAVE YOUR CHOICE



A "CHAUTAUQUA" ROCKER AND RECLINING CHAIR

A "Chautauqua" DESK

OR A "CHAUTAUQUA" OIL HEATER FREE,



WITH A COMBINATION BOX FOR $10.00.

The Combination Box at retail would cost, $10.00 YOU GET BOTH
Either Premium, Ditto, . $10.00
Total, . . $20.00 FOR $10.00

WE WILL SEND BOX AND EITHER PREMIUM ON THIRTY DAYS' TRIAL; IF SATISFACTORY, YOU CAN REMIT $10.00 IF NOT, HOLD GOODS SUBJECT TO OUR ORDER. THE LARKIN SOAP MFG. CO. BUFFALO, N.Y.

Our offer fully explained on application.

Mention "L. A. W. Bulletin and Good Roads."

MORGAN & WRIGHT TIRES ARE GOOD TIRES

EASY TO DISTINGUISH OUR QUICK REPAIR TIRE
ITS STEM IS RED
SEND FOR QUICK REPAIR PAMPHLET ILLUSTRATED FROM LIFE

MORGAN & WRIGHT
CHICAGO



SEE THAT ABOVE TRADE-MARK IS ON HEEL.

"BALL BEARING" Bicycle Shoe

FOR MEN AND LADIES.

"Fits and feels like a glove."

Made of celebrated "Prince of India" leather, with flexible corrugated soles. **Pratt Lace Fasteners** fasten laces without tying. All sizes, for men and women.

Price, Black, $3.00; Tan, $3.50.

Sold by leading shoe and sporting goods dealers, or sent prepaid on receipt of price.

C. H. FARGO & CO., Manufacturers,
196-200 Market Street, - - - - CHICAGO.

Mention the L. A. W. BULLETIN.

CORRESPONDENCE

THE GUARANTEE.

EDITOR L. A. W. BULLETIN:

In your issue of Dec. 13 you print a contribution from the pen of W. W. Randall regarding the evil of the present system of guaranteeing bicyles against accident. Assuming that Mr. Randall is neither a maker nor an agent of one, I have the following comments to make.

Now the average wheelman will not abuse his wheel by riding carelessly over bumps, crossings and rough spots in the road, but will on the contrary, naturally be careful, if it is only for his own safety and comfort that it is so.

No wheelman takes any pleasure in being spilled on the road by reason of the breaking of some vital point on his wheel due to his own carelessness, nor does he enjoy the walk to the nearest car-line or repair shop, being subjected to ridicule by all who meet him.

It is quite evident that Mr. Randall never had such things happen to him on account of a flaw in the workmanship of his wheel, causing it to give way at the wrong moment, or he would not talk of guarantees in a way so favorable to manufacturers and agents. No. 62,838.

DENVER, COLO.

"EXCELSIOR" WANTS LIGHT.

EDITOR L. A. W. BULLETIN:

I don't know that a man can be brief in describing what is needed for a bicycle lamp for 1896, but I'll try.

The lamp should be small in size, not to exceed 4 inches in height, light in weight, not to exceed 5 ounces, and cheap in price but not in quality, say about $3.00.

There are many reasons why some other fuel than kerosene oil must be used.

The new electric lamp promises to fill a long felt want, but will it fill the bill? To do so, it must be wind and jolt proof, neat in appearance, light in weight and of medium price. The vapor lamps are too big and too long. Who will fill this demand for an ideal lamp?

The old lamps do not. Will we have this lamp for use in 1896?

"EXCELSIOR."

No. 74,193, of Binghamton, N. Y., thinks he has found the best use to make of back numbers of the L. A. W. BULLETIN. He puts them in the pockets for reading matter in railway stations where the casual traveler may read and enjoy them.

Two Hundred and Sixty-three Thousand Four Hundred and Twenty-Seven!

The figures represent the measure of merit of the "Standard" Cyclometer, as gauged by the demand of discriminating buyers. In the first eleven months of 1895, we sold 263,427 "Standard" Cyclometers—which is *many times* the *total* sales of *all* other makes of cyclometers *combined*.

There will be *three* styles of "Standard" Cyclometers in 1896—three unapproachable values in distance measurers—and we shall make half a million of them. The generous partiality of wheelmen, the appreciation of the best that can be had, requires a large provision; and this partiality and appreciation have decreed that it is to be another "Standard" year.

The New York Standard Watch Co.

THE EVER-BLOOMING QUESTION.

BY MISS HELEN W. FOSTER.

The bloomer question, boiled down, would seem to be simply a matter of personal courage. We must all admit that a bifurcated garment is par excellence that which is fitted for cycling. A skirt clearly was not designed with a view to this excercise, and must necessarily impede and obstruct that freedom of motion which alone renders it enjoyable. In view of these facts, how can a skirt as a cycling costume be justified?

A correspondent in last week's issue of the BULLETIN tells of her long runs in which she has found a skirt reaching to the ankle no impediment to her freedom and happiness while cycling. I have ridden a bicycle four years, the first three of which I wore a skirt of about the length she suggests. Last summer I wore a short skirt, over bloomers, with leggings. The skirt reached to within two or three inches of the top of my boots, and was so made, being buttoned down the side, that it could be easily taken off or put on while travelling. On long rides I could strap the skirt on the wheel while I rode, and when I got off it was a very simple thing to slip the skirt on. I never really enjoyed cycling, I think, until I wore this costume.

Certainly the sight of a wheelwoman clad in a skirt the length of that in the cut above referred to, always gives me a feeling of sympathetic weariness for the rider, who, in blissful ignorance, *thinks* she is enjoying herself. I can only say that if the young lady whom the cut represents can ride 100 miles so easily and quickly with that skirt on, she certainly could ride 150 miles in the same time, and with three times the enjoyment, if she wore a bloomer costume.

The question for us to decide is, whether we will have the courage of our convictions, and of our own good sense; or whether we will blindly obey Custom, however senseless its mandates may be. Is the expression we often hear from numerous unthinking men and women, who are not cyclists, "that bloomers look horrid," of so much importance that we should sacrifice to it our own personal comfort and freedom and enjoyment,—much less our own individual convictions and our rights as human beings? Is it not nobler to brave a certain transient unpopularity, it may be, in a cause we know to be right and sure to win in the end?

There is truly an ethical side to the bloomer question; but it is not included in, or represented by, the cant about "womanliness," etc.—which is the weapon with which every step women have made to greater breadth and freedom of life has been opposed, and which, because of this, has now become so nauseating to all self-respecting women.

FEAR and respect are very similar. The mule fares better than he would if he could n't kick.

THE **L. A. W. Bulletin** AND **Good Roads**

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

JANUARY 3, 1896.

A BRAND NEW YEAR.

Hello! Here we are again!

Here's a nice new year, with its enamel untarnished, tires sound as a dollar (not a silver dollar) and everthing adjusted true as a die.

Gentlemen and ladies, what shall we do with it?

What did we do with last year and the year before and the one before that?

But it may be best to not look too closely into the past. May be we had best let bygones be bygones. We meant all right but somehow things didn't go as we had hoped. In

> Looking backward through the ages
> We must candidly confess
> We have not, at looking forward,
> Been a blooming big success.

Let us then, leave the dead past with the undertaker and turn our faces toward the great, untried future.

This, we believe, is the proper thing to say and do on the first of the year. All of our exchanges will say so.

Jan. 1, is when we turn over a new leaf. We can devote the other three hundred and sixty-five days to turning it back.

It's a sad custom many have fallen into of reforming on one day of the whole year and of being tolerably good one day in seven.

> "Every day is a fresh beginning,
> Every morn is a world made new."

Let us this year resolve to re-resolve on every day of the year to do better things.

Total number printed this week, . . . 41,000
Sent to paid subscribers, ... 38,359
Samples to Advertisers, Exchanges, etc., 1,641
Sample Copies Chicago Cycle Show, . . 1,000

This thing of getting only one shot at the bull's-eye of goodness and wasting the other three hundred and sixty-five* in shooting at all sorts of folly, makes the likelihood of reform mighty slim.

Let us make a consistent effort to be tolerably good this year. Let us be honest with ourselves.

It isn't so much of a trick to fool the neighbors but we ought not to fool ourselves. We should really desire to do better things if we hope to reform.

The man who tries to reform without wishing to do so has an up-hill task on his hands. He can get farther ahead by walking backwards. There are too many men who pray to be kept out of the paths of temptation and who then go three blocks out of their way in order to pass by the bill boards on which are shown the posters of the French Folly company.

Every man should, now and then, take a day off and get acquainted with himself. He should look in the mirror some morning while his wife is down stairs struggling with a balky furnace fire and ask himself,—

"If the people knew me just as I am, would it be possible for me to remain in this neighborhood?"

Let our goodness be a steady growth like that of the oak. It doesn't jump to its full size in a minute. It grows a little every day.

Now is a good time to begin but we should keep everlastingly at it.

We should hope and work, and merit what we desire. And so with a firm faith in the just law of cause and effect,—

> Let us, then, be up and doing,
> With a heart for any fate,
> Still achieving, still pursuing,
> Either fish or cut the bait.

* Bear in mind this is leap year and it contains 366 days. We call attention to this so that a score or two of readers will not call our attention to what might seem like an error. We have studied a new calendar and know where we are at.

AN IMMEDIATE WANT.

Wanted—To-day, an artisan who has the needed skill,
To frame some resolutions in a way they'll hold until
The new year has grown old again,—some that will longer last
Than have the fragile, fickle ones we've broken, in the past.
They must be double-riveted, half-soled and iron bound,
With triple-twisted cable made of steel run clear around;
They should be copper bottomed, best of stuff and extra thick,
Or else we'll do as heretofore—we'll smash them awful quick.

UNINSTRUCTED PROXIES.

We had something to say, not long since, on the proxy question.

We endeavored to point out the harm which was liable to result from the use of proxies when



What did we tell you about Light-weight Bicycles two years ago?

Read this, it is an extract from our '94 catalogue:—

"We do not think *extremely light* wheels for all round use are profitable to the maker, dealer or rider, and we believe 'featherweight' bicycles will cause more or less trouble if sold promiscuously for road use in any and all localities."

Were we right? Ask those who tried the experiment.

··· MADE BY THE ···

GRAND RAPIDS CYCLE CO.

GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark,"

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

they served simply to multiply the representation present without necessarily indicating the preferences of the absent men who gave them. This subject has brought to us numerous letters and has led us into many discussions. The result of which is that our opinions have crystallized into the following:

States very commonly act on important questions as a unit; some of the smaller divisions send one man to represent all the votes of a State. In such cases there could be no harm in allowing one man to cast the votes of any absent members of his own State in accordance with whatever written instructions they might give him, even to the extent of casting the entire vote according to his own judgment, for the parties in interest would naturally agree upon some one of their own number who would actually represent their ideas.

We are even more fully convinced, however, that a division which does not send even one delegate, should place its proxies in the hands of the secretary with written instructions on each point upon which they care to vote.

In response to many requests, this volume of the L. A. W. BULLETIN will be paged consecutively and supplied with an index.

Even an evil tongue could not do much harm if there were no evil ears to listen.

THE AGE LIMIT.

Should we accept, as members, persons under eighteen years of age? Our comments on this question have borne fruit.

We have strong letters on both sides, but the general opinion seems to be that young people should not hold office even if admitted to membership. We had supposed that this part of it could be taken care of by the voters who elect, as they are expected to nominate and elect those among them who are best fitted for the positions.

Age is no positive indication of wisdom.

Youth is not in itself an evidence of unfitness. These two propositions need not be demonstrated to the average reader.

A singular fact in connection with the letters received, is, that so far as we can tell, the older members are most likely to favor the present, or even a higher age limit. While we receive many letters from minors who show a decided interest and desire to become members.

It is to be hoped that this question will be carefully considered by the national assembly in order that the best thing may be done. Some very good arguments have been made in favor of not taking in members under twenty-one.

This is leap year. The women will now occupy the rear seats of the tandems.

Some Representative Dealers

Jackson Cycle Co., New Orleans, La.
Minneapolis Cycle Co., Minneapolis, Minn.
Reuben Wood's Sons' Co., Syracuse, N. Y.
Novelty Bicycle Works, Rochester, N. Y.
S. G. Le Valley, Buffalo, N. Y.
C. C. Crooks & Co., Baltimore, Md.
Kenyon, Cooper & Co., De Moines, Ia.
Holley, Mason, Marks & Co., Spokane, Wash.
T. C. Power & Co., Helena, Mont.
Salt Lake Cycle Co., Salt Lake City, U.

Chicago Cycle Show, Spaces Nos. 209, 210 and 229.

New York Cycle Show, Spaces Nos. 136, 137, 138 and 139.

"A Penny Saved is a Penny Earned."

Likewise a dollar saved (on repairs) is a dollar earned.

You certainly must appreciate a wheel that will save you many dollars in a season. Not only save you expense, but time and annoyance as well. Time and thorough tests have proven these facts true in regard to the "**Solid Sterling**"—"***Built like a Watch.***"

Will it not pay you, my dear sir, to bear these points in mind when thinking of your '96 wheel? We think so.

Our catalogue will not reach you unless we have your address.

STERLING CYCLE WORKS

General Offices.

274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, N. Y. C.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 370 Washington St., Boston, Mass.

Applications for agencies in the New England States should be addressed to N. U. Carpenter, New England Representative, 370 Washington St., Boston, Mass.
Applications for agencies for Missouri, Kansas and Texas should be addressed to the Chicago Office.

THE PATIENCE TRYER.

He was a patient mortal and the folks for miles around,
They all declared they didn't believe his equal could be found.
It seemed there wasn't anything his spirit could annoy,
And that which should have fretted him he seemed to much enjoy.
He'd cling as patiently as does a bird's nest to a limb.
Job wouldn't have been in it in a patience match with him.
But now, alas! he has become the crankiest of men,
And all because he tries to use a so-called fountain pen.

THE "SIMPSON" CHAIN.

Several readers of the L. A. W. BULLETIN ask our opinion of the Simpson chain which is just now creating some talk on the other side of the water.

We have not seen or used a chain of this description but are quite familiar with its construction and the principle on which it operates. We fail to see how it can be as desirable as the chain commonly used, even if it were as light, and it must necessarily be more than twice as heavy.

The claims which have been made for this chain, like the claims which are often made for similar devices, are not to be seriously considered; for instance, we are told that hill climbing is accomplished with about one-half the effort required by other chains. The facts are that in order to take a rider and wheel of a given weight, up a hill of a given height, in a given time, requires a fixed and unalterable amount of force. It is controlled by the most relentless fact in nature and with all due respect for Mr. Simpson we must beg to doubt his ability to overcome the supernaturally established law of gravitation.

The only talent given to man in this problem is that he may reduce the friction of the necessary mechanism to the lowest point possible. This is done in the ordinary bicycle until it amounts to less than 10 per cent. on a hard hill and but a fraction of that on a smooth level. (we are talking now of *machine* friction, for it is not yet claimed that the new chain affects the *road* friction.)

If we admit that half of the machine friction in a bicycle is in the chain, and that *all* of this could be eliminated, there might still be a reasonable doubt in the mind of a man who was asked to take stock in a five million dollar company. But mechanics have not usually found that friction *was* reduced by doubling the number of working parts, especially when the same old hard facts are there, and up to the present time those facts refuse to be juggled with. No, boys, we do *not* take any stock in the Simpson chain.

A WISE LIVERYMAN.

The keeper of a prominent New England horse conservatory has for his own use a bicycle, and when he wants to go anywhere in a hurry he doesn't wait to "hook up" a horse. This reminds us of the proprietor of a restaurant, who, the cashier said, "had gone out to get some lunch."

Imitators? they are plenty

Some imitating our name. Some imitating the style of our advertisements Some imitating the style of our lantern.—— There is only one Best; its name is the "Search Light" now made for both Cycles and Carriages.

Correspondence Solicited.

Bridgeport Brass Co. Mfrs. Bridgeport, Ct.

NO BICYCLE TAX IN ENGLAND.

On the hother side of the bloomin' hocean, in good old Lunnon, don't ye know, they're discussing the bicycle tax question, just as we are over here in Yankee Doodledum. In a recent number, the *News* said:

No minister who did not wish to qualify himself for a lunatic asylum would propose a tax upon bicycles. It would be one of the most unpopular taxes that could possibly be suggested. But that is very far from exhausting the objections to it. A tax should be easily collected, should be cheap to collect, should be difficult to evade, and should fall upon those who can best afford it. A tax upon bicycles would sin, and sin heavily, against all these canons. The fact is that there are a very large number of fussy people in this country who want to interfere with the taxes and who do not know what a tax is. The legitimate object of a tax is to raise money for the purposes of revenue. The best tax is that which raises the most money compared with the loss or inconvenience it inflicts upon the individual. But there seems to be a fashionable idea of a tax as something to restrain your neighbors from doing what you don't like them to do. A prohibitory tax in a revenue tariff is a contradiction in terms. To protect native industry against foreign competition a duty may be levied without hope of valable return. Such a system is, in our view, detestable and mischievous.

"There are many men of many minds" on the sunrise side of the Atlantic, as well as on this. Another London paper says:

There is no reason why cycles should not be taxed, although the failure of Mr. Goschen's proposed taxes on wheels and "pleasure horses" will probably be a warning to future chancellors of the exchequer. The bicycle is emphatically a pleasure horse; but the "weal and woe" tax had so ignominious a fate that probably the experiment will not be repeated. And yet the very uncertainty about fresh sources of taxation, which will have to be found, shows the utter absence of all fixed principle in our system of finance. Have we any logical or consistent basis of taxation? It is a cant phrase that luxuries, not necessaries, should be taxed. But why? If the object of taxation is to make everybody contribute to the State fund, then necessaries, not luxuries, should be taxed.

The "scorcher" is in evidence in London, and, as a matter of course, is disliked by every one with whom he comes in (violent) contact and by the many more who by their agility avoid meeting him. The London *Daily Telegraph* thus speaks of him:

Those who wish well to the sport, and who desire to see it flourishing and popular, will be the first to denounce the conduct of those "wheelmen" who take advantage of the ease with which they can usually escape after an accident. There has been too much "scorching" and too lax a police surveillance of it; and the consequence has been an outcry, and in some specially afflicted districts almost a revolt, against the capture of the highways by those who pay nothing for their use. What the future will bring for cyclists depends very largely upon themselves. Should they take every precaution to discourage and discountenance reckless riding on the public thoroughfares, then they may hope to enjoy their sport for a long time to come unvexed by the attentions of the tax collector.

The London *Standard* also protests that the mere walking man — a type not yet extinct — has certain elementary rights, such as that of going along the streets and crossing a road without being knocked down or frightened out of his wits. It believes that in crowded streets the bicyclist should dismount and walk by the side of his machine. In commenting on the bicycle's exemption from taxation, the *Daily Graphic*, says:

"Once the initial expense of buying the machine is over, there is very little more spending about it, if you are a moderately careful rider."

Editorially the Bicycling World could not go beyond the above statement. At the same time, it is only fair to add that the above optimistic condition of affairs can only be realized by purchasing the highest grade bicycle. Now, dear reader, we intend to amplify the above statement and when we tell you in all sincerity that

Union Crackajack II

is the high st grade wheel known to the art, we have a great mass of evidence up our sleeves. We can prove it; we enjoy the seal of public approval gained by honest devotion to the public good.

UNION rims are pearl-gray.

If the serial No. is in bronze it is a ∴ ∴ UNION

Union Cycle Mfg. Co.

239-243 Columbus Avenue, BOSTON, MASS.

New York Cycle Show, Jan. 18th to 24th, stands 141, 143 and 145.

The cycle is in a sense the poor man's horse, for although it has been adopted largely as a means of recreation, it is every day becoming more largely used as a business vehicle by way of saving expense. Add to this that the cycling industry is one of the few entirely prosperous and untouched by foreign competition, and it will be seen that there are reasons to spare for allowing the cycle to pursue its course with wheels unchecked by the brake of taxation.

So it seems they are about in the same boat we are. The wheel is not likely to be generally taxed in England or America. It should not be. It isn't built that way.

A PROFITABLE INVESTMENT.

An Illinois member writes that his membership in the League actually saved him in cash, $17.50 in '94 and $22.75 in '95. He casually remarks that he considers this a very fair return on an investment of $1.00. Experienced financiers will be liable to agree with him.

SAVE your copies of the L. A. W. BULLETIN and have them bound. Each volume will hereafter be paged consecutively and supplied with an index.

Too much culture is a tailor-made lawn tree, a shaved dog, and horse with its tail docked.

THOMAS A. EDISON SAYS

"High explosives have done more than the average man thinks to equalize the strength of nations. What it took an army to do years ago a handful of men can do now. I believe there are a hundred men to-day — inventors — who are not paying attention to destructive engines because they did not believe the government wanted them, who could turn out some new, devilish thing that would horrify the civilized world."

If Edison was in the bicycle business he would know that "some new devilish thing" was being turned out every few days, and that they would certainly "horrify the civilized world" if manufacturers could only be induced to put them on the market.

THE NEW HIAWATHA.

The Winona (Minn.) *Herald* has on its staff a second Longfellow who has written of the dubious escapades of the modern Hiawatha. The sequel to the doleful story is hereto appended:

"Thus departed Hiawatha
To the land of the Dakotas,
To the land of handsome women,
And in ninety days returning
A divorcelet he brought with him.
To his wife he gave the ha-ha,
Sent her back unto her ma-ma
In the outskirts of Chicago."

— *Nebraska State Journal.*

The Magnetism of the

"Orient"

Will draw you to Spaces 234 and 235 Chicago Cycle Show.



Here's the Outline.

We live at the Palmer House. Samples can be seen there, too.

Our Souvenir will be like the "Orient"—the Finest.

The Waltham Mfg. Co.

BRANCHES: Chicago, Boston, Brooklyn, New York.

240 BROADWAY, NEW YORK.

NEW YORK CLUB AND THE LEAGUE.

EDITOR L. A. W. BULLETIN:

In the interesting account of the formation of the League, recently published by you, there was a statement which struck me at the time as not quite correct; and I have been waiting only for an opportunity to examine the old minute book of the New York bicycle club to call your attention to it. The statement that I mean was to the effect that while the original suggestion for the Newport meet, at which the League was organized, came from Capt. Monroe of the New York club, this was only on the lines of a semi-social reunion; and that the idea of forming an organization was developed among the Boston delegation, on their way down to Newport.

Now upon examining the minutes of the club, I find in those for the meeting of March 1, 1880, the following: "The Captain's report embraced a description of the first meet of the club on Feb. 23, and an account of what had been done in the way of arrangements for the Newport meet. A letter was read from Mayor Bradish of Newport promising his aid and co-operation. It was then moved, seconded and carried that the New York bicycle club take the initiative step by sending letters to the various bicycle clubs inviting their co-operation in the plan." And again under date of May 5, 1880, "It was moved, seconded and carried that the New York bicycle club be represented at the convention in Newport by two delegates with power to act for the club in all matters pertaining to the formation of a national association of bicyclers."

As both these meetings were held well in advance of the meet, it can hardly be questioned that they corroborate the perfectly clear recollection of all our older members that our club started the movement and with the well defined purpose of forming what was afterward entitled the League. It has always been a matter for pride in our ranks that we hold the premier position on the list of League clubs, and that this honor of first signing the roll was accorded them in recognition of their right of paternity, and I hope therefore that you will kindly give this correction a place in your columns.

Yours truly, E. J. SHRIVER.

We are misquoted by our correspondent when he credits us with the statement that, "The idea of forming an organization was developed among the Boston delegation, on their way down to Newport." This does not come within three rows of apple trees of what we did say.

We did say this:

"The L. A. W. was organized May 31, 1880, at Newport, R. I. Kirk Munroe, president of the New York Bi. Club, proposed a meeting of all wheelmen at Newport and issued invitations in the name of his club to all riders of the wheel. He proposed a parade, a banquet and a general good time."

An Experiment ···· Bicycles Without Agents

In the usual way, we would sell these wheels to the agents at ⅓ off. The agent would charge list price. You would be paying $50.00 for the wheel and $25.00 to the agent for his profit.

Your Money is as Good as His.

The only question is,

Can we deal with you direct?

The number of replies to this will determine whether we go on in this way or not.

Full particulars, cuts, etc., on application.

A FINE $75.00 WHEEL FOR $50.00

These wheels are being built in up-to-date fashion.

Mannesman tubing, large size.
Barrel hubs, latest design.
Drop forgings throughout.
Tool steel bearings.
Plymouth wood rims.
Any standard tires.
Five styles of handle bar.
Any gear, as ordered.

Highly finished and fully guaranteed for a year.

Will be sent by express with privilege of full examination, if you guarantee express charges.

If this interests you, send us your name at once, even though you don't want a machine till spring .....

Penn Bicycle Co.

1343 Arch St., Philadelphia, Pa.

Here is the call as it was issued:

TO THE UNATTACHED BICYCLE RIDERS OF THE COUNTRY:—

You are hereby cordially invited to participate in the grand meet of wheelmen to be held at Newport, R. I. on May 31, next. An unattached brigade to be commanded by officers appointed by the Captain of the New York Bi. club, will form an important feature of the bicycle parade on that day. All unattached riders desiring to participate in the meet will please communicate their intentions to K. N. Putnam, secretary New York Bi. club, 54 Wall street, New York. Further information concerning the meet will be furnished through the columns of the *Bicycling World*.

Respectfully,

C. K. MUNROE,
Pres. N. Y. Bi. Club.

The above was given broad publicity to catch the unattached. A circular of the same tenor was sent to the club secretaries. In no one of the circulars was the idea of forming an organization broached.

The *Bi. World* of March 20, says, editorially:

"Since the first of February considerable correspondence and conference has been had between the officers of the New York Bi. club and those of other leading clubs respecting the feasibility and the desirability of a creditable and enjoyable union meet at Newport, R. I., on Decoration day. * * * This will be a stimulus to the practice of good, orderly company riding this spring, and will offer a fine opportunity for mutual acquaintance and courtesies."

We find nothing about a permanent organization in this. Now we come to the first suggestion in this direction which was made at the conclusion of the editorial quoted:

"We wish to suggest now for consideration, in season, whether this proposed meet will not offer a suitable occasion for a meeting of delegates from all the clubs for the organization of a bicycle League, which may serve to protect and to further the general common rights and interests of wheelmen throughout the United States and Canada, and combine the best points of the Bicycle Union and the Bicycle Touring club abroad."

In a letter sent to the clubs, dated April 26, published in *Bi. World* May 1, 1880, Mr. Charles E. Pratt, president of the Boston Bi. club issued a call to the wheel clubs of the country, inviting them to send two delegates each to a meeting at Newport, the purpose of which should be the formation of an American League of Cyclists. We will not give the call in full but will make a few extracts to show its tenor:

"Believing the time has nearly arrived for American wheelmen to avail themselves of some of the advantages derived through the organizations already pretty well known here as the Bicycle Union and the Bicycle Touring club, and that at any rate a conference of the various clubs would be not only interesting, but of much benefit to the cause, * * * at the forthcoming Decoration day meet in Newport, at some suitable place to be announced, there will be a meeting called of all bicyclers present for a conference upon the formation of a bicycle League. * * * It would be desirable that every club should send two delegates authorized to attend this meeting. * * * I think that the general proposition for a conference of bicyclers will meet with approval, and result in benefit, and so *have assumed the responsibility of issuing this call beforehand, so that those who attend may be prepared to understand and dispose of such propositions as might properly arise.*"



You will be . . .

Welcome to Toledo in 1896

Shakespeare says:

"Sir, you are very welcome to our house.
It must appear in other ways than words;
Therefore, I scout this breathing courtesy."

Deeds speak louder than words. Our latch string is out.

Toledo for the L. A. W. National Meet, 1896.

The action of the New York Bi. club, May 5, as cited by Mr. Shriver, was taken in response to the above circular, and the two delegates chosen to represent the club were J. C. Olmsted and H. C. De Rhun.

Karl Kron (New York) was present at the Newport meet and was active in the work of forming the League, although he never joined it. In his history of the League (see "Ten Thousand Miles on a Bicycle") he says:

> Newport, R. I., was the birthplace of this association, and Monday, May 31, 1880, its natal day. The initiative must be accredited to Kirk Munroe, who arranged that the other clubs should join with his own *in making a public display of their wheelmanship*, and who invited the unattached also to take part in the pageant. The editor of the *Bi. World* who was also president of the Boston Bi. club * * * suggested that the gathering would offer a suitable occasion for organizing a wheelman's protective League, and by the time the delegates actually assembled, the idea had gained such acceptance among them that they readily adopted the brief constitution which he had formulated, and selected him as the first president under it."

The delegates not only elected Mr. Pratt to be president but they took up a subscription and appointed a committee to procure some form of testimonial to testify their appreciation of his services in suggesting, planning and perfecting the organization. At a later date, in Boston, Mr. Pratt was presented with a silver pitcher and dubbed, "Father of the League."

We are willing to accord Mr. Munroe all the credit that he is entitled to for proposing the meet, but we must also be just to Mr. Pratt. Let the records decide the question.

Now one word as to League clubs. Mr. Shriver says that the honor of "first signing the roll" was accorded the New York club.

There is nothing in League history nor in its archives to show that there was a roll of League clubs, or that there was such a thing as a League club.

The first constitution provided that "the entire active membership of any recognized amateur bicycle club may be received at one-half the initiation fee per member."

This was a scheme to get the entire membership of a club. The name League club was not used till several years after.

Moreover the clubs were not arranged in numerical order during the early years of the League. We challenge any man to show a list of League clubs arranged in numerical order in any book, circular, periodical or record previous to 1887.

When the present secretary (Mr. Bassett) came into office (January, 1887) he found a list of League clubs in alphabetical order. In this way and no other it had always been kept. He made up a list of clubs and gave them numbers in sequence to correspond to their date of organization. The New York club was made club No. 1 by Mr. Bassett. The records of the League office are open to the inspection of any or all who may wish to verify or dispute this statement.



Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

A Humber Agency means Reputation — Profit — Satisfaction



BERLO'S Great World's Records

¾ Mile, 1.07⅕
¾ Mile, 1.17
1 Mile, 1.40⅘
2 Miles, 3.43
3 Miles, 5.50⅘
4 Miles, 7.50
5 Miles, 9.51⅔

Also 1 mile world's record in competition, 1.50⅘; also, 1 mile in 1.44, which is the fastest mile ever ridden in the world at a race meet before an audience. He rode a 24-lb. Humber, 1896 pattern, fitted with Humber 1896 tires, made by Spaulding & Pepper Co., under Humber patents.

HUMBER & CO., America (Limited),

WESTBORO, MASS.

New York Cycle Exhibit, Jan. 18 to 25, 1896, Stands 64, 65, 66, 67, 68.

The New York Bi. club was and is entitled to the gratitude of all members of the League. It has remained a League club from the date of the formation of the League, and its members have always been loyal to the cause and patriotic in the pursuit of our interests. But we are writing history and in that work we must seek the truth regardless of the idols that we may pull down.

It is a real pleasure to help a fellowman who is in trouble. It is a sad thing to have him cry for help and to feel we are powerless to help him. Fred'k W. Dusterdrick, of Elizabeth, N. J., has a sweater that grows larger every time it is washed and he wishes us to tell him how to shrink it. He says his wife, his mother, his sisters, his cousins and his aunts have tried to aid him but the sweater continues to expand. We are at a loss to know what to say, but it seems to us that if the sweater is at all self-respecting its appearance will soon be such that it must naturally shrink from public gaze.

A number of correspondents have expressed their approval of a recent suggestion that wheelmen should use their influence to have freight shipped over the railway lines that carry wheels free. Our friends first, the rest of the world afterward.

No man was ever blamed for being a gentleman.

Can You?

Can you put the kernel back in the nut,
Or the broken egg in the shell?
Can you put the honey back in the comb,
And cover with wax each cell?
Can you put the perfume back in the vase
When once it has sped away?
Can you put the corn-silk back on the corn,
Or down on the catkins, — say?
You think my questions are trifling, dear;
Let me ask another one:
Can a hasty word ever be unsaid,
Or a deed unkind undone?

— *Wide Awake.*

WE ADMIT IT.

A Maryland gentleman writes "some things in your paper are good, others are not." We feel encouraged and promise to "try, try again."

No. 59,110, New York city, says "the rule of the road" should be put in large type. He says: "I was riding quietly along a wide road not long ago, and hearing several wheelmen coming, turned to the curb and was almost knocked over by a humpbacked scorcher, who dashed by on my *right* instead of taking the left of the road. I had given up fifty-eight of the sixty feet of road to the party. Those who have *used horses* at all have no trouble, but ninety-nine per cent. of the cyclists one meets seem to have *no idea* which way to turn."

A wet spell — "m-u-d."

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

We will exhibit at Chicago Cycle Show in spaces 178 and 179, and at New York Show in space 179.



Makers of

THE PEERLESS MFG. CO.

CLEVELAND, OHIO.

Peerless and . . . Triumph Bicycles

Send 2c. stamp for our New Booklet, "The Story of the Bicycle."

"THE VALLEY TURNPIKE" IN VIRGINIA.

BY SAM'L M. BARTON.

RADIATING out from the historic old town of Winchester, Va., like the spokes from the hub of a wheel, are seven macadam turnpikes. These feeders to the city vary in length, as well as in the degree of excellence as highways, though it may be said to their credit that none of them are bad roads. They are all toll roads, but,



Scene Along the Turnpike.

with possibly two exceptions, they bring in no profit to the stockholders, the gate receipts being consumed in repairs and other necessary expenses. The longest, the most historic, and, before the railroads came, by far the most important of these highways, is the road leading from Winchester to Staunton, commonly known as the Valley Turnpike. It is our purpose in this article to give briefly an historic sketch of this old highway, which runs through the most highly cultivated, the most fertile, and the most thrifty portion of the Old Dominion.

In times of peace the Valley Turnpike was a powerful factor in developing the resources of the superb farming section through which it ran, in building up numerous thriving little towns along its route, while it was the channel through which the produce of East Tennessee and Southwest Virginia reached an eastern market. In times of war it did excellent service, for along it Federal and Confederate armies marched and countermarched, and over its hard surface rolled heavy cannon and many a wagon train loaded with ammunition and other army supplies. Certainly, until very recently, its only rival in Americea was the great National Road.

Unlike the National Pike, however, which, I am told, has been practically abandoned for many miles of its course, the great macadam pike which winds down the beautiful Shenandoah Valley in Virginia, is still kept up in good condition, if not as smooth and hard as in ye olden times, before the Civil War. As it is now paralleled for the whole ninety-two miles, from Winchester to Staunton, closely by one railroad and more distantly by a second, travel has fallen off immensely, and the picturesque old stages and long line of wagons

..PUNCTURE PROOF BICYCLE TIRE.



Our Tire Prevents Punctures.
No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.

Catalogue and Sample section of Tire free upon application. Address,

The PUNCTURE PROOF TIRE CO., Quincy, Ill.

Lovell Diamond Cycles

...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers,

BOSTON, MASS.

Agents Wanted. **Catalogue Free.**

SEE US AT SPACES
111-115 Chicago. 157-159 New York.

have long since given way to the locomotive, with its train of cars. But, although there is some little complaint about high tolls, the good old road gives eminent satisfaction to the farmer, the teamster, and the pleasure driver, and its smooth, hard surface attracts wheelmen from the eastern half of the Union. In "*Streets and Highways in Foreign Countries*," Mr. Tanner, U. S. Consul in Belgium, pays the following tribute to it: — "I have only made the acquaintance of the public roads in the Southern and Western states, and there is only one within my knowledge that can make pretensions to being called a road in the Belgian sense, and that is in the Valley of Virginia."

As illustrating the superb condition of this celebrated road, it is worth while to mention the hauling of six or seven locomotives and some forty freight cars over it during the Civil War. These locomotives were captured by the Confederates from the B. & O. R. R., at Martinsburg, and as locomotives were much needed in the South, it was decided to haul them by mules and horses via Winchester to Strasburg, a distance of forty miles, where they were put on the Manassas Branch of what was afterwards known as the Virginia Midland R. R., and carried south. Eye-witnesses testify that not only did the flat surface of the wheels not crush through the hard macadam, but in most places the flanges did not even make an indentation. Of course the bridges along the route had to be strengthened by extra braces and supports.

In the old days there was immense rivalry between the different stage lines. As a result of this



"I helped build de pike."

the service was excellent, the time made was fast, the horses, except up very steep hills, going at a full gallop, there being relays for the change of horses every twelve miles. Mr. E. C. Bruce, of Winchester, a few years ago, in the Richmond *Times*, wrote as follows, concerning the travel: —



The American Dunlop Tire Co.

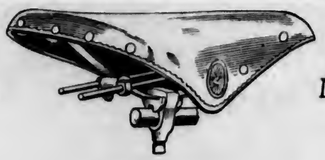
504-506 West 14th Street,

NEW YORK CITY.

302-304 Wabash Ave. Chicago. — 36 and 38 Lombard St. Toronto.

Send for our New Catalogue.

We exhibit at the Chicago Show, stands 142 and 143.
New York Show, " 230 and 231.



1896 Models

The Zenith

WILL NOT SAG.

Can be made hard or soft in 10 seconds without removing from the wheel...

Best Philadelphia Oak Tanned Leather. Fully Guaranteed.

SPECIAL OFFER (ninety days only). — In order to introduce this superb saddle, we will fill orders for single one on receipt of two dollars and fifty cents.

ZENITH CYCLE SADDLE CO.

Disston Building — Front and Laurel Streets, Philadelphia.

" One is never out of sight on it of vehicles or horsemen, although seventy wagons in three miles would be an extraordinary sight now. The writer once counted that number, and it was in time of peace, too, nearly every vehicle being a " mountain chaise " bound to or from East Tennessee and Southwestern Virginia. On the Valley Pike there were at one time no less than three daily stage lines each way. . . . The Valley was the vale of steers. Five hundred head were an average drove, and I recollect church services being materially disturbed by the bellowing of a herd of twelve hundred, which took the better part of one hour to pass the door. . . . The road is of stone, flanked with stone walls. Naturally it came to stay, it has stayed, and it promises to stay."

The Valley Turnpike owed its origin to that flood of public spirit that caused Virginia to appropriate large sums of money for internal improvements. We are not concerned with the fact that debts thus incurred gave the state much trouble a few years ago; but, in passing, it would be well to note that these financial troubles grew out of the demoralizing and impoverishing effects of the war, and in no sense do they show that the state was unwise in making such appropriations.

The legislation under which this pike was built will form an interesting paper for next week's issue of the BULLETIN.

THE bi-sickle is cutting a wide swath.

THE LOCAL LICENSE HERESY.

BY HOWARD WATSON, NO. 20,285.

It has come to the front again and this time in definite form. Last winter a bill passed both houses and only failed through accident to be signed by the governor, authorizing the supervisors of Niagara county to license and register bicycles, and to apply the funds to build side paths. C. D. White of Utica refers to this in the BULLETIN of Dec. 20, and urges similar legislation for other counties.

What does this signify? It amounts to authorizing the supervisors of any county to forbid the use of their highways to non-resident wheelmen. One would think that such a proposition needed only to be announced to draw out a storm of protests that would swamp the BULLETIN office; and yet it has been put forth at divers times within the last few months and, so far as I have seen, but one voice except my own has been raised against it.

This is the most serious danger that has threatened us in a long time, and the worst part of it is, that what opposition there will be to it, will not come from the localities where it is sought to be introduced, but from the surrounding counties, and of course will have no weight with the authorities.

I cannot think that Mr. White has given the subject the consideration it demands. It is incredible to me that any true sportsman should seriously contemplate the exclusion of non-resident wheelmen from the highways of his home county, in order that he may have side paths. We built a path in connection with the Schenectady wheelmen, and raised the money to pay for it. We had hard work raising it, and it is not as good as it might be; but such as it is, you are all welcome to ride it, wherever you are from, and if you think this is the right spirit for wheelmen to manifest toward one another, watch for local license bills this winter, and write your senators and assemblymen asking them to vote against them.

ALBANY, N. Y., Dec. 21, 1895.

No. 38,417, of Peekskill, N. Y., writes that there is about two miles of road between Peekskill and Garrisons, on the Hudson, known as Nelson Hill, which is in a deplorable condition. If put in good shape the run from Peekskill to Garrisons would be delightful. Every member of the Van Cortland Wheelmen Club would be glad to contibute something to the road's improvement. It is desired that interested wheelmen shall " get together " and make the road right.

WHAT is the preacher who is tiresome going to do about the command which says, " Six days thou shalt labor and the seventh thou shalt rest? "

DISSATISFIED married pairs are knot suited.

An Honestly Built Wheel
....Sold at An Honest Price

THAT DESCRIBES THE

Elmore Bicycle

IN A NUTSHELL,

And the agents who handle it are allowed live-and-let-live discounts. Would you like to become one of them?

EDW. OLIVER & CO.

21 Park Row, New York.

New York Show, Stand 151. — Chicago Show, Stand 80.

·1896·

THE HENLEY

...HIGH GRADE...



Henley Bicycle Works,

RICHMOND, IND.

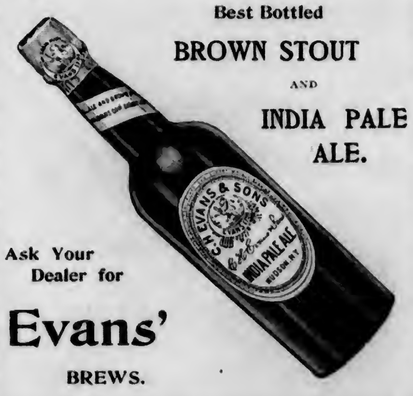
The man that hath no bicycle, himself,
Nor cares to glide upon the graceful wheel,
Is fit for treasons, stratagems and spoils;
The motions of his spirit are dull as night,
And his affections dark as Erebus.
Let no such man be trusted.

No. 89,118, St. Louis, Mo., writes of a wager made between four " trampers " and four wheelmen to the effect that two wheelmen would cover the distance to Collinsville (13½ miles from St. Louis), in two hours quicker time than the four trampers, of whom he was one. The start was made at 6.20 P. M., the evening being a beautiful one; the full moon appeared in all its glory in a cloudless sky. The trampers took to the railroad track, the wheelmen the wagon road, the outcome of the wager being that the wheelmen beat the trampers only 1 h. 40 m., hence the trophy belonged to the trampers. On the return trip the day following the distance was covered in about 2 h. 15 m. by the trampers.

The above has been related by me to show in what awful condition the roads are outside of East St. Louis. If I had not been over the road myself with my wheel, I would have considered the wager a very foolish one, as any person able to master a wheel could have easily covered the distance in 45 minutes on ordinary roads.

IN case of doubt, buy a good bicycle.

Best Bottled
BROWN STOUT
AND
INDIA PALE ALE.



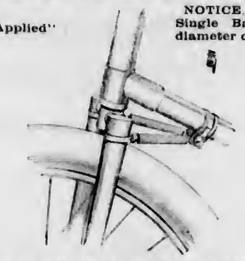
Ask Your Dealer for
Evans'
BREWS.



PROTECTS THE SPOT
WEATHER STRIP FOR WHEELMEN
Originated and invented from experience of L. A. W. member No 71,493. Wind cannot go through it. Lined with "Fibre Chamois." Ask her what that is. *Weight, three ounces.* Worn between undershirt and sweater. Made for ladies and gentlemen. Ask your dealer, or sent prepaid on receipt of 75c. and chest measurement.
Pat. Applied for.
WHEELMEN'S ARMOR CO., 487 Broome St., N. Y. City.

...THE Automatic Bicycle Balance
Easy to ride with "Hands Off." The greatest invention yet. Will Balance Wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.

"Balance Applied"



NOTICE.—In ordering Single Balances, give diameter of this tubing.

Write for Descriptive Circular and Trade Prices.
Weighs only 2 ounces; entirely nickel plated; adjustable to any bicycle. Single Balances expressed on receipt of price or C. O. D., with privilege of examination. PRICE, $1.00.
MANUFACTURED BY
Bicycle Chain Lightning Co.
Office, Spalding Building, 29, 31 and 33 West 42d St.
P. O. BOX, 1568 New York City, U.S.A.

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Lyndhurst.

The first catalogue which came to us containing a page devoted to the L. A. W. is published by McKee & Harrington, 173 Grand Street, New York, manufacturers of the Lyndhurst bicycle. It is a very artistic production as to paper, ink and general design. It contains 24 illustrations which are very slick. In fact the entire book, from its beautiful frontispiece to the L. A. W. page at the back is well worth the perusal of any one interested in bicycles.

Victor.

The Overman Wheel Company, manufacturer of bicycles and sporting goods, whose principal office is at Chicopee Falls, Mass., has long been noted for getting out artistic novelties in the catalogue line. This year it is Japanese from start to finish, except that the reading matter is English. We have no doubt that Mr. Overman considered printing it in the Japanese language but desisted for obvious reasons. The leaves are of real Japanese paper, double, and printed only on one side, thus following the true Japanese idea of book making. It is a remarkably unique creation and fully sustains the reputation of this house for novelties.

Owing to the delay mentioned on page 8 of our Dec. 13 issue, it was impossible to get the L. A. W. leaf into the catalogue, but we understand that the O. W. Company has undertaken to put in an insert

THE ADVERTISING HABIT.

Successful advertising is like a sugar coated pill in that the coating makes it easier to swallow.

One of our exchanges, devoted to the subject of undertaking contains an advertisement which is so well calculated to attach itself like a barnacle to the memory of the reader and then just simply stay with him through life, that we have thought best to print it after changing the names so as to partially defeat its deadly purpose.

"A peculiar wedding occurred recently at Smithville. On the 10th ultimo a brother of the prospective bride was accidently killed. By request of the parents the marriage ceremony took place on the day of the funeral, in the presence of the remains which were laid to rest in one of the Smith Casket Co's. four panel E Pluribus Unum Shrine caskets, in the suit of clothes in which he was to have acted as groomsman. The remains were prepared by N. G. Smith, the undertaker, whose store and office are located at 1144 Main street, opposite the depot.

"NOT CHEAPEST BUT BEST."
Trenton Cyclometers.



If you want an instrument on which you can depend, ask your dealer for "Trenton" and insist on seeing them. You are not obliged to buy them, but seeing is believing, and you will want no other after having seen them.

Made of Aluminum.
Weight 2¼ oz.
TRENTON WATCH Co.,
TRENTON, N. J.

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
3 WINTER ST.
JOHN HARRIOTT, BOSTON, MASS.

The Improved Automatic Cycle Saddle

As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



Dr. W. T. DODGE, Surgeon to St. Mary's Hospital, Big Rapids, Mich.
"I like your saddle very much. It is made on the correct principle."
Manufactured in Cane, Wood, Leather or Padded Seat, with or without springs. Send for circulars, to the
AUTOMATIC CYCLE SEAT CO.,
441 Rood Block, Grand Rapids, Mich.

$2.00 Per Pair.
Cross Section.



Pat. 1895
Wire-bound Wood Rims
make Bicycle Wheels that can be ridden with deflated tires without injury, or on the naked rim in an emergency. Strongest for their weight and save expensive repairs. Every owner of a "wheel" should know about them. Write for descriptive circular to makers,
S. N. BROWN & CO.,
St. Clair Street, - DAYTON, O.

...See the only successful HILL CLIMBER at the
Chicago Cycle Show,
Space 291, Annex.
VANGUARD CYCLE Co.
Temporary address...
24 S. Pennsylvania St., Indianapolis, Ind.

THE RULING PASSION.

NIXON WATERMAN.

A tiny tot of only three,
  Sweet as the dew the rose inhales,
I gayly dance upon my knee
  The while I tell her fairy tales.
Unclouded is her placid brow;
  "No care," muse I, "such lives distress!"
"Dear me," says she, "I wonder how
  I'd better make my dolly's dress?"

A fair young bride in queenly gowns
  Comes down the grand Cathedral aisle;
The mighty organ sweetly sounds,
  And on her lips a saintly smile.
And in her heart a prayer? Not so,
  For truthfully I must confess
She's thinking this: "I'd like to know
  What folks are saying of my dress."

A matron near the gates of death
  With weeping kindred at her side,
All fearful that each fleeting breath
  Will bear her soul across the tide.
She tries to speak! She faintly clasps
  The kindly form that bends above.
And with the parting breath she gasps,
  "See that my shroud is ruffled, love!"

If all the Scriptures say is true,
  There 'll be more women, ten to one,
Than men in that fair realm where you
  And I may meet when life is done;
But all the joys designed to bless—
  Bright crowns and harps with golden strings—
Won't please the women there unless
  Each has the nicest pair of wings.

THE MAYOR OF BROOKLYN.

F. W. Wurster has been well known since, as well as before election, as a very enthusiastic worker for whatever pertains to road improvement.

The support of wheelmen had much to do with his recent election, and our brothers in Brooklyn have reason to congratulate themselves upon the prospect of some good work which is liable to be brought about through the official acts of Mayor Wurster.

He has recently joined the League of American Wheelmen, and seems to be very much interested in our welfare as an organization.

He says, "I am in favor of making extra efforts to provide good roads and other accommodations for the wheelmen, for what we do for the wheel in this respect we do also for the driver and equestrian. I cannot see why the wheelman should not have his comfort looked after with just as much forethought, and with the same expenditure of money as any other class of people. I want to see good roads leading in every direction."

He further says, "Although I have two fine horses, I am free to confess that I would rather ride a bicycle, as I get more solid enjoyment out of it."

A very suggestive remark recently made by Mayor-elect Wurster, who has the appointing power, was this. "You can say for me that the next Park Commissioner for this city will be a practical wheelman."

"The Fairest of the Flock."

There are many, many kinds of bicycles, but none can compare with the Gendron, the one with

Most Rigid Frame
..AND..
Truest Bearings

Our Catalogue, illustrating the matchless Gendron is yours on request . . . . . .

Gendron Bicycle

"'T will hold thee safe."

GENDRON WHEEL CO.
TOLEDO, OHIO.

WONDERFUL PROGRESS
In one hour by the use of our LETTERED FINGER-BOARD and SIMPLIFIED INSTRUCTOR. Latest Musical Invention, which can only be had with the

"PREMIUM"
GUITARS, MANDOLINS, BANJOS, VIOLINS.
FINEST ON EARTH.

We carry a full line of Autoharps, Concertinas, Accordeons, Flutes, Cornets, Zithers, etc.

Our Free Catalogue will tell you all about them. Write for it to-day.

Sold Direct from the manufacturer to the user. You save 50 per cent, the Dealer's Profit.
PRICES RANGE FROM $8.00 UP.
The United States Music Co.
CINCINNATI, O.

The Rialto is the...

BEST BICYCLE ON EARTH.

...Made by Continental Cycle Company,

15th Street and Western Avenue,

...CHICAGO...

When ordering your wheels REQUEST that they be fitted with

Hunt
BICYCLE SADDLES
WESTBORO MASS

TWO POINTS OF VIEW.

Of all the tedious, irksome jobs
That I have ever tried,
The toughest and most tiresome is
To teach a girl to ride!

And yet the most ecstatic bliss
It's been my joy to feel
Was when it fell my lot teach
A girl to ride the wheel!

The mystery of this paradox
Is easy to unfurl,
For whether it is work or play,
Depends on *who's the girl!*

— *Southern Cycler.*

GODEY'S Magazine of New York announces a prize of fifty dollars for the best short story in which the bicycle plays an important part. It must not be a century run scorcher, but just a short outing of three or four thousand words. The bicycle is such a pleasant fact, it surely ought to be made the theme of some delightful fiction.

IF, as the many insist, beauty is strength, then the Christmas number of *The Wheelwoman* is a most stalwart, yet withal a most charmingly graceful amazon. It is really mild praise of its beauty to say that it is the handsomest number of a bicycle magazine yet issued. From cover to cover, inclusive, its well-filled and ably-edited pages present a series of pleasant surprises in which the work of the artist and the writer are most happily blended. Mrs. Ida Trafford Bell, in her new relation as associate editor of *The Wheelwoman* appends her name to a number of strong and practical papers which handsomely supplement the splendid work which the readers of that paper enjoy every month written by its able conductor, Mary Sargent Hopkins. It's a magazine no wheelwoman should be without. Readers of the L. A. W. BULLETIN who may so desire, may send a dollar, the price of a year's subscription to *The Wheelwoman*, to this office, and the same will be given to the publishers of *The Wheelwoman*.

No. 84,806 writes:

"I am a heavy-weight (225 pounds) and ride a wheel geared to 68 inches. Commenced to ride last spring and got the "bicycle knee" (or knees, rather), so badly that it was torture for me to go either up or down stairs, but the pleasure of riding a wheel was so fascinating that I was determined not to give it up unless compelled to. However, I used liniments of all kinds, even going so far as to use a "horse liniment"; interviewed my physician, carefully and conscientiously took medicine prescribed by him, all to no purpose, knees just as bad. Finally my physician advised me to try a Bryonia and Rhus Tox. plaster, which I did, applying a piece of plaster on each knee, covering the sore spots and leaving plasters on for a week; result, entire cure, and I can now ride my wheel for hours without inconvenience; cost of plaster twenty-five cents."

BICYCLE FACTORY FOR SALE.

The extensive works located at South Framingham, originally built and occupied by the Para Rubber Company, and now owned by the Hickory Wheel Company, is for sale.

While occupied by the Hickory Wheel Company this property was put into first-class shape, and is now in the best of condition and well cared for.

It has 12 85 horse-power steam boilers, one double engine of nearly one thousand horse power, several smaller engines, dynamos, etc., in good order.

It has a side track from the Boston & Albany R. R., large fire-proof store-house and very large enameling ovens.

All the main floors have railroad tracks with turn tables at all elevators, a large number of cars for the handling of material through the buildings, and a large separate office building, plenty of heating apparatus, gas and water pipes, beside being thoroughly wired and equipped for electric lighting, both arc and incandescent.

The building contains about six acres of floor space, and the entire plant, including boarding houses, etc., covers about 18 acres of land.

This is a rare opportunity for some large manufacturing concern to locate in the very centre of the Massachusetts manufacturing district.

Particulars may be had by addressing" The BULLETIN Office, Boston."

BREAK THE RECORD



Increase the speed of your wheel and the ease of driving it: make your chain run easier and last longer by the use of Dixon's "679" Graphite CYCLE LUBRICANT. Prepared of the choicest and smoothest soft graphite, it thoroughly lubricates chain and sprockets, and prevents them from wearing. Will not gum or hold dust or dirt. Saves money and muscle. Send 15 cents for sample stick.

JOS. DIXON CRUCIBLE CO., JERSEY CITY, N J.

Lots Better.

New Year's reformers some assail
Because so many of them fall.
'Tis better to "swear off" and fail
Than never to swear off at all.

A GOOD ROADS SYSTEM.

The Ontario Good Roads Association has recommended the system of making and caring for roads as outlined in the following, from a recent report:

The county council, of Hastings, has control of and maintains nearly 400 miles of county-roads — some of these were first constructed as toll-roads and afterwards purchased by the county.

The annual expenditure in this county for road maintenance and construction is from $12,000 to $15,000 per annum. The work is done systematically. A superintendent of gravel roads is appointed at a salary of $700, he paying his own expenses. A gravel road committee is appointed by the county council. Two or more gangs of men are engaged, the foremen of each getting extra wages, the work is put directly in charge of the superintendent who reports monthly to the committee all details as to men, wages, work, etc. The strong points of this system of maintenance are:

First. The whole work through the committee is directly under the control of the council.

Second. The work is well done, as there is no inducement to scamp it.

Third. It is done where most required at the best time.

Fourth. The rate-payers are in touch with those performing the work and for any man to shirk his work will soon reach the superintendent.

Fifth. By employment of good men continually at the work they become experts and capable of doing more than inexperienced hands.

The cost per mile of maintenance is about $40 annually.

The same system, in variously modified forms, is now being employed in different sections of Canada and the United States.

The basis of assessing county roads is that of equalized value, care always being taken in assessing a road that it connects with the system in the adjoining municipality. The cost of maintenance of the roads is levied as a general rate to apply on any part of the system as found to be required.

Lives of famous men remind us
What a jolly snap 'twill be
For the wives we leave behind us
Selling our biographee.

THIS is number one of the new volume which is to be paged consecutively and supplied with an index.

MOTHER'S slipper was the first "tan" shoe.

SOME of the humorous papers print a good deal in color and a good deal that is off color.

PEOPLE who are on their knees all the while ought to thereby save their soles.

THE ANDERSON "TRANSIT"



Have you seen it?
Don't miss it . . . .

A thoroughly well built, high quality bicycle, comprising every practical improvement, and a record breaker.

Price, $100.00.

ALBERT & J. M. ANDERSON, Makers,

Salesroom, 44 Columbus Ave., Boston.

FACTORY, SO. BOSTON, MASS.

A.W.A.A.A.A. IN THE **A.W.A.A.** — American Wheelmen are Assured Against Accidents in the American Wheelmen's Accident Association.

An accident association made up of wheelmen.

GEO. M. HENDEE, *President.*
D. EDWARD MILLER, *Vice-President.*

For particulars, address
C. F. WATSON, Secretary,
Westfield, Mass.

---

3 IN ONE TRADE MARK

Prevents Rust, Cleans entire Wheel, Lubricates Chain and Bearings, and will not gum. Sample of "3 in 1" sent in this oil can for 10 cents. One trial will convince you.

G. W. COLE & CO., 111 Broadway, New York.

HENDEE'S SILVER KING BICYCLES.

$75.00 . . Agents wanted. Get Catalogue. Hendee & Nelson Mfg. Co. SPRINGFIELD, MASS.

RUBBER GOODS BY MAIL

For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. I. Betts & Co., 120 Water St., Toledo, O.

STOLEN—On Dec. 20th, from 213 East 51st Street, N. Y. City. A aa Raleigh, low-frame, racing tire on front wheel, road-racing tire on rear wheel, gear 68, nickel-plated forks, both tires have been punctured, orange-colored rims, one pedal rusted and nut missing from crank-pin, ram-horn bars, Brooks speedway racing saddle, front tire and sprocket well-worn. A suitable reward will be given for the return of wheel to Joseph L. Meyer, 213 East 51st Street, New York City, N. Y.

Cyclers, Glee Clubs, Attention!

HAVE YOU SEEN

"Eliza Jane A-Cycling in the Park"

Winthrop Packard's Comical New Woman Song.

Eliza Jane she had a wheel,
Its rim was painted red;
Eliza had another wheel
That turned inside her head.
She put the two together, etc., etc.

Sent by return mail, postpaid, on receipt of 40 cents in stamps, P. O. money order or check.

Male voice parts, 10 cents each.
Seven splendid encore verses with each copy.
Just what you want for your Minstrel Show. Address

WINTHROP PACKARD,
180 Tremont Street.
Boston, Mass.

THE AMERICAN WHEELMAN...

Everybody reads it—That is, everybody who is "in the swim." The electric light, among cycling papers, which never goes out. Always fair and fearless when criticism is needed.

Price, 10 cents. For sale on all prominent news stands. Subscription price, $2.00 per year in advance. Advertising rates on application.

American Wheelman Publishing Co.
23 Park Row, New York, N. Y.

The Wheel and Cycling Trade Review.

A weekly illustrated cycling paper; oldest and most influential: covers the entire field, both trade and sport. Samples free. Two dollars per year.

ADDRESS, THE WHEEL . . .
P. O. Box 444, New York.

THE CYCLING NEWS.

A New Cycling Paper, full of late news and trade notes of interest to wheelmen; issued weekly. 50 cents a year; special rate of 25 cents a year to L. A. W. members. Send for free sample copy to

THE CYCLING NEWS, Toledo, O.



Manufacturers and dealers, send for sample and prices.

MANUFACTURERS OF BICYCLE SUNDRIES—Would do well to correspond with F. E. Gilmore, Chickasha, Ind. Ter., with reference to the best "bicycle alarm bell" ever invented.

Alas, Too Often.

By sparing the rod we are spoiling the child,
And all through his life he will show it;
But "train up a child in the way he should go"
And the first chance he gets he will "go it."

THIS year promises to be the greatest in the history of bicycling.

THE growing importance of wheeling is shown in a bulletin recently issued by the Brooklyn Public Library, in which is the following note: "Bicyclists will find at the library the most recent works on wheeling, and also the road books published by the League of American Wheelmen of New York, New Jersey, Pennsylvania and the New England States."

The Proper Thing.

Every play that's laid in Erin
Is quite certain to have therein
Some rocky passes where the villains their
Poor victims slay.

But the rocks are only paper,
For 'tis quite the proper caper
To always have some sham-rocks shown in
Every Irish play.

TALMAGE says bicycling is all right. That settles it.

Not a truth has to art or to science been given,
But brows have ached for it and souls toiled and striven.
—Meridith.

GOOD digestion has more to do with happiness than good preaching has.



TEN THOUSAND NAMES.

They are four in ten thousand, these men who are looking at you out of our pages this week. They work for and represent the division that has put ten thousand members into the League. They are so well known and their biographies have been written so many times that it would be an act of supererogation to write them up. We have delegated the official rooster to crow for them in the application list. The exultant bird that we are so proud of, and who is so useful to us is on strange ground, but he will crow none the less lustily for that. He shall go into the same field when any other division shall record ten thousand members. All honor to New York and her officials. Let the deafening cheer resound, strike the official hewgag and give the bass drum a one'r.

FIGURING GEAR.

A correspondent suggests that instead of multiplying the diameter of rear wheel by the number of teeth in front sprocket, and dividing by number of teeth in rear sprocket, that it is simpler to divide diameter of rear wheel by number of teeth in rear sprocket and multiply by number of teeth in front sprocket.

Of course the result would be the same. "You pays your money and you takes your choice."

DEAD men tell no jokes.

See-Saw.

An artist went to sea to see
What he might see at sea to draw,
He only saw what all may see—
The sea was all the artist saw.
And when he saw he'd seen the sea,
Proceeded he the scene to draw.
And since his scene I often see,
I've seen the sea the artist saw.

THE health-giving bicycle is doing much to make the doctors feel all out of patients.



IF the truth were known we should probably be made aware of the fact that Edward Bulwer Lytton wrote his famous line, "The pen is mightier than the sword," with an ordinary lead pencil. The poets and the essayists have not given the lead pencil the honor due it. A good lead pencil—ah! but there's the rub. That may explain everything. Maybe they haven't used Dixon's. There is as much difference in some folks as there is in anybody. It's the same way with pencils. Those made by the Jos. Dixon Crucible Company, Jersey City, are as smooth as oil.



For A Rainy Day.

Let's lay up something for a rainy day,
For since to market we must draw our loads,
We 'd better plan to lay up while we may
A system of good, well-drained public roads.

NOW IS THE TIME.



ALL of us have heard the story of the "Arkansas Traveler," in which it is related how the owner of the house with a defective roof explained that he couldn't repair it while it was raining and when it wasn't raining the roof answered all right, just as it was.

In too many localities the bad condition of the public highways may be accounted for in the same manner. Through the busy teaming season the farmers are too much occupied with other work to give the condition of the highway much attention. And when their season's business is over, it isn't worth while, so they think, to do anything until the next year.

And so with a "lick and a promise," the roads are patched up "for the time being," and a good piece of road is an accident or the result of nature's kindness.

Just now is a good time for the farmers and the residents of smaller towns to build their good roads, "on paper," at least.

A careful looking-over of the work to be done, and planning how to do, will make its accomplishment more certain than if the whole subject is left in a catch-as-catch-can condition.

With correct roads in this country two-thirds of the expense of marketing its produce would be saved. It is worth considering. The value of farms would be greatly increased and everybody would be made happier.

Are the farmers of the land properly improving the time in educating themselves and others in this most important matter ?

A neighborhood is judged by the roads it keeps. The man who builds a good public road is a benefactor to mankind.

Plan your work now and do it just as soon as you can.

MUD!

Mud!

Murky, mucky mud!

It is a halt and a hobble to every hoof, and a worry and weight to every wheel.

The clammy clutch of its multitudinous finger clings to every foot and felly.

It is a monster born of clouds and darkness. The devil-fish of the path and the highway.

The sunshine is its enemy, before whom it creeps into its hidden caves.

Mud is the monster mother of earth's slimy things.

It is the antithesis of flight. It is a drag placed on the feet of the world.

It is the sloth seeking to make a sluggard of every moving thing.

Its purpose is to daub and delay, distress and destroy.

It is the ugly handicap of time and a blasting blight to progress.

Its presence means isolation and ignorance, superstition and squalor.

It is the smoky glass enshrouding the light of liberty and motion.

It is the underbrush in the path of progress; an impassable lock in the current of commerce.

It is an incessant toll-gatherer and a perennial tax-monger.

Its joy is to bother and besmirch, to balk and to baffle.

It represents grief and gloom, and throws its shadow over gayety and gladness.

It was not made for man.

Better a roaring lion in the street than a highway filled with mud.

Banish it forever and a day.

Amen.

AT the annual meeting of the Steuben County board of supervisors State of New York, 38 members in number and representing 80,000 population, the following resolution offered by Supervisor John S. Kennedy of the City of Corning, an enthusiastic wheelman, was unanimously adopted.

Resolved: That the senator from this district and the members of assembly from this county be requested to favor the enactment of good roads measures and the appropriation of a *liberal* amount for improving the roads of the State.

Horses are not built like frogs,—
Roads should not be spongy bogs.

AN honest road is the noblest work of a community.



CYCLES

The result of scientific development in Bicycle construction of the highest class.

The 20th Century Wheel

O. J. FAXON & COMPANY,

MANUFACTURERS

Established 1850. BOSTON, MASS.

Write for territory. Mention L. A. W. BULLETIN.

GOOD ROADS AND BAD.

We trust that the legislature at its coming session will, as one of its first duties, take up the subject of improved road laws for the state. We do not know that any change is necessary in reference to the common unpaved roads, unless a severe penalty is provided against the working of the roads late in the fall. All the work on the common roads should be done early in the summer.

The thing needed is such legislation as will give the most liberal encouragement to the construction of paved roads. It is now a fact that nearly the whole people favor these improvements. Each citizen is willing to bear a fair proportion of the burden of the expenses needed. This is the almost unanimous sentiment. There is no other part of our indebtedness more cheerfully paid than that which has been incurred in the construction of good roads. The expense is so small compared with the vast benefits received in return, that the desire is general to improve all the roads on which there is much travel. The present law is good enough as far as it goes. Under its operations, however, only a few of the more favored roads can be improved. What is needed is a law that permits all roads to be improved as soon as a majority of those persons most interested and who must bear the chief burden of the expense desire to do so.—*Toledo* (O.) *Commercial.*

The Unhappy Medium.

Who lives in the country may drive his own dray;
Who lives in the city may drive his own shay.
Who lives in the suburbs (half dude and half jay)
Has naught but the trolley car, twice every day.
— *Truth.*



Boston, January 3, 1896.

LEAGUE HEADQUARTERS,
12 PEARL STREET, - - BOSTON, MASS.

Officers for 1895 and 1896.

President, A. C. WILLISON, Cumberland, Md.
1st Vice-President, GEO. A. PERKINS, 15 Court Sq., Boston, Mass.
2d Vice-President, A. C. MORRISON, Pabst Brewing Co., Milwaukee, Wis.
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FRED GERLACH, Montauk Bldg., Chicago, Ill.
D. W. ROBERT, 2922 Washington Ave., St. Louis, Mo.

Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below

ALABAMA.—Chief Consul, M. T. Stradford, Box 768, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phœnix. Secretary-Treasurer, T. E. Irvine, Phœnix.

ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

COLORADO.—Chief Consul, Geo. L. McCarthy, 1756 Stout St., Denver. Secretary-Treasurer, Harry M. Booth, Box 1427, Denver.

CONNECTICUT.—Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DELAWARE.—Chief Consul, S. Wallis Merrihew, 19th and Tatnall Sts., Wilmington.

ILLINOIS.—Chief Consul, L. C. Jaquish, 15th st. and Western ave., Chicago. Secretary-Treasurer, George D. Locke, 119 West Pearl St., Jerseyville.

INDIANA.—Chief Consul, Maro D. Thompson, 944 No. Alabama street, Indianapolis. Secretary-Treasurer, Chas. G. Mueller, 667 Virginia ave., Indianapolis.

IOWA.—Chief Consul, E. Kostomlatsky, Oskaloosa. Secretary Treasurer, A. C. Miller, East 6th and Locust streets, Des Moines.

KANSAS.—Chief Consul, W. W. Webb, Copeland Hotel, Topeka. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, John W. Clendening, 1614 Scott St., Covington. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson St., Louisville.

MAINE.—Chief Consul, C. S. Hichborn, Augusta. Secretary-Treasurer, Percy H. Richardson, 31½ Exchange street, Portland.

MARYLAND.—Chief Consul, Conway W. Sams, 206 Courtland St., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law Building, Baltimore.

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Alonzo D. Peck, 727 Tremont St., Boston.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E. Minneapolis. Secretary-Treasurer, J. I. Willson, Winona.

MISSISSIPPI.—Chief Consul, D. S. Wright, Vicksburg, Secretary-Treasurer, Geo. F. Bauer, Jackson.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St., Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, A. R. Edmiston, 1233 O St., Lincoln. Secretary-Treasurer, W. M. McCall, Kochler Hotel, Grand Island.

NEW HAMPSHIRE.—Chief Consul, G. H. Phinney, Hanover St., Manchester. Secretary-Treasurer, F. E. Gale, 50 State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, Room 69, Agency Building, Buffalo.

NORTH CALIFORNIA.—Chief Consul, F. H. Kerrigan, New City Hall, San Francisco. Secretary-Treasurer, Stanley G. Scovern, 1590 Fulton St., San Francisco.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

NORTH DAKOTA.—Chief Consul, Oscar S. Chenery, Jamestown.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

OKLAHOMA.—Chief Consul, Charles L. Wenner, Perry.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, C. C. Monaghan, Santa Ana. Secretary-Treasurer, J. A. Kelly, 211 New High St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 221 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings Bank, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, C. F. Wilmans, 179 Elm St., Dallas.

UTAH.—Chief Consul, C. N. Butler, Box 884, Salt Lake City. Secretary-Treasurer, W. S. Evans, Box 487, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, J. A. Drain, Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VI of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisious of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

Cycle Club,.....

References,.....

.....

*Write plainly, printing preferred, or enclose personal card.

VETERAN BAR.



Any member who has been connected with the L. A. W. for 10 consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the Secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. To the end of this year there are but 742 members entitled to wear this bar, and less than 150 have been issued.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

RACING BOARD.

Records Accepted.

Half mile, class A, unpaced, flying start, against time, by Harry C. Clark, Denver, Col., 59 seconds, Nov. 20.

Two miles, class A, unpaced, standing start, against time, by Harry C. Clark, Denver, Col., 4 minutes, 46 1-5 seconds, Nov. 21.

Three miles, class A, unpaced, standing start, against time, by Harry C. Clark, Denver, Col., 7 minutes, 15 seconds, Nov, 21.

Four miles, class A, unpaced, standing start, against time, by Harry C. Clark, Denver, Col., 9 minutes, 47 seconds, Nov. 21.

Five miles, class A, unpaced, standing start, against time, by Harry C. Clark, Denver, Col., 12 minutes, 12 seconds, Nov. 21.

Sanctions Granted.

Feb. 20, '96—New West Side Athletic Club. New York.
Jan. 1, '96—Phoenix City Railway Co., Phoenix, Arizona.

Transferred to Class B.

Arthur A. Kaliska, Buffalo, N. Y., under clause (g).
C. T. Murphy, Laredo, Tex., under clause (b).
O. W. McBride, Lincoln, Neb., under clause (d).

Suspended.

For competing in unsanctioned race against a rider under permanent suspension, Robert Korlicker, Golden City, Mo., Charles Lillibridge, Cartersville, Mo., and —— Perry, Webb City, Mo., are suspended from all track racing for one year from Oct. 4.

H. D. Cleaveland, Rutland, Vt., is suspended pending return of prize wrongfully held by him.

By vote of board, under Article IV., Section 7, clause (i), L. A. W. by-laws, Clarence Clark, of Matteawan, N. Y., is suspended for one year from Dec. 16.

Declared Professionals.

W. J. Tremaine, Fort Worth, Tex., under clause (b).
W. R. Goodnough, Des Moines, Ia., under clause (b).

ASSEMBLY HEADQUARTERS.

The annual meeting of the National Assembly of the L. A. W. will be held in Baltimore, Md., Feb. 10, etc., 1896.

The headquarters have been fixed at Hotel Rennert with rates of $1.50 to $4 00 per diem, European plan.

The assembly will meet in the Royal Arcanum Hall directly opposite the hotel.

I would respectfully request all delegates who expect to attend to secure their rooms as soon as possible.

It is the duty of every delegate to attend if possible, and if impossible to attend, he should send his proxy.

ARCHIBALD C. WILLISON, *President L. A. W.*

AMENDMENTS.

On behalf of the Committee on Rules and Regulations the following amendments to the Constitution and By-Laws will be proposed at the meeting of the National Assembly in February, 1896.

ALBERT MOTT.

CONSTITUTION.

Add new Section to Article II., as follows:

"Sect. 6. When the membership of any division, subdivision or consulate shall be less than twenty-five, such division, subdivision or consulate shall be discontinued, and all moneys and property shall be turned over to the secretary of the League within thirty days after notification by the Secretary."

Strike out Section 5 of Article III., and substitute the following:

"All memberships shall expire one year from the date on which the application is published in the official organ."

Strike out the words "vote or" in the fifth line of paragraph 6, to Sect. 1 of Article IV.

Strike out the words "except that on Auditing" at the last of the seventh paragraph of Sect. 1, Article IV.

Article IV., Sect. 4. Strike out the word "February" and insert "January."

Insert the word "exclusively" after the word "roll," in the fifth line of Sect. 1 (*b*) to Article V.

Article V., Sect. 7. After the word "consulate" in second line, insert "or any delegate to the National Assembly."

Article V., Sect. 10. Add after the word "By-Laws" at the close of the paragraph "and shall incorporate the latter therewith."

Strike out the words "Officers and" in the first line of Sect. 4, Article VI.

Strike out the words "except that on auditing" in Sect. 4 of Article VI.

After the word "committees" in the first line of Sect. 5. Article VI., insert in parentheses the words "(except that on Auditing, which shall be elected)"

Insert after the word "list" in the seventh line of Sect. 1 (*b*) of Article VIII., the words "of all its members, designating those who are members of the League."

After the word "members" in the eighth line of Sect. 1 (*c*) of Article VIII., insert the words "with the League members designated as such."

Insert in Article VIII., Sect. 1, new paragraph as follows: "(*h*) League clubs containing members belonging also to other League clubs will have such members on or before the first day of October in each year, advise the secretary-treasurer of the division as to the club in which he elects to be counted for League club representation in the division board of officers, and the secretary-treasurer shall thereupon notify all the clubs to which the member belongs of his decision as to representation."

BY-LAWS.

Remove sections (*b*), (*c*), (*d*) from Sect. 3 of Article IV., and make them sections (*c*), (*d*), (*e*) of Sect. 1 of same Article.

Article III., Sect. 4. Strike out in sixth and seventh lines the words "at the close of each term of his office," and insert in lieu thereof the words, "quarterly, in the months of January, April, July and October of each year."

Notice is filed that Sect. 1 of Article VI. may be amended to authorize the collection of a fee for transfers after the secretary-treasurer of each division interested has been notified that the change is pending.

Thanks are due from the committee and tendered the following members of the League for suggestions and advice: Mr. R. M. Welch, (matter referred to racing board); Mr. F. P. Prial, Mr. Thos. F. Cooke.

By Mr. M. L. Knowlton: Article III., Constitution·

substitute for Sect. 2. "All applications for membership and renewals of same shall be sent to the secretary-treasurer of the division in which the applicant resides, together with the proper fees and dues, and such information as may be required. And the secretary-treasurer shall forward said application or renewals to the secretary of the League with the portion of dues belonging to the national body, and to the official organ, retaining the portion belonging to the division.

Amend Sect. 4 to agree with above.

Mr. J. Emory Tippett.

By Mr. Douglas W. Robert: Article IV., Sect. 1, Constitution. Strike out the word "chairmen" in the fourth line of seventh paragraph, and insert the word "members."

By Mr. Abbot Bassett: Article V., Sect. 12, Constitution. Strike out the words "from the Division" in the third and fourth lines.

Mr. Thomas Carey Welch.

By Mr. Abbot Bassett: Harmonizing amateur rule and action by national assembly; referred to racing board.

By Mr. Abbot Bassett: Article VIII., Sect. 1 (*a*), Constitution. Insert "accompanied by a fee of two dollars" after the word "club," in the ninth line.

By Mr. Abbot Bassett: Article II., Sect. 1 (*b*), By-Laws. Add at close of paragraph, "Provided, also, that the secretary of the League may vote such instructed proxies as may be sent to him for that purpose."

Dr. Geo. E. Blackham; Mr. W. C. Munro: Matter referred to racing board; Mr. Otto Dorner.

Mr. Sterling Elliott: By-Laws, Article I, Sect. 1. Strike out the last sentence and insert "He may employ a clerk at wages not to exceed $1,000 per annum."

Mr. Chas. L. Wenner: Matter referred to racing board; Mr. H. C. Nickerson, Mr. W. S. Bull.

Submitted for the committee on rules and regulations.

ALBERT MOTT.

MASSACHUSETTS CONSULS.

The terms of all local consuls in Massachusetts expired Dec. 1. Many of the last year's consuls will be reappointed.

I have received numerous letters on this subject, which cannot be answered at present.

All communications relating to local consuls will be taken up and acted upon between now and February 1.

STERLING ELLIOTT, *Chief Consul.*

BOARD OF OFFICERS, MASSACHUSETTS DIVISION.

The annual meeting of the board of officers, Massachusetts division, L. A. W., was held at Young's Hotel, Boston, Wednesday evening, Dec. 11, 1895. Chief Consul Sterling Elliott presided, and the following officers were present: D. E. Miller, A. D. Peck, J. Fred Adams, Louis H. Adams, Chas. L. Barker, W. B. Chipman, Josiah S. Dean, W. C. Dillingham, Warner S. Doane, W. W. Eddy, Howard B. Emery, John J. Fecitt, A. G. Frothingham, Fred I. Gorton, W. G. Kendall, J. C. Kerrison. Fred S. McCausland, Henry C. Nickerson, H. E. Morine, Geo. A. Perkins, Arthur K. Peck, Arthur W. Robinson, Allen W. Swan, Geo. H. Stevens, Frank B. Sibley, J. Emory Tippett, Spencer T. Williams, D. J. Chisholm, G. W. Dontee, F. O. Dean, C. W. Fourdrinier, Bertram Harriott, A. M. Lloyd, J. A. Langford, R. A. Moses, Fred McDonough, A. W. Norcross, C. G. Percival, J. W. Porter, H. W. Robinson, Reuben S. Swan, N. W. Starbird, J. E. Towne, A. W. Pease, W. C. Toppan, G. M. Babb, L. P. Jackson, F. H. McKee. Ten other members of the board were represented by proxies.

Mr. J. S. Dean moved that the reading of the minutes of the previous meeting be dispensed with, asking, however, that a clerical error in the rights and privilege committee's report be corrected, substituting $5.00 for $500, as printed in the report of damages awarded Mr. Boyer.

Chief Consul Elliott then made the following report:

Chief Consul's Report.

The largest membership which the Massachusetts division ever had, was at the close of March, 1894, when we had enrolled 6,297 members. Of these there were renewed during the summer and fall of 1894, 3,999, or about 63 1-2 per cent. To those renewals were added 1,338 new names, so that at the close of last March we had a total of 5,337, or a little over 84 per cent of the former year's membership.

Of that 5,337 we have renewed 3,459, or about 64 3-4 per cent, a gain of 1 1-4 per cent in renewals over last year.

The total number of new names received to March 31 of last year, was 1,338. The new names received this year to Dec. 1 number 2,459, or a gain of nearly 84 per cent, with three and a half months yet to hear from.

Of the new names received, 815, or about one-third have been sent in by local consuls. It is my belief that a considerable proportion of these names may be credited to the cash prizes which we offered.

The total amount received by the division in fees from new members, put in by local consuls, is $1,100.25. The total amount of the prizes is $200, awarded as follows, the money being divided in accordance with a circular sent out from my office last spring.

1.	Lincoln Holland, Worcester	122 names	$50 00
2.	A. D. Peck, Boston	60 "	39 00
3.	W. C. Butman, Middleboro	42 "	25 00
4.	F. W. Taylor, Westboro	35 "	20 00
5.	G. Edgar Russell, Brockton	32 "	15 00
6.	Alexander Keltie, Roxbury	25 "	10 00
7.	L. W. Piper, Newburyport	23 "	6 66
8.	Dr. A. F. Wyman, New Bedford	23 "	6 66
9.	Abraham R. Duryee, Cambridge	23 "	6 66
10.	Frank H. Erskine, E. Bridgewater	20 "	5 00
11.	Henry T. Brown, Winchester	19 "	5 00
12.	Frank C. Flint, Chicopee Falls	18 "	5 00
13.	I. N. Chase, Malden	17 "	5 00
14.	G. W. Loring, Allston	17 "	5 00
15.	G. Arthur Babbitt, Taunton	16 "	2 50
16.	James Lehan, Stoughton	16 "	2 50

I would suggest that in view of the nearness of the merry Christmas times, we pay these prizes at once.

The total number of local consuls appointed up to Dec. 1 was 126. Of these, 73 have sent in new names, though 12 of them sent but one name each.

Although the greatest care was used to find and appoint the best man in each case, we are confronted with the sad fact that 53 of those consuls did not send in a single new name. Forty-two consuls sent five or more names, and were furnished with the painted local consul signs. Thirty-two sent ten or more names, and have received the local consul badge.

The division had no unpaid bills Dec. 1, and as will be shown by the secretary-treasurer's report, had a balance on hand of $1,450.17.

I would recommend the appropriation of $200 for prizes next year, to be divided among the fifteen consuls who shall send in the largest number of new names *and renewals.*

I am in a position this year to give more careful attention to the duties of the office of chief consul, beside being better informed as to what should be done.

And I will certainly make an earnest effort to deserve the confidence you have shown in re-electing me.

Chief Consul's report accepted.

The present secy.-treas. not having received from the ex-secretary-treasurer a report, none was rendered. Mr. Reuben S. Swan, however, as chairman of the finance committee presented the following report, showing the financial condition of the division.

The finance committee respectfully submit their final report for the year just closed.

The books and accounts of the secretary-treasurer have been carefully audited each quarter, and balances verified. No bills have been paid unless approved by the chairman of the committee.

The accounts of Charles S. Howard, late secretary-treasurer have been examined to Dec. 1, 1895, and found correct,

and the books have been transferred to the newly elected secretary-treasurer.

It appears to your committee that some change should be made in the manner of keeping the financial accounts of the division. Under the present system, few detailed appropriations are made, and the secretary-treasurer has no knowledge of what payments he is liable to be called on to make, on account of bills contracted outside his office. Your committee would suggest that specified amounts be appropriated for such expenses as the division is liable to incur, and that each bill be charged to its proper appropriation.

The condensed financial statement for the past year is as follows:

RECEIPTS.

Balance Dec. 10, 1894,	$785.75	
Membership fees,	4,443.85	
Sale of road books and maps,	93.60	
Receipts on account of spring meet,	110.00	
Receipts on account of summer meet,	50.75	
Springfield Bicycle Club, half expenses of fall meet,	161.30	
Interest on deposit,	15.87	
	$5,661.12	$5,661.12

PAYMENTS.

Chief consul, printing, postage and stationery,	$422.98	
Chief consul, clerk hire,	340.25	$763.23
Sec.-treas., salary,	$200.00	
Sec.-treas, printing, postage and stationery,	64.44	$264.44
Rooms for board of officers' meetings,		$23.70
Mileage of officers and representatives,		195.03
Expenses of delegates to national assembly,		362.50
Local consuls,		35.90
Committee on guide-posts,		29.34
Road books, maps and pamphlets,		357.30

ELECTION EXPENSES.

Nominating committee,	$13.30	
Postage, stationery, and printing,	250.92	
Returning board,	18.50	$282.72
Miscellaneous expenses,		117.44
Spring meet,		1,060.07
Summer meet,		405.53
Fall meet,		313.75 $4,210.95
Balance Dec. 11, 1895,		1,450.17 $5,661.12

Respectfully submitted,

REUBEN S. SWAN, *Chairman.*

Report accepted.

Chairman J. S. Dean of the rights and privileges, presented his report, which was also accepted, and is as follows:

Since my last report I have had a great many requests for advice from members of the League, in regard to accident cases.

The number of them has very largely increased. By far the greater number comes from those whose bicycles have been smashed while standing at the side of the streets. I have succeeded in getting fifty dollars for one member from an express company, and twenty-five dollars for a member whose machine was injured by the West End street railway. These amounts were satisfactory to the members, and were obtained without expense to either the League or the claimants. Some members of the Boston Wheelmen were sued a short time ago by a colored rider, who claimed that he was unlawfully discriminated against on account of his color. At their request I entered my appearance in court, where the matter is still pending. He seemed to think that it was a matter the League should take up, and I leave it to the representative to say whether or not I should conduct the defence as a League official. I have had also a number of requests to appear in court as prosecuting attorney against bicycle thieves. This it is impossible for me to do, as it takes too much time from my business, and no compensation was offered by anyone, the members seeming to think that it was part of the duties of the chairman of the committee on rights and privileges.

I have not given in detail all the cases I have been consulted about, as many of them have been simply requests for a legal opinion. In some I have made demands which have been resisted, and the League members have failed to satisfy me that they could maintain their side of the case, the matter has been dropped. I believe that this department ot the League work is a very important one, and has been of great benefit to the League.

Verbal reports were rendered by Messrs. Geo. A. Perkins, chairman of the highway improvement committee, J. C. Kerrison, chairman of the touring committee, and Spencer T. Williams, chairman of the rules and regulations committee.

Mr. H. C. Nickerson, chairman of the transportation committee, who is also a member of the national committee, reported a meeting held by a joint committee from the League and the cycle board of trade, in which a committee of three was appointed to confer with the trunk lines passenger association, and to explain the position taken by the wheelmen. This committee was refused an audience. The matter was then laid before the national executive committee, with a recommendation to carry it before the courts. In the course of his remarks he cited a local case of disagreement between the Fitchburg railroad and a cyclist, who on September 10 sent his wheel by that road from Hudson to Boston. He paid twenty cents tariff, but since that time the owner has not seen the wheel, and is unable to get satisfaction. The railroad claim that they are not liable for baggage not called for on arrival of train.

Pres. Willison of the L. A. W. recommended to Mr. Nickerson that the matter be referred to W. M. Brewster, chairman of the national transportation committee.

Report was accepted.

Chairman Henry W. Robinson, of the racing board, said that his position on the national board was interwoven with the State board, and offered the following report which was accepted:—

TO THE CHIEF CONSUL AND BOARD OF OFFICERS MASSACHUSETTS DIVISION, L. A. W.

Gentlemen,—During the year just closed, the racing in Massachusetts has, we think, been quite up to the standard of any in the country.

The general increase has affected our State about proportionally with the other States, and with the increase, the number of unsanctioned meets, and other fractions of the rules has been on the decrease, showing that the people interested, have, by persistent work on the part of the racing boards, come to recognize that it is better to abide by the rules rather than take the chances of being found out and punished for acting contrary to the rules.

During the year, some one hundred and seventy odd sanctions have been granted for Massachusetts alone, by the national board.

To show the interest that racing has by degrees worked up the public at large, I will say that nearly all of the country fairs have this year included as a part of their "show" a few bicycle races, and these are in place of what has always been considered as one of the chief attractions of the fairs, viz., the horse trots.

The racing at the two division meets has been under the supervision of the board, and that at the Worcester meet, in the direct charge of one of the members of the board, Mr. Knight, of Worcester.

At these two meets, the members of the division were admitted at reduced rates, or free, and thereby saved about three quarters of the dollar that it cost them to renew their membership this year.

Such inducements as these are what very many of the members expect, and to satisfy their expectations, is to have a hold on them for members for the coming years.

There have been two division championships run off during the year, and resulted in making Mr. J. J. Casey, of Worcester, the division champion for the year at one-half mile, and Mr. Warren S. Reynolds, of Hyde Park, the champion for one mile.

A Massachusetts man, Mr. Nat Butler, of Cambridgeport, has done honor to the division during the year by winning the two-mile national championship.

In closing, I wish to thank local consuls for assistance given the board in various matters during the year.

With bright prospects for another successful year of racing, we remain, Yours,

MASS. DIV. RAC. BOARD,
by H. W. ROBINSON, *Chairman.*

Chief Consul Elliott announced that he had appointed Mr. Arthur K. Peck as chairman of the road book committee.

Mr. J. S. Dean moved that they proceed to the election of a finance committee, and that a committee of three be appointed to receive and count the ballots, and the following were appointed: J. S. Dean, H. W. Robinson and Dr. Kendall.

Mr. McCausland nominated Mr. Swan, and Mr. Williams nominated W. W. Eddy and H. E. Morine. The three nominees were elected.

Mr. Dean moved that they proceed to elect delegates to the national assembly, and that the entire board be placed in nomination.

The following is the result of the election:

Total number of votes, 58.

J. S. Dean,	42	votes	S. T. Williams,	41	votes
Arthur K. Peck,	40	"	J. J. Fecitt,	39	"
W. C. Dillingham,	38	"	C. W. Fourdrinier,	36	"
F. S. McCausland,	35	"	C. G. Percival,	35	"
N. W. Starbird,	35	"	A. W. Swan,	34	"
L. H. Adams,	33	"	A. G. Frothingham,	33	"
F. I. Gorton,	32	"	H. W. Robinson,	30	"

All the above are elected. Ballots cast for the other candidates are as follows:

J. Fred. Adams,	21	votes	W. G. Kendall,	6	votes
J. C. Kerrison,	18	"	R. S. Swan,	6	"
J. W. Porter,	18	"	A. W. Norcross,	5	"
A. W. Robinson,	17	"	F. P. Sibley,	5	"
H. B. Emery,	17	"	F. McDonough,	4	"
W. C. Toppan,	13	"	W. S. Doane,	3	"
C. L. Barker,	9	"	H. E. Morine,	3	"
H. C. Nickerson,	9	"	G. H. Stevens,	3	"
L. P. Jackson,	8	"	W. W. Eddy,	2	"
W. B. Chipman,	8	"	G. E. Patton,	2	"
D. J. Chisholm,	7	"	James Keltie,	1	"
F. A. Dean,	7	"	J. A. Langford,	1	"
F. H. McKee,	7	"	A. W. Pease,	1	"
G. W. Dortee,	6	"	G. A. Perkins,	1	"

The following additional members are entitled to seats in the assembly, Vice-pres. Geo. A. Perkins, J. E. Tippett, chairman of national membership committee.

Mr. L. P. Jackson of the Lynn Cycle club spoke of the successful political campaign waged in that city. The wheelmen elected twenty-eight out of the thirty-four candidates for city positions, every one of the number being pledged to support the good roads movement.

The club now wants to get a superintendent of streets who will be willing to place the thoroughfares in a much better condition than they are at the present time.

This fight, the speaker said, grew out of the war waged against the wheelmen using the piece of ground between the car tracks and the Lynn common. To ascertain if the division was in sympathy with the Lynn Cycle club in this matter, Mr. Jackson offered the following resolution:

Resolved, that we, the Board of Officers and delegates of Massachusetts State Division, L. A. W., thoroughly approve the action of the Lynn Cycle club in entering the political field in Lynn for the purpose of obtaining good roads.

That we approve all work already accomplished, and urge that it be continued along the lines laid out by the chairman of the good roads committee, Norman C. Bassett.

That we congratulate the members of the Lynn Cycle club and the Lynn members of the L. A. W., on their loyalty to the cause in so strongly supporting Chairman Bassett throughout the recent municipal campaign in Lynn, and that we further congratulate all concerned on the extremely successful results attained in the election of yesterday.

That we offer our moral support, our voting strength, and our assistance in every way possible to further the cause of good roads in Lynn.

Mr. Frothingham moved that it be received and printed in the BULLETIN.

The resolution was adopted.

Mr. Geo. A Perkins spoke against the proposed amendment offered by Isaac B. Potter to the national assembly, to do away with cycle racing, so far as the League as an organization is concerned, and in closing moved as the sentiment of the board that the League should not surrender its jurisdiction over cycle racing, his motion offered reading as follows:

Voted, that it is the sense of the Massachusetts Division Board of Officers that it is unwise that the League of American Wheelmen give up its control of racing, and that the delegates to the National Assembly should oppose the adoption of any such amendment.

Messrs. Dontee, Fecitt and Fourdrinier spoke to the question. Resolution passed by a unanimous vote.

Mr. S. T. Williams moved that it was the sense of the meeting that the Associated Cycle clubs conduct the race tournament to be held in conjunction with the spring meet of the Massachusetts division.

Carried by a vote of thirty-two to nine.

Mr. Elliott asked that an informal vote be taken on his amendment in regard to abolishment of proxies. Numerous arguments pro and con were advanced by the board. Messrs. A. W. Robinson, J. C. Kerrison, G. H. Stevens and Reuben Swan taking the affirmative side and Messrs. A. K. Peck, J. J. Fecitt and A. G. Frothingham taking the negative. The motion was apparently informally carried, but a recount resulted in a tie. Mr. Elliott withdrew the amendment from this meeting. To be acted upon formally in March.

Mr. A. G. Frothingham moved the following: That Article XIII of the By-Laws be amended by striking out the words: "*An Annual Meet in July or August*, and adding, after the word October, *and a Midwinter Meet in January or February.*"

The motion was withdrawn by Mr. Frothingham and as a substitute it was voted that the General Committee be given power for a midwinter meet in January or February at an expense not to exceed $200.

Carried.

An offer was received from the Indiana Cycle Co., tendering free use of their building, 541 Tremont Street, at such a time for entertainment purposes that the committee may agree upon.

Mr. McCausland moved that the sum of five hundred dollars (to be paid quarterly) be appropriated as the salary of the Secretary-Treasurer for one year, said sum to cover all the clerical expenses of his office, except the expense of sending notices, etc., to the membership at large.

Carried unanimously.

Secretary-Treasurer A. D. Peck moved that a vote of thanks be extended to ex-Secretary-Treasurer C. S. Howard for his work to the League in years past.

Carried.

Mr. Williams moved that the meeting adjourn.

Carried.

Meeting adjourned at 11 P. M.

ALONZO D. PECK,
Secretary-Treasurer.

BOSTON, MASS., December 12, 1895.

MASSACHUSETTS REPRESENTATIVES.

Boston College Association Wheelmen, Martin J. Donahue.
A. D. PECK, *Sec.-Treas.*

MASSACHUSETTS REPRESENTATIVE.

Mt. Pleasant Bicycle Club, T. W. Mitchell.
A. D. PECK, *Sec.-Treas.*

RHODE ISLAND.

Report of Secretary-Treasurer Rhode Island division, L. A. W., for 1895.

RECEIPTS.

1894. Dec. 1.	Balance on hand		$200 47	
1895. Jan. 19.	Interest		60	
	Sale of road books		1 50	
Feb. 1.	Interest		60	
Apr. 26.	Sale of maps and road books		3 75	
May 18.	Sale of maps and road books		3 00	
June 21.	Sale of maps and road books		4 75	
July 3.	Abbot Bassett, dues and renewals		326 00	
Oct. 1.	Sale of maps and road books to date		12 50	
Oct. 1.	Interest		2 25	
Oct. 1.	Abbot Bassett, dues and renewals		112 44	
Oct. 1.	Sale of 2 Massachusetts road books		2 00	
Oct. 30.	Sale of road books to date		1 50	
Dec. 1.	Interest		94	$672 00

DISBURSEMENTS.

1894. Dec. 6.	E. L. Burnet for testimonial to ex-chief consul Perkins	15 00	
Dec. 7.	N. H. Gibbs, for stamps and postals to date	8 02	
1895. Jan. 12.	Standard Printing Co., 490 postals and printing	6 50	
Jan. 15.	Snow & Farnham, for 250 envelopes and printing chief consul	1 50	
Feb. 14.	Leo Kaufman, for expenses attending board meeting	3 00	
Feb. 25.	Expenses of 4 delegates, attending National Assembly, N. Y.	66 47	
Mar. 18.	Printing 50 postals	1 75	
Mar. 18.	Expenses of chief consul attending adjourned meeting National Assembly	13 43	
Apr. 11.	Leo Kaufman, expense attending board meeting	1 50	
Apr. 15.	G. L. Cooke, expenses chief consul's office	5 20	
May 1.	Stamps to date, blank books and envelopes	7 28	
May 29.	Snow & Farnham, 125 circulars for chief consul	3 25	
May 29.	G. D. Gideon for racing rules	1 80	
June 24.	Preston & Rounds, rapid duplicator for chief consul	4 00	
July 1.	Abbot Bassett, for app. blanks and mdse.	4 16	
July 20.	Geo. L. Cooke, for expenses to chief consul's office	7 39	
Oct. 1.	A. Bassett, 100 copies L. A. W. constitution, etc.	3 00	
Oct. 1.	Gift to National Treasury	70 00	
Oct. 1.	Duplicate application	1 35	
Oct. 21.	N. H. Gibbs salary as secretary-treasurer, 1 yr.	50 00	
Oct. 21.	Sale of 2 Massachusetts road books	2 00	
Oct. 21.	Standard Printing Co., 200 circulars	2 25	
Nov. 21.	Stamps and postals to date	14 45	
Nov. 21.	Snow & Farnham, for printing ballots	9 25	
Nov. 21.	Snow & Farnham, printing for Good Roads Committee	9 25	
	Balance	360 50	
			$672 30

NELSON H. GIBBS, *Sec.-Treas.*

INDIANA LOCAL CONSULS.

Am extremely anxious to have a letter from each one of you this week — fifty-four all told. I want to get acquainted with you, to know what you have done, are doing, and expect to do for our division. Please write me fully concerning L. A. W. matters at your point and in that vicinity. Give me close estimate as can of the number of wheelmen there, whether any club or clubs. State if L. A. W. has a strong foothold or if interest is lagging. If the latter, what, in your opinion, is the reason of it? Let me have any suggestions that occur to you whereby the membership in your section can be built up *and quickly*. How is your supply of application blanks, renewals, recruiting literature?

Do you feel thoroughly acquainted with the duties and responsibilities of your position? Are you keeping posted on matters pertaining to the League and its work? If not, try reading the notices that are published from week to week in the official columns of the BULLETIN. It will assist you in keeping posted on current matters. In addition, brush up some on the Constitution and By-laws, both of the National Organization and of this division. They will undoubtedly give you some information concerning the ground plan of the League that you did not know or have lost sight of. If you have no copy of the Constitution and By-laws, ask for them. Will be only too glad to supply you. By getting more thoroughly acquainted with the principles and rules of the organization, you will not only become more deeply interested in studying out some plan to make a showing in your part of the State, but will be better able to make such a showing. It will post you more thoroughly and enable you to place the general workings of the League and this division more clearly before prospective members. Before a man joins an organization he wants to know something about it and the more concisely you can inform him on this point, the easier it will be for you to draw on the advantages derived in joining us. Right here, let me add — *study your man.* You can't approach every one alike. What will interest one and induce him to become a member, will have little or no effect on another. You cannot

work by an iron-clad rule in recruiting. On this point I shall have more to say later on and in answer to you letters.

One reason in particular why I want to get in touch with each local consul is to inform you fully about our new road book which is being gotten up now. There has been lots of good, solid work put in on it and there will have to be a whole lot more, for we are bound to make it as complete and up-to-date as can be done. Your aid will in many cases be necessary to accomplish this and I feel quite sure it will be given. I want a chance to describe some of the features of this road book to you, so write me at once. A road book will be a great big talking point for you in recruiting. The maps in this book will be the best and most complete road maps yet published of this State.

In concluding I wish to ask of you that if there is a local consul in this State who feels he has not the time to spare to advancing the interests of this division by working up a larger membership, drop me a line and tell me so and at same time give me the names of 'one or two members whom you feel would take hold and interest themselves in the work on hand by hustling for new members. The Indiana Division is going after scalps. We'll lay for Minnesota as a starter and it will not take but a few more members to pass her and then some of the other divisions will have to look after their total enrollment. "Keep your eye on the Indiana Division." Sincerely yours,

MARO R. THOMPSON, *Chief Consul.*

MEMBERS, INDIANA DIVISION.

It undoubtedly is the wish of every member of the Indiana Division that our membership be materially increased. In order to bring about this desired result, combined action is necessary. One man cannot do it, nor can six, but if we all pitch in and work together, it can be accomplished and in a comparatively short length of time.

One of the first difficulties that confronts me is a lack of local consuls. There must be some sort of a head to the division work in each locality for, if not, then what is every member's business is no member's business, and as a result the work of advancing the division at such a point is neglected. Wherever its interests are not looked after and pushed, it very naturally results in the division and the League becoming a sort of back number and you are confronted with "What is the L. A. W.?" If you want proof of this, ask any of your friends who have toured through other divisions where the L. A. W. is not simply a name but a power.

Now in many towns and cities of this State we have no local consul at all. In others a local consul has been appointed but has seemingly not been able to do much toward piling up the membership in his town. In many cases this has no doubt been through lack of time. Now what I want and what I must have is the earnest and hearty co-operation of each and every member of this division. If there has never been a local consul where you are, then write to me explaining the situation and recommend some one for the position. If you yourself have the good of this division and that of the L. A. W. at heart, sufficiently to take up the work entailed by the position, don't delay, but drop me a line at once stating that you are willing to take hold. If there is a local consul at your town but he has not the time to devote to the work, let me know about it and at same time send the names of several good, live members whom you believe could and would put their energies and time in the work. It takes a hustler to make a success in this work. I hope that each member of this division will read this and in doing so have the feeling that I am talking right at you. Take it as a personal communication and after you have read it over carefully, see if you haven't something you wish to write me about, and if so, don't put it off but write me at once. Our division has got to grow, will you help? Sincerely yours,

MARO R. THOMPSON, *Chief Consul.*

UTAH DIVISION.

I have this day appointed Mr. E. E. Winters, rooms 318-19-20, Atlas Block, Salt Lake City, as division attorney, and wish to call the members' attention to the fact that any wilful oppression or disregard of the rights of members of this division will receive prompt attention and legal prosecution if the facts are reported to him.

C. N. BUTLER, *Chief Consul.*

SALT LAKE CITY, UTAH, Dec. 6, 1895.

OHIO DIVISION.

To All Cincinnati League Members.

Cincinnati has recently regained from Cleveland, by a safe margin, her long lost prestige as the leading city of Ohio in League membership. Now we are in danger of being passed by Toledo. Each and every Cincinnati member is therefore urged to secure one or more applications, in order that the Queen City of the West may retain her rightful position in the League. Applications handed to Robert L. Martin, 435 Walnut Street, will be promptly forwarded to headquarters. W. C. MUNRO,

Representative in Charge of District 22 (Cincinnati).

DEC. 26, 1895.

NEBRASKA.

Balance on hand July 4,		$93 69
Received from Abbot Bassett, July 1 statement, $100.05, Oct. 1 statement, $44.97,		145
Voucher No. 30, Ribbons,	1 91	
" " 31, Ptg.,	2 75	
" " 32, Stationery.	85	
" " 33, R. R. fare C. C.,	5 70	
" " 34, R. R. fare, S. T.,	5 70	
" " 35, Postage, S. T.,	6 00	
" " 36, R. R. fare $3.30, postage .60, V. C.,	3 90	
Voucher No. 37, Commissions exchange, Express charges,	11 65	
Voucher No, 38, Commissions,	1 25	
" " 39, Printing,	5 00	
" " 40, Guide boards.	4 00	
" " 41, Postage, C. C.,	5 00	53 71
Balance on hand,		$185 00

Approved Dec. 21, 1895,

J. E. EBERSOLE,

F. H. SIEFKEN, *Ex. and Finance Com.*

NEBRASKA.

Pursuant to call of chief consul, board of officers of this division met in the parlors of the Omaha Wheel Club, Omaha, Neb.

The following standing committees were elected: Executive and finance committee, A. R. Edmiston, Lincoln, Neb., R. M. Simons, Beatrice, Neb., and H. B. Peters, Grand Island, Neb. Committee on rules and regulations, M. O. Daxon, Omaha, Neb., N. Otto Pierce, Kearney, Neb., and Frank M. Tessier, Sutton, Neb. Hand-book committee, L. T. Brodstone, Superior, Neb., W. C. Bouk, Omaha, Neb., and A. R. Miller, Columbus, Neb. Racing board, R. M. Simons, Beatrice, Neb., F. H. Siefken, Omaha, Neb., and W. L. Hunter, Lincoln, Neb.

Special highway improvement committee was elected as follows: E. B. Henderson, Omaha, Neb., F. S. Thompson, Albion, Neb., and R. C. Giddings, Beatrice, Neb.

A. R. Edmiston, chief consul, was elected as the delegate of this division to the national assembly L. A. W. at Baltimore, Feb. 18, 1896.

Adjourned. W. M. MCCALL,

Sec'y-Treas. Neb. Div. L. A. W.

DEC. 27, 1895.

WISCONSIN DIVISION APPOINTMENTS.

I hereby announce the appointments of the following committees:

HIGHWAY IMPROVEMENT.

A. C. Runkel, chairman, Milwaukee; Otto Dorner, Milwaukee; Dr. D. S. McArthur, La Crosse; C. A. Alderman, Eau Claire; S. C. Newman, Kenosha.

RACING BOARD.

F. J. Schroeder, chairman, Milwaukee; L. A. Hodges, Monroe; H. E. Pomeroy, Appleton; J. R. Jones, Jr., Racine; Louis Pierron, Milwaukee.

RIGHTS AND PRIVILEGES.

Frank Wootton, chairman, Madison; Wilbert Irwin, La Crosse; Fred Huennekens, Milwaukee; Will Foster, Port Washington, Jas. McGillan, Marinette.

ADDITIONAL REPRESENTATIVE.

Notice is hereby given that the Marinette Cycling Club, L. A. W., No. 616, has duly filed with me the name of Jas. McGillan as club representative to take the place of W. A. Brown, resigned. M. C. ROTIER, *Sec.-Treas.*

DEC. 20, 1895.

PENNSYLVANIA DIVISION.

I announce with sincere regret the death of our local consul at Nazareth, Penn., Mr. S. A. Streepy.

Mr. Streepy died of consumption on the 24th of this month and in his death the division has lost a faithful and efficient officer. S. A. BOYLE, *Chief Consul.*

PHILADELPHIA, Dec. 27, 1895.

MARYLAND DELEGATE.

At the regular meeting of the board of officers of the Maryland Division, L. A. W., held at the Maryland Bicycle Club House on Saturday, Dec. 21, 1895, Mr. Albert Mott was elected delegate to the national assembly.

ROBERT H. CARR, JR., *Sec.-Treas.*

BALTIMORE, Dec. 27, 1895.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Jan. 3, 1896.

Total, 119—38,596.

Connecticut, 2—954

Y. M. B. C.

91,494 Wilcox, Asa H., Gen. Sec'y Y. M. C. A., Meriden

Unattached

91,495 Tod, J. Kennedy Sound Beach

Indiana, 1—244

Ind. C. C.

91,496 Beaning, William, 896 Cap Ave. N [Indianapolis

Iowa, 1—736

Unattached

91,497 Holmes, Harry P., 511 E. Locust st Des Moines

Kentucky, 1—476

Unattached

91,498 Nolting, C. C., 531 1st st Louisville

Louisiana, 1—13

Southern W.

91,499 Fourton, H. Charles, 149 Carondelet st., New Orleans

Maine, 1—463

Unattached

91,500 True, B. G. Clinton

Massachusetts, 6—5,956

G. R. C. C.

91,501 Norris, Geo. W., 412 Pleasant st Malden

Mass. Bi. Club

2 Phemister, Andrew, 23 Mt. Pleasant ave., Roxbury

Unattached

3 *Cummings, Mary E.*, 158 No. Beacon Allston
4 Boyd, Henry J., 135 East st Chicopee Falls
5 Carlson, John A., 17 Linwood st Hyde Park
6 Poore, Geo. Frank, box 106 Rowley

Missouri, 12—1564

South West C. C.

91,507 Rolfe, C. A., Meyer Banerman Bi. Co. St. Louis

Country Club

8 Cushman, A. S., 603 Garrison ave St. Louis

St. Louis B. C.

9 Wiggins, Charles, 3520 Wash. ave St. Louis

Unattached

510 Kerr, C. V. Kirksville
1 Battle, Jesse M., 2001 Locust st St. Louis
2 Hellenberger, Max, 824 Chouteau ave "
3 Leighton, Geo. B., 803 N. Garrison ave "
4 Moore, Rob't, 61 Vandeventer pl "
5 Carr, Paschal, Equitable bldg. "
6 Morehead B., 309 Com'l bldg. "
7 Stanard, W. K., 408 Cham. of Com. "
8 Tower, Geo. F., Jr., 1520 So. Grand ave "

Nebraska, 3—256

Pukwana C. C.

91,519 Culbertson, H. W. Grand Island

Oriental C. C.

520 Christensen, H. P. Grand Island

Unattached

1 Renick, H. Grand Island

New Jersey 8—2,458

Lakewood B. C.

91,522 Larrabee, A. S., Box 14 Lakewood

Unattached

3 Dorland, Irving V., Box 329 Arlington
4 Savage, Wm., 15 Grant ave Harrison
5 Sansom, Harry, Passaic ave Kearney
6 Paige, C. H. Mahwah
7 Gates, F. T., 172 Union st Montclair
8 Maple, J. C., W. State Trenton
9 VanFleet, Bayard, 123 E. State "



New York — 69 + 1 = 10,000

Albany Co. W.

91,530	Berkowitz, J., 6 Clinton ave	Albany
1	Brown, Frank L., 401 Broadway	"
2	Donkin, Wm. A., Speedway Inn	"
3	St. Louis, L. H., 472 Madison ave	"
4	Wallace, W. L., Albany Orphan Asylum	"
5	Weil, Edward, 37½ Wash ave	"

B. B. C.

6	Bartley, E. H., 21 Lafayette ave	Brooklyn
7	Palmer, Francis J., 386 Lafayette ave	"

Bushwick Wheelmen

8	Cornils, Wm. H., 1169 Jefferson ave	Brooklyn
9	Kirsch, Ferdinand, 523 Bushwick ave	"

Recreation W.

540	Peterson, F. O., 359 11th st	Brooklyn

C. C. C.

1	Taylor, J. S., Box 583	Carthage

Crystal City C. C.

2	Robertson, Geo. W., care of Crystal City Cycle Co., Corning	
3	Wolcott, Geo. T., care of Crystal City Cycle Co., Corning	

Excelsior C. C.

4	*Hansen, Agnes*, 253 West 17th st	New York

Chelsea W.

5	Marshall, J. M., 37 Charles st	New York
6	Reilly, B. J., 321 West 17th st	"

New Rochelle W.

7	Tyler, N. P., M. D., Centre ave	New Rochelle

Trojan Wheelmen

8	Drake, John K., 1718 Fifth ave	Troy

Unattached

9	Goffe, A., 191 Second st	Albany
550	Mallory, Geo. H., 51 State st	"
1	Mickel, Dr. A., 58 Columbia st	"
2	Pratt, Robert J., Box 362	"
3	Sanders, LeRoy, 462 Broadway	"
4	Johnson, F. R., 364 Hamilton st	"
5	McDonough, P. H., 106 Lark st	"
6	Spellacy, P. J., 237 2nd st	"
7	Chambers, John, 283 49th st	Brooklyn
8	Comstock, Albert B., 613 Bedford ave	"
9	Davidson, Joseph A., 89 St. Marks ave	"
560	Hall, Alfred, 1274 3d ave	"
1	Palmer, Wilbur M., 59 Ocean ave	"
2	Dingee, Chas. E., 175 Clinton ave	"
3	Dingee, John F., 187 Clinton ave	"
4	Carter, Leslie T., 176 Brooklyn ave	"
5	Cassidy, John P., 844 Greene ave	"
6	Phillips, F. J., 98 Joralemon st	"
7	Mackay, Donald S.	Freeport
8	Einstein, Henry, "The Oak"	Niagara Falls
9	Belcher, E. W., Jr., 33 Mercer st.	New York
91,570	Bauchle, Geo. Y., 318 West 56th st	New York
1	Heuel, Dr. F., 26 Irving Place	"
2	*Tod, Maria Kennedy*, 11 E. 9th st	"
3	Rand, Charles F., 207 West End ave	"
4	Rogers, George Davidson, 26 Broadway	"
5	Bowdoin, Temple, 23 Wall st	"
6	Duffy, Edward J., 102 East 122d st	"
7	Blake, Frank L., box 2075	"
8	Buzzine, Walter J., 195 Broadway	"
9	Canfield, Edward, 136 West 91st st	"
580	Donovan, C. T. J., 539 Fifth ave	"
1	Hawk, William S., Windsor Hotel	"
2	Kleeberg, Max, 158 East 111th st	"
3	Moss, Arthur E., 3 Maiden Lane	"
4	Seaman, L. F., 24 State st	"
5	Sullivan, D. C., 195 Broadway	"
6	Tyson, Char'es M., Windsor Hotel	"
7	Short, Edward Lyman, 20 W. 37th st	"
8	Sprague, Edwin G., 332 W. 19th st	"
9	Vogel, A. E., 79 W. 91st st	"
590	Coe, Henry C., 27 E. 64th st	"
1	Harding, Lewis, 578 E. 137th st	"
2	Seaman, Theo. H., 331 E. 125rd st	"
3	Smith, E. Osborne, 200 W. 134th st	"
4	Styles, F. N.	Rhinebeck
5	Whited, Harry W., 91 Ravine ave	Yonkers
6	Anderson, Arvid, 115 Henry st	Brooklyn
7	George, Henry	Fort Hamilton
8	*Barnes, Miss Kora*, 121 Madison ave	New York

Ohio 1 — 1840

Unattached

91,599	Bromwell, W. Butler	Bond Hill

Pennsylvania, 9 — 4,497

Lewisburgh W. C.

91,600	Forrest, James B.	Lewisburgh

Unattached

1	Lloyd, C. E., Jr.	Lansdowne
2	Crossland, Howard R.	New Haven
3	Biddle, Dillon, 2108 DeLancey pl.	Philadelphia
4	MacKnight, Frederick E., 3118 Chestnut st., Philadelphia	
5	Brown, J. Henry, 2112 Vine st	Philadelphia
6	Townsend, E. Price, 4045 Baltimore ave	"
7	Earle, Edgar P.	So. Bethlehem
8	Burton, James K.	Tullytown

Rhode Island, 1 — 608

Unattached

91,609	Miller, C. A., 21 Sackett st	Providence

South California, 1 — 244

Roamers R. C.

91,610	Lee, H. M., 146 West 32d st	Los Angeles

Wisconsin, 1 — 1109.

Unattached

91,611	Comstock, Edgar S., 13 Union st	Oshkosh

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

New York — 1

Unattached

91,612	*Chambers, Mrs. John*, 283 49th st	Brooklyn

NEW LEAGUE CLUB.

654 Louisville Cycle Club, Kentucky

QUERIES AND ANSWERS

"Wheelman," Pannu, Oklahoma:

No. 89,721, P. O. Box 1595, New York City, is looking for some one as a companion on an around-the-world-on-a-bicycle trip. Write at once.

No. 35,831, Bridgeport, Conn.:

An amendment to the constitution will be introduced at the meeting of the general assembly at Baltimore in February, by Albert Mott, that will just about cover your suggestions.

HORACE M. JOHNSON, Chicago, asks:

Will you please publish in the BULLETIN a summary of some of the different State Laws in regard to the authorities controlling the construction and maintenance of highways?

Ans. From incomplete data at hand we find that:

In California, where the township system is optional, the city council constructs and maintains all roads.

In Indiana the roads are maintained by the townships; but the county council may assume control of particular roads when so authorized by vote of electors of municipality interested—the local municipalties paying all expenses.

Massachusetts has a combined system of county and state roads.

In New Hampshire the township councils control and maintain all roads.

In New Jersey, where it is said the greatest advance has been made in road making, the townships have charge of the roads, while the county council may select certain roads for improvements, at the joint expense of the state, county and township.

In New York the county and township authorities maintain the roads, each providing for the expense of the roads under their control. Statute labor is abolished in all local municipalities when a road is assumed by the county.

In Wisconsin all roads are controlled by the Township authorities. Statute labor is abolished, although it may be performed any year if a majority of the electors by vote so decide.

TANDEM CRANKS.

We are asked the following question: "In building a tandem cycle why have both sets of pedals been set with the same 'dead centers.' Why not give them the same arrangement as the two engines have on a locomotive. Would it not give greater speed as well as more power in hill climbing? Has the above arrangement ever been tried?"

Ans. This arrangement has been tried and abandoned for the reason that the power applied to a bicycle is not continuous, but consists of a series of impulses corresponding to the thrusts of the rider's feet. The speed of a bicycle varies slightly with each half revolution of the pedals, in other words the machine is moving forward faster while either pedal points directly ahead than it is while the pedals are at the top and bottom of the stroke.

This difference in speed at different parts of the stroke is enough to be plainly noticed by the close observer when a light machine is being vigorously pushed. It is seen to move forward by a succession of jumps differing only from the jumps of the rabbit in the fact that the speed slackens instead of stopping at the end of each impulse.

If the cranks of a tandem are set so that each rider is pushing hardest while the other is on the dead center, then the push given by one rider is against the entire weight of both, machine and all, at a time when the other rider can do little or nothing.

If both riders work in harmony then the effect is the same as in all other human affairs, viz., that much more is accomplished when we have a common purpose than when we are working against each other.

WHY "UNATTACHED?"

EDITOR L. A. W. BULLETIN:

Will you tell a new member how "Unattached" came to be our title? Were Clubs the original organizations, and are members of L. A. W. and only L. A. W. unaffiliated folk? Why are we not "League Members" generically? Clubs have their specific advantages, but the unclubbed are as truly and loyally *attached* to the all-embracing League.

Would it be impolitic, or might it not be good policy to have our Kodak friends photograph sections of streets where the water-cart makes travel miserable and to reproduce in your columns pictures of the same, with such definiteness of name of location as you may think prudent?

No. 79,610.

"Unattached" merely means unattached to a club.

We are always glad to receive good photographs and are willing to pay for them if they can be used in the L. A. W. BULLETIN

Children should be punished (if at all) for their misdeeds, with the sole idea of reformation, and not as a result of parental indigestion.

FOR once we were determined that this page of the L. A. W. BULLETIN should be red.



LADDER USED BY
THE WHEEL, New York
TO INDICATE POSITION OF RIDERS ON NATIONAL CIRCUIT.

Straws

Is it not singular that whenever the Pope Manufacturing Co. devote any attention to racing matters the Columbia representative immediately secures such tremendous lead over all competitors? Witness

Rowe
(1885-7)

Windle
(1891-2)

Bald
(1894-5)

Maybe it is Columbia luck. Most people, though, will consider it additional evidence that

Columbias
...are...
Standard for the World

The models for 1896 are nearer perfection than ever.

POPE MANUFACTURING CO.
Hartford, Conn.



THERMOMETER USED BY
BEARINGS, Chicago
TO INDICATE POSITION OF RIDERS ON NATIONAL CIRCUIT.

805

THE L·A·W BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

VOL. XXIII. Boston, January 10, 1896. No. 2.

E. P. L.
Rec'd JAN 13 1896
A.M.



THE UNIVERSAL NEED.

Wanted: a perfect country road whereon the noble steed
Can draw a broad and ample load at a pleasant rate of speed;
One hard and smooth and level, yet so drained and round and high,
It won't be muddy when it's wet, nor dusty when it's dry.

Subscription $1 00 per Year Special Club Rate, to League Members Only, 25 cts.
Entered at Boston Postoffice as Second-class Matter. Price, 5 cents.

PAID CIRCULATION. 38,454.

"ON, STANLEY, ON."

FOR SNAP SHOTS use the

Stanley Dry Plate, "50"

FOR LANDSCAPE WORK

Where time exposures are required, use the **Stanley "35"**

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects . . . . . .

The Stanley Plate is sold by the principal dealers in photographic goods . . . . . .

If your dealer does not handle them, send direct to the factory . . . . . .

Address

The Stanley Dry Plate Co.

NEWTON, MASS.

"SWEET HOME" SOAP.



YOU CAN HAVE YOUR CHOICE

A "CHAUTAUQUA" ROCKER AND RECLINING CHAIR

A "Chautauqua" DESK

OR A "CHAUTAUQUA" OIL HEATER FREE,





WITH A COMBINATION BOX FOR $10.00.

The Combination Box at retail would cost, $10.00
Either Premium, Ditto. . $10.00
Total, . . $20.00

YOU GET BOTH FOR $10.00

WE WILL SEND BOX AND EITHER PREMIUM ON THIRTY DAYS' TRIAL; IF SATISFACTORY, YOU CAN REMIT $10.00 IF NOT, HOLD GOODS SUBJECT TO OUR ORDER. THE LARKIN SOAP MFG. CO. BUFFALO, N.Y.

Our offer fully explained on application.

Mention "L. A. W. Bulletin and Good Roads."

MORGAN & WRIGHT TIRES ARE GOOD TIRES

EASY TO DISTINGUISH OUR QUICK REPAIR TIRE
ITS STEM IS RED
SEND FOR QUICK REPAIR PAMPHLET ILLUSTRATED FROM LIFE

MORGAN & WRIGHT
CHICAGO

Attention, Cyclists!

The Harris Combination Wrench.



Combined Wrench, Pump, Oil Can and Screwdriver, all made of the best material and workmanship; forming a compact, attractive, light and handy article.

Discount to the Trade. **Write for Descriptive Circular.**

Electrotypes on application.

Manufactured by the . . .

Bicycle Wrench Mfg. Co.

988 First Avenue,
New York City.

Exhibit at Chicago Cycle Show, Annex.

CORRESPONDENCE

CORRECTING ROAD BOOKS.

EDITOR L. A. W. BULLETIN:

Mr. Bolton Hall's suggestion to offer rewards, either monetary or otherwise, to those members who find errors in their Division Road Books may be a good idea, but I doubt it.

For what constitutes an error? If two towns are said to be ten miles apart when they are but five, that is an error. But how about a case like this? The Road Book gives two towns as ten miles apart. "A" measures the distance with his cylometer and sends in a report saying these towns are but eight miles apart and claims his little quarter. And yet both himself and the Book might be right. The original reporter of the distance might have measured the distance from the centres of the towns and the quarter-chaser from their outskirts.

"Errors" in grades, so called, are not always errors. One rider might think a road only fairly hilly and report it as such. Another rider, not so strong a one as the first, might think it *very* hilly. Even "adjective" hilly, if he were a profane man. The same holds good in regard to quality of road surface. But in this we not only have men's varying opinions but the effects of weather on the road as well.

Take an actual case. The writer had two reports sent him of a twenty-mile stretch of road. A man at one end said the road was very poor and mountainous. The man at the other end said the road was good and level. Suppose our division were offering quarters as suggested. Whichever of the two above quoted reports was published, the division would be liable to receive a claim for a reward.

It is all right to offer rewards for typographical errors. A word either is, or is not, spelled correctly. But a road report is an entirely different thing. It is not only dependent on what different men's ideas are of good, bad, or hilly roads but also upon how those men were feeling when they traveled the road they afterwards reported.

This being the case, I think the division which started to offer rewards with a view of correcting its road book would be "hunting trouble," and with a capital T. W. W. RANDALL,

Chairman Penn. Road Book Com.

DR. BICYCLE'S CURES.

EDITOR L. A. W. BULLETIN:

In your issue of Dec. 27th, I notice a clipping from a Harrisburg paper entitled "Who Made this Bike?" The article deals with the fact of a gen

Two Hundred and Sixty-three Thousand Four Hundred and Twenty-Seven!

The figures represent the measure of merit of the "Standard" Cyclometer, as gauged by the demand of discriminating buyers. In the first eleven months of 1895, we sold 263,427 "Standard" Cyclometers—which is *many times* the *total* sales of *all* other makes of cyclometers *combined*.

There will be *three* styles of "Standard" Cyclometers in 1896—three unapproachable values in distance measurers—and we shall make half a million of them. The generous partiality of wheelmen, the appreciation of the best that can be had, requires a large provision; and this partiality and appreciation have decreed that it is to be another "Standard" year.

The New York Standard Watch Co.

tleman of Brooklyn having been cured of paralysis by the use of the wheel, and it calls the fact an "extraordinary test of credulity," and seems to doubt the truth of the report.

The report is entirely true in every detail; the gentleman in question was completely cured of paralysis by the use of the wheel and is now an enthusiastic devotee of the sport and is a consul of the New York divison. He is nearly seventy years old and yet rarely misses a day's ride, and can do his century with the best, and can give the youngsters a great hustle for endurance.

As to the make of wheel, that is entirely irrelevant. He was not cured for advertising purposes; any wheel would work the same way

The author of the Harrisburg article says that the rest of the world is paralyzed. I think that is so, at least the Harrisburg contingent, for he seems to forget the great utility of the wheel as a remedial agent. It is a notorious fact that wheeling cures dyspepsia, quite as distressing and persevering an ailment as paralysis. Why not then paralysis?

I reiterate that the cure was an accomplished fact, witnessed and assisted in by many of the gentleman's friends, and I hope that the use of the wheel may do as much for others as it did for my friend. FRANK L. MILLER, No. 42,572.

Don't be a rogue, they're too common.

A great many persons should learn that they can keep from saying some foolish things by not talking.

They're Going Fast.

Oh, girls! here's a warning, for if you would not
Of a nice, pretty man be bereft,
Then hasten to pick out your choice of the lot,
For there's only a few of us left.

TROUBLE IN MISSOURI.

The Springfield (Mo.) *Republican* says, "There is an impassable hole filled with mud on the Campbell Street road two miles south of the city. This hole has been growing in size and stickiness ever since the rains of a week or two ago. Trade with Southern Missouri and Northern Arkansas points is completely blocked by it, and there have only been three freight wagons passed through in two weeks."

IT is expected that during the Eastern Cycle show, at Madison Square Garden, most, if not all, of the prominent officials of the League of American Wheelmen will attend the show, and Manager Sanger has set apart for these distinguished gentlemen the entire set of royal boxes over the Madison avenue entrance to the amphitheatre. Recent information on the subject inclined one to the belief that the opening night will be a most memorable one, particularly as relates to the members of the clubs in the Metropolitan district.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.

Associate Editors:

NIXON WATERMAN. ABBOT BASSETT.

JANUARY 10, 1896.

THE TRIUMPHANT WHEEL.

The world may have been Monte Cristo's once, but just now it belongs to the bicycle.

It is high time for those who still refer to the bicycle as a "toy," to revise their notions. It has climbed up near the top of the list of pleasurable, practical and profitable necessities.

The exhibit of bicycles and appliances just closed in London was an immense affair and attracted the attention of all classes and ages.

This week the Western Cycle exposition is being held in Chicago. There are about six bicycles or cycle machines on the average to each of the 350 exhibition spaces, which makes a total of 2,100 machines on exhibition. It is by far the greatest cycle show ever held in the west and marks an epoch in cycling. Thousands are attending.

The Eastern Cycle Show will open in New York on Jan. 18, and will eclipse in magnificence and magnitude all previous shows held at Madison Square Garden.

These are unmistakable signs of the times. The bicycle is a forceful factor in the world of to-day. It is well-nigh triumphant.

It is the people's carriage.

In 1878 ninety-two bicycles were sold in America. This year it is said that something like 1,000,000 will be placed on the market.

The bicycle is so swift the world is kept almost out of breath in trying to keep up with it.

The big cycle shows mark the mile-stones of progress it is making. They are the "getting together" of the bicycle forces. Makers and users "compare notes" and then go out to conquer the rest of the earth.

Total number printed this week, . . . 40,500
Sent to paid Subscribers, ... 38,454
Samples to Advertisers, Exchanges, etc., 1,446
Sample Copies Chicago Cycle Show, . . . 600

If and If and If.

Had health been made contagious
Instead of foul disease,
Had all our woes, outrageous,
Been blessings, sent to please;
And wouldn't our existence
Be joy in one big chunk,
Had rubber such resistance
That a puncture couldn't punc?

CYCLE PATHS.

There is a growing interest in cycle paths and with the coming of spring many clubs and organizations will proceed to build delightful ways for the velvet-footed steed.

The L. A. W. BULLETIN has published a number of interesting papers regarding cycle paths. Another article of the same nature appears in this number.

It is a subject that seems likely to attract much more attention than it has done. This being true, the L. A. W. BULLETIN desires those of its army of readers who may possess information regarding the cost of construction, maintenance and other points of interest to contribute short, practical papers. Where photographs can be used to more clearly bring out the desired facts, they should accompany the articles.

The advisability of constructing paths on the cycle tax plan might be discussed with interest and profit.

Where did you get the money to build your path, and how did you build it?

"We pause for a reply."

Angels and Men.

"I want to be an angel,"
But not before I die,
And so until I go to fill
My mansion in the sky,
I pray the gods will favor me
In every way they can,
And bless me, nor distress me for
I want to be *a man*.

SAFETY IN TRAVEL.

The Interstate Commerce Commission has just made its ninth annual report to Congress, in which it says that "during the year ending June 30, 1894, 1,823 railway employees were killed, and 23,422 were injured. Compared with the previous year this shows a decrease of 904 in the num-



Mr. Business Man...

There is $25.00 difference in price between our Business Clipper and a Hundred Dollar Bicycle. Both are "High Grade" (if you know what that means. We *used* to think *we* did, but recent examinations of several $100.00 "High Grades" has convinced us that we don't know anything about it). Some bicycles are worth a hundred; some are not worth half that. Some $50.00 bicycles are listed at $100.00, and sold for $75.00. Our Business Clipper, No. 20, is *worth* $75.00; it is unquestionably the best value yet offered in bicycles. Our Catalogue tells some mighty interesting *facts*.

GRAND RAPIDS CYCLE CO.

GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

ber of employees killed and 8,307 in the number of employees injured. One reason for this large decrease in casualty is the reduction, to the extent of 93,394, in the number of employees. No statistics covering the year ending June 30, 1895, have as yet been compiled."

Here is an object lesson for those who are forever descanting on the dangers of bicycle riding.

Think of it! Over 25,000 killed and wounded employes, to say nothing of the others not employed by the railways.

On the basis of safety the railways should be abolished at once. But they won't. The thousands of grade crossing murders will go gorily on.

In the meanwhile the traducers of the gracious bicycle will howl every time someone gets the skin rubbed off his shin.

The bicycle need not have a surgeon or an undertaker in attendance.

A little court-plaster usually repairs its hurts.

A man in Randolph, Mass., stole a pair of overshoes. A clerk on a bicycle caught him. Moral: Don't do a wrong thing, for there are bicycles all over town.

This country is said to have the best bicycles and the worst roads in the world.

If we do wrong it will "do" us.

Are You?

Are you honest in your heart,
True all through in every part?
Are you "proper" in your mind?
Are your inner thoughts refined?
Are you sound and deep and broad,
Or a hollow, whitewashed fraud?
Are you big and brave and high
Or a little, creeping lie?

A THIRST QUENCHER.

A well-meaning but misguided reader of the L. A. W. BULLETIN writes to us that he has found a dry cracker the very best thirst quencher obtainable, while riding his wheel.

We hesitate to make this fact public because who can say what a hold the cracker habit may get on the youth of this land, once this knowledge becomes general.

The cheapness of the cracker and the ease with which minors and others may obtain it makes the cracker danger doubly alarming.

Think of strong men being driven to cracker-eating by every cloud of trouble. And fancy all the chappies slipping out between the acts to nibble at their favorite tipple, or they may even safely munch a cracker during the play, behind the friendly seclusion of the mammoth theatre hat.

It is too awful, too waffle!

And to think we have been feeding crackers to our children and our parrots!

Some Representative Dealers

Western Electrical Supply Co., Omaha, Neb.

Logan, Gregg & Co., Pittsburg, Pa.

Stanley B. Hubert, Detroit, Mich.

St. Paul Cycle Co. St. Paul, Minn.

Jacob Rech & Sons, Philadelphia, Pa.

Holley, Mason, Marks & Co., Spokane, Wash.

Our Location at the Cycle Shows:

Chicago...
Spaces Nos. 209, 210 and 229.

New York...
Spaces Nos. 136, 137, 138 and 139.

"Seeing is Believing,"

—but there are some persons whose sight is more acute than others.

A man has a wheel shown to him, and is told by the manufacturer (or some one interested) that it is *the* wheel to buy, of course. He is not told *why*, except that it is the *finest* and *best* wheel made. Nothing about the material, manufacture or reputation.

Some persons see more readily than others, and this man purchases one of these "High Grade" Bicycles (so called).

Before long his repair expenses begin, and he wonders if they will ever stop—but they don't.

It is not a "**SOLID STERLING,**" or no repairs would be necessary. We can *prove* all we claim for it.

"Built Like a Watch." Come and see.

Our New Catalogue will soon appear; you will want it. Where do you live?

STERLING CYCLE WORKS

General Offices,

274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, N. Y. C.
Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.
Chicago Retail Department, 274 Wabash Ave.

No wonder the most of them swear. (The parrots.)

Henceforth we shall do things better, and we will not put a cracker into our mouths to steal away what we, in a complimentary frame of mind, refer to as our brains.

Wine is a mocker and strong drink is raging,
But who cares for that when his thirst he's assuaging?
Yet take if you must our wine, beer and "terbacker"
But leave us the soul-cheering, thirst-quenching cracker.

Hold! It may be possible we have reasoned from the wrong premises. Possibly the cracker may be like

"The cups
That cheer but not inebriate,"

of which Cowper writes so feelingly. If this is the case, the prohibitionists will cease distributing tracts and scatter the reforming cracker broadcast through a rum-cursed world.

All in all there seems to be great possibilities in the meek and lowly cracker. On a pinch it can, at least, take the place of the pretzel, with the usual something on the side.

In the meantime bicyclists are advised to try it as a saliva producer and a thirst quencher. It comes highly recommended.

THE lightness and neat finish of the American bicycles cause them to be much admired in Paris.

NOT HIS IDEAL.

S. RAYMOND KITCHEN.

A minister once, in a neighboring town,
All weary from working long,
Asked of his church a month of rest
That his worn frame might be strong.

Then up rose a deacon old
And remarked with animation,
"All have doubtless heard it said
Satan takes no vacation."

The pastor rose to make reply
And he looked at the deacon grim,
"Satan's ways have ne'er been mine,
Would you have me imitate him?"

A KIND-HEARTED MAN.

Ho, Mr. Foolkiller! You are wanted out in San Francisco and wanted mighty bad.

Last October the president of the San Francisco Society for the Prevention of Cruelty to Children, having nothing else to do, got to watching the married wheeling enthusiasts who were wont to go riding with tiny tots strapped to the handle-bars of their bicycles and his great, big, tender heart rebelled against the fathers' cruelty.

How kind, how altogether gracious!

We are informed that he intends to renew his crusade in the spring.

With such public officers looking after the interests of the people there is absolutely nothing else for the individual to do. He will understand that "the powers that be" have their eyes on him and

Imitators? they are plenty

Some imitating our name. Some imitating the style of our advertisements Some imitating the style of our lantern.—— There is only one Best; its name is the "Search Light" now made for both Cycles and Carriages.

Correspondence Solicited.

Mfrs. Bridgeport, Ct. Bridgeport Brass Co.

will tell him when and where and how to eat, drink, sleep and breathe.

It will be a relief to the father to know that his natural, inherent desire to murder his child in some slow, subtle way, such as giving it an outing on a wheel, will be frustrated by a public officer, whose heart is too kind to see such things and make no sound.

In the meantime it might be well to ascertain whether or not this kind-hearted San Franciscoan is a member of a stock company engaged in the manufacture of the old-fashioned, shin-bumping, child-torturing baby-buggies.

Sic 'em! Mr. Foolkiller.

THE bicycle path from Smithtown to Brentwood is now completed, making a much needed road across Long Island from Smithtown to Bayshore via Hauppauge and Brentwood. This work has been done entirely by one individual, a gentleman of means and public spirit, and withal an enthusiastic cyclist, who from a dislike of publicity does not wish his name mentioned in connection with the matter. His fellow wheelmen will, however, have no trouble in recognizing their benefactor, nor are they likely to fail in appreciation of the work.

A Clothes Fight.

The war is on! The clinging skirt
Versus the trousers and the shirt.

Glad He Didn't Go.

J. A. OVERTON.

So the editor see'd Atlanta, an' visited the fair;
(I'm glad thet feller tuk him, else he never hed gone there,
Fer you're aware thet editors ain't every one so rich
Thet they can take long car-rides, an' work the fairs an' sich).

But any ways he's been there (he saw a awful lot),
An' now he's back to Boston a tellin' of us what
Lots of things us fellers missed what didn't git to go
With that ere monied feller what tuk him to the show.

I thought at first 'at I'd go, an' then I changed my mind;
I'm glad too, fer I'd hate real bad when I got home to find
A *poet* on the platform (right in a crowd perchance)
Who'd call so wife 'ud hear it: "Did you see that wiggle-dance?"

THE LENGTH OF (BICYCLE) CRANKS.

We are asked which length of crank is best for a rider having a given "reach," and what objection we have to eight-inch cranks.

We assume that it is generally understood that long cranks have the same effect as a low gear, *i.e.*, they increase the leverage of the rider against the resistance of the road, but it is always true that when a greater leverage is gained the force is necessarily exerted through a greater distance.

If the leverage is obtained through longer cranks, the feet of the rider must travel in a *larger circle* and hence a greater distance. If the leverage is obtained by a lower gear, then the feet travel a greater distance by going *more times* around the *same* circle.

The Wheelman's Complaint; or, the Story of a Sensible New Year's Resolution.

Under a spreading chestnut tree,
The maddened cyclist stands;
His wheel is bent and out of shape,
And bloody are his hands.

He started, sunrise, for a spin,
On a cycle made to sell;
A ten mile spin on a level road,
And the wheel and rider fell.

Just simply fell to the smooth, hard earth—
Fell like a tree that's hewn;
And the road, for many yards around,
with skin and wheel was strewn.

We said he stood neath the chestnut tree,
We told the simple truth;
He stood and looked at the ruins grim,
And then exclaimed "Forsooth!

"A penny saved is a penny earned,"
My copy book mentioned at school;
But precepts, like doctors, go often astray
And make a man act like a fool.

I thought I was saving my honest dough
When I put twenty-five of it back;
I'll add three times more, and my lot deplore,
If I can't get a CRACKAJACK.

If the serial No. is in bronze it is a ∴ ∴ UN ION

Union Cycle Mfg. Co.

239-243 Columbus Avenue,
BOSTON, MASS.

New York Cycle Show, Jan. 18th to 24th, stands 141, 143 and 145.

No hard and fast rule is possible as to length of cranks. In general it is true that every rider should use as long cranks as can be operated with perfect comfort, then the gear may be such as to offer an amount of resistance proportionate to the rider's strength.

A rider having leg bones of a certain length could use a longer crank while young than he could after age begins to get in its work.

A rider who lives or does business up several flights of stairs can push a higher gear than one who lives on the ground floor or uses an elevator.

When we go to buy a pair of spectacles, the dealer makes numerous tests to ascertain the condition of the eye and the convexity of lens best suited to it.

We predict that some day the up-to-date cycle dealer will have a device upon which a rider may be seated, and by some quick adjustments determine the length of crank and size of gear best suited to a given customer.

INDIANA ROAD BOOK.

The officers of the Indiana division are compiling a road book and map of the State for the use of bicyclists and road users in general. This book will be free to League members and sold to others at a nominal price. It will be issued about March 1, 1896.

No Harm Done.

BY J. A. KOONS.

There was a man who thought he knew,
About a wheel, a thing or two;
He mounted one and rode away,
So this is all I have to say.

A FUSSY FERRY.

"Has the Pennsylvania Ferry Co. a legal right to compel me to dismount as soon as I enter the gate and walk through the ferry house to the boat?" is asked by a New York wheelman.

We are not sufficiently informed as to the legal status of a ferry company, but assume that it is much the same as that of a railroad corporation, say about as follows: The people grant to the company the sole right of way over a desirable route, with the understanding and belief that the chartered organization is to cater to the convenience of the people whose money it lives on.

We should never forget that the primary object of a ferry or railroad company is to pay dividends and that the accommodation of patrons is a mere means to that end.

THERE must be something in this mental telegraphy theory, for every man in the car knows when a pretty girl wishes the car window raised.

Good roads are the nearest ways.

4TH ANNUAL

Referee Trade Directory

JUST OUT!

The issue of the Referee of January 2 contains a complete directory of the bicycle trade, comprising manufacturers of Bicycles, and jobbers; manufacturers of Hubs, Tires, Saddles, Bells, Lamps, Sundries; and in fact every branch of the trade is represented.

Send 25 cents for a Copy.

The Referee is $2.00 per year.

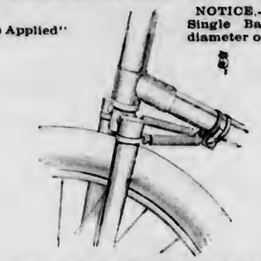
REFEREE PUBLISHING CO.

324 Dearborn St., Chicago.

...THE **Automatic Bicycle Balance**

Easy to ride with "Hands Off." The greatest invention yet. Will Balance Wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.

"Balance Applied"



NOTICE.—In ordering Single Balances, give diameter of this tubing.

Write for Descriptive Circular and Trade Prices.

Weighs only 2 ounces; entirely nickel plated; adjustable to any bicycle. Single Balances expressed on receipt of price or C. O. D., with privilege of examination. PRICE, $1.00.

MANUFACTURED BY

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 West 42d St.

P. O. BOX, 1566 New York City, U.S.A.

Man Proposes.

BY S. RAYMOND KITCHEN.

A young married pair would get them a wheel,
Which they intended in common to use,
After long months of hard, tiring search
They were still unable to choose.

But it happened at last, as it frequently does
With people indulging in marriage,
The money they'd saved they had to let go
To purchase a neat baby carriage.

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Columbia.

The Columbia catalogue issued by the Pope Manufacturing Company, Hartford, Conn., is a most pretentious and perfect book of fifty pages printed on the finest paper. The superb cover design is of the same style as that of the cover of the preliminary catalogue sent out previously. The artist's name does not appear, but certain it is, the designer of the splendid work in black and white deserves special mention. The numerous pages of half tones showing every variety of Columbia, and all of its technical points, are very fine, s are the many marginal thumb-nail sketches and initial letters.

Gendron.

The Gendron Wheel Company, Toledo, O., have issued a very artistic catalogue. Its three-color pages set forth in a most attractive manner the "points" of the "Gendron" and "Reliance" wheels. All in all it is a finished work of art, its cover pages being particularly fine.

Clipper.

From its elaborate cover to cover, the 24-page catalogue issued by the Grand Rapids Cycle Company, Grand Rapids, Mich., is a pleasure to the eye. The artist's embellishments are unique and pertinent and happily supplement the text of the handsomely-printed booklet.

Falcon.

The "forerunner," issued by the Yost Manufacturing Company, Toledo, Ohio, has a very "catchy," colored cover page and among its interesting contents is a two-page insert relating to the L. A. W. and advantages to be obtained from being a member of it.

Humber.

"Humber Specifications" is the title of a neatly-printed," 20-page book, sent out by the Humber Company, America, Limited, Westboro, Mass. It is printed on paper in royal purple ink.

An Experiment ···· **Bicycles Without Agents**

In the usual way, we would sell these wheels to the agents at ⅓ off. The agent would charge list price. You would be paying $50.00 for the wheel and $25.00 to the agent for his profit.

Your Money is as Good as His.

The only question is,

Can we deal with you direct?

The number of replies to this will determine whether we go on in this way or not.

Full particulars, cuts, etc., on application.

A FINE **$75.00** WHEEL FOR **$50.00**

These wheels are being built in up-to-date fashion.

Mannesman tubing, large size.
Barrel hubs, latest design.
Drop forgings throughout.
Tool steel bearings.
Plymouth wood rims.
Any standard tires.
Five styles of handle bar.
Any gear, as ordered.

Highly finished and fully guaranteed for a year.

Will be sent by express with privilege of full examination, if you guarantee express charges.

If this interests you, send us your name at once, even though you don't want a machine till spring .....

Penn Bicycle Co.

1343 Arch St., Philadelphia, Pa.

Vanguard.

The Vanguard Cycle Company, Indianapolis, Ind., issue a 20-page booklet, descriptive of their wheels and the changeable gear afforded by their "J. & R" hub.

Czar.

The Czar Cycle Company, Chicago, issued a neat catalogue of 32 pages in colors. It is amply illustrated with cuts relating to their wheel.

Frazier.

W. S. Frazier & Co., Aurora, Ill., present a very neat and readable catalogue of 20 pages in two colors. It contains among its many illustrations several fine page half-tones.

Shirk.

The G. M. Shirk Manufacturing Company, Chicago, have issued a neat 20-page catalogue, printed in green and brown, with a dashing 3-color cover.

WHEELS CARRIED FREE.

For the present, at least, the publication of the list of railroads carrying wheels free will be discontinued. The reason for this is the fact that the official department of the L. A. W. BULLETIN is occupying increased space owing to the publication of yearly reports, and furthermore, there are but few wheelmen traveling now and such can consult the list as it last appeared.

The Fruits of Folly.

At first, so they tell us, poor Adam and Eve
Had never a garment to wear,
And then, so we all have been taught to believe,
The apple brought grief to the pair.
And Eve from the fig tree made clothing to don,
But the blooming new women of late,
They don't care a *fig* about what Eve put on,
They prefer their gowns made up to *date*.

THE GUARANTEE.

The New York Cycle Board of Trade has adopted the following interpretation of the manufacturers' guaranty on bicycles:

We will not fix punctures free of charge.

We will not replace cut or worn out tires, but will patch a cut tire if it is not beyond repair, and will charge a reasonable amount for the work.

We will not replace broken or bent frames, forks, handlebars, cranks, rims, pedals or pedal pins, unless it is absolutely proven that defect was the cause of the damage.

All repairs on these articles, if not defective, will be charged for, as they are almost invariably damaged by use, misuse, neglect or accident.

Truing of wheels and broken spokes will be charged for. Tightening loose spokes will be charged for,

Stripped threads and worn out nuts will not be fixed free of charge.

We do not agree to keep our bicycles in repair for one year or one day. We will be liberal and fair with our customers, but we do not wish to be imposed upon.

THIS might have been a better world if fish had refused to "bite" on Sunday.

An Honestly Built Wheel
....Sold at An Honest Price

THAT DESCRIBES THE

Elmore Bicycle

IN A NUTSHELL,

And the agents who handle it are allowed live-and-let-live discounts. Would you like to become one of them?

EDW. OLIVER & CO.

21 Park Row, New York.

New York Show, Stand 151. Chicago Show, Stand 80.

·1896·

THE HENLEY

...HIGH GRADE...

BICYCLES HENLEY RICHMOND, IND.

Henley Bicycle Works,

RICHMOND, IND.

From Grave to Gay.

Old Satan's well-nigh kingly sway
We sooner might annul,
If the dance were not so bright and gay
And the church not quite so dull.

CYCLING IN SPAIN.

BY F. S. CARR.

My "testimony" regarding touring in Spain might interest some L. A. W. wheelman. I have been an enthusiastic rider since 1878 and that year I purchased my first "safety." It was manufactured by Herman Bucholtz, a carriage builder, in Janesville, Wis., and retailed for $75.00. The wheels were of hickory with iron tires; the saddle a flat piece of board covered with some carpeting, and large wooden spools constituted the pedals.

Just before starting for Spain, this last July, I had a canvas case made for $4.35 to carry my dissected bicycle in, and there was room enough for my riding suit. This complete outfit weighed forty-one pounds, and could be easily carried in a passenger coach, on the steamer, or to the depots, and saved me ever paying a cent for bicycle transportation. After landing in Gibralter, I took a small local ferry five miles across the bay to the Spanish town of Algeciras, where a duty of $1.55 was taxed my wheel, and was told by the examiner that had I *ridden* my wheel into his country there would have been no charge.

Several times I took the train to avoid a bad piece of road or riding over some mountain range, but there was never any charge for my wheel, as passengers were allowed fifty-six pounds free, and bicycles were not discriminated against. All roads between the large cities were good and kept in repair by uniformed government employees. I always stopped at the commercial hotels and paid from $1.25 to $2.00 per day, and always received eighteen per cent. premium on my American gold, or letter of credit. There is less begging in Spain than in England; yet the masses are very poor, and all are most obliging and kind to an American tourist. It was not always thus; for numerous stone crosses along the highways mark where some unfortunate took an unexpected start for his long home. This was before the appointment of the Civil Guard, a magnificent body of 25,000 uniformed police soldiers, two of whom accompany every train — are on the highways and everywhere, and under every circumstance refuse any pay except from their government.

There are more interesting historical ruins (and all are not ruins, thanks to the perfect climate) in Spain than in any northern European country. Here can be seen phases of life and national character, peculiar alone to this land of Isabel and Columbus. Here only can be seen the bull-fight in its original form and the hilarious exclamations of the audience when the bull or horse dies; the Spanish dancing girls with their castanets; the fortune-telling gypsies of Seville and Granada; the interesting ruins of the Druids, the Romans and the turbaned Moor; the aqueducts of the latter are used to-day, although they were driven back across the Mediterranean the year Columbus discovered us; and above all a clear blue sky without a cloud from May to October.

I have toured in the northern European countries, and would advise every one to see Spain first, and when at Gibralter go over to Tangier, sixty miles across the straits, but leave your bicycle, as I did not see a wheel of any kind in Morocco, not even a carriage wheel nor a wheelbarrow.

SPRINGFIELD, MASS., Dec. 28, 1895.

A correspondent writes that although the route given in the road book through the Adirondacks from Newcomb to Root's (Schroon River P. O.), has been much improved, he still recommends the route from Port Kent to Bloomingdale, Paul Smith's, Saranac and Lake Placid; thence to Keene Valley and Schroon Lake; and out by way of Baldwin on Lake George, or straight southward to Glen's Falls and Saratoga.

FALCON

Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

A Humber Agency means
Reputation — Profit — Satisfaction

THE HUMBER TRADE MARK HUMBER & CO. AMERICA LTD NEW YORK LONDON PARIS

HUMBERS

Now hold
All World's Records,
from
2-3 Mile to 1800 Miles.

Humber Quality Means Speed.

HUMBER & CO., America (Limited)

WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d
Brooklyn Salesroom, 545 Fulton St.

New York Cycle Exhibit, Jan. 18 to 25, 1896,
Stands 64, 65, 66, 67, 68.

To a Nice Young Man.

Oh, goody-goody, nice young man,
Pure as the crystal springlets!
If ignorance were innocence
You'd have a pair of winglets.
Don't stay out in the cool night air,
You precious little sweet, you!
And oh, beware, beware, beware!
Or else the cows will eat you!

THE BROOKLYN BRIDGE.

People may *walk* over it free, but if they desire to ride the soft-footed bicycle, toll is charged.

The trustees of the bridge are all right, but the legislature must act in order to allow them to do away with the minimum charge of one cent now exacted.

It is interesting to note in this connection that when a body of soldiers is marched over a bridge the men are ordered to "break step," so that the uniform "tramp, tramp" will not rack the framework. Obviously the bicycle would have no injurious effect.

SOME men think it is easier to tell a lie than it is to catch a big fish.

TRUTH is the shortest and nearest way to our end, carrying us thither in a straight line.—*Tollotson.*

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

We will exhibit at Chicago Cycle Show in spaces 178 and 179, and at New York Show in space 179.



Makers of

THE PEERLESS MFG. CO.

CLEVELAND, OHIO

Peerless and . . . Triumph Bicycles

Send 2c. stamp for our New Booklet, "The Story of the Bicycle."

All Over Town.

If all the homes wherein abide
The woes of discontent
Were broken up, on either side
Of every street might be descried
"For Rent," "For Rent," For Rent."

A GOOD BEGINNING.

EDITOR L. A. W. BULLETIN:

A number of members of the L. A. W. residing in this city, believing the time to be ripe for the local agitation of the question of "Good Roads" and especially the question of improved paths for wheelmen, called a meeting of the league members to consider the subject and act thereon.

At this meeting a committee of five were appointed by the local consul to take charge of the whole subject and to do such things as in their judgment would further the object of the meeting.

At their first meeting it was voted: "That for the present the committee devote its energies to having a bicycle road or path constructed from the Junction to Coltsville, this city, and to ask the City Council to appropriate for the construction of the same a sum not exceeding $300.00."

This road is about one mile long and at present is in some places almost impassable for wheels. It is a part of the direct road from this city to Springfield, and offers as good an opportunity to exhibit the benefit to be derived from the expenditure of a small sum of money as any location in the city. If this proves to be a success, then another year we expect there will be no difficulty in having such paths constructed in other parts of the city.

The wheelmen of the city will be asked to see to it that no one be elected to the city council who is not in favor of granting this very reasonable request. With the co-operation of the 1,000 or more voters in the city who ride, we anticipate no trouble in carrying this through.

The committee also passed the following: Voted: "That a petition be presented to the Mass. Division L. A. W. at their meeting in December asking them to take the necessary steps and to use their influence for the passage of an act by the next general court, to amend Sec. 1, Chapter 479, of the acts of 1894, which will permit selectmen in towns and mayor and aldermen in cities to designate certain specified sidewalks outside of the thickly settled portions of such towns and cities, on which bicycles and tricycles may be ridden, under such reasonable conditions and restrictions, as to them may seem proper."

Pittsfield, (and it is presumed that almost all other towns and cities in the State are similarly situated) has a number of miles of so called "temporary sidewalks" or paths for pedestrians on which there is very little foot travel and are now more largely used by wheels than pedestrians. Such use by wheels is wholly unlawful. It is now and probably will be tolerated by sufferance, until some accident happens, or until some crank makes complaint, when the officers of the law will be obliged to prohibit such use.

Wheelmen do not wish to be classed as law breakers, but in many instances they are now almost compelled to be. Such an amendment would be a great boon to all wheelmen, and we do not think any difficulty will be experienced in procuring necessary designations. Will not wheelmen throughout the State push this thing along?

PITTSFIELD, MASS.

..PUNCTURE PROOF BICYCLE TIRE.



Our Tire Prevents Punctures. No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.

Catalogue and Sample section of Tire free upon application. Address,

The PUNCTURE PROOF TIRE CO., Quincy, Ill.

Lovell Diamond Cycles

...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers,

BOSTON, MASS.

Agents Wanted. **Catalogue Free.**

SEE US AT SPACES

114-115 Chicago. 157-159 New York.

"IT'S ENGLISH, YE KNOW!"

EDITOR L. A. W. BULLETIN:

I have been a reader of your interesting periodical for a long time. Outside of its mission in a particular field the BULLETIN has a literary excellence that many sheets devoted almost exclusively to letters fail to attain. The matter you have provided for your subscribers has ever, in addition to its mere interesting qualities, contained the embodiment of a motive or the expression of an opinion that according to the scope of my perceptions and the depth of my judgment I have flattered myself that I understood thoroughly and appreciated accordingly.

Sometimes you have been plainly outspoken on subjects you have taken up and at others you have allowed your correspondents to ventilate opinions, which save for the terse headlines over the article printed left your readers in doubt as to your exact position in the matter. I have always fondly supposed however, that I knew just how you felt personally, and have been content to sit back in complacent silence, perusing your columns, confident that when I didn't agree with a correspondent that you had inserted his comments in quiet irony.

But after reading over carefully half a dozen times your article in this issue entitled "At Home and Abroad" from Elwyn A. Barron's London letter I feel an itch to say something, strong upon me, and I rise to make a few remarks.

I confess I can't exactly determine in this case what the motive of the article is, or what your real sentiments are regarding the subject talked about. It is certainly interesting, but I hardly think with the average American that it will cause an interest that will leave a pleasant taste in his mouth. I can't think you inserted the article because you agreed with Mr. Barron. You will notice the proviso he makes in the eighth line, that "if you seek the proper sort" of shops you will receive all this attention that he is so enthusiastic about. He seems to pick his shops there. Possibly he never stumbles into the right shop on this side. He might have been born here, and resided here all his life and yet not have been so fortunate in his "proper sort" barber shop discoveries as in London because he didn't know where to go to get to them.



Evan's

India Pale Ale and Brown Stout have won the affection of all lovers of good things.

Because they are brewed better and bottled better than all others, and

That's why

they sell better.

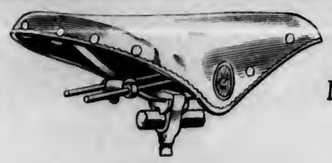


PROTECTS THE SPOT
WEATHER STRIP FOR WHEELMEN

Originated and invented from experience of L. A. W. member No 71,493. Wind cannot go through it. Lined with "Fibre Chamois." Ask her what that is. *Weight, three ounces.* Worn between undershirt and sweater. Made for ladies and gentlemen. Ask your dealer, or sent prepaid on receipt of 75c. and chest measurement.

Pat. Applied for.

WHEELMEN'S ARMOR CO., 487 Broome St., N. Y. City.



1896 Models

THE Zenith

WILL NOT SAG.

Can be made hard or soft in 10 seconds without removing from the wheel...

Best Philadelphia Oak Tanned Leather. Fully Guaranteed.

SPECIAL OFFER (ninety days only).— In order to introduce this superb saddle, we will fill orders for single one on receipt of two dollars and fifty cents.

ZENITH CYCLE SADDLE CO.

Disston Building

Front and Laurel Streets, Philadelphia.

"In my opinion the excessive politeness on the part of the cockney barber is nauseating to an unbearable degree. It approaches the farcical if (for illustration) carried a step or two farther that agreeable to Mr. Barron's ideal he may be properly treated.

The English barber begs his customer's pardon for daring to ask him (the customer) if the razor hurts him! Why? He again fervently solicits forgiveness and expresses deep gratefulness that the customer condescends to answer a plain business question. And again because his customer informs him he will not have a hair cut to-day he falls down in a profusion of thanks that would make a self-respecting American feel so cheap for him that, lather and all, he would quit the shop at once.

Why don't the dust-licking tonsorial artist go farther and beg his customer's pardon for shaving him at all? Why not say, bowing to the floor, "Honorable Sir, words cannot express to you how grieved I am that I should have to be the wicked means of removing your hirsute adornment. Can you, will you forgive me this time? I know I am a curse to you. You hate me for having to come here at all but please put up with me for the sake of a large family dependent upon me," etc.

Politeness is a nice enough varnish when applied in the proper place and manner, but there is such a thing as spreading it on too thick. Doubtless Mr. Barron is like some of the high bred dames in the olden time when Claude Duval and his ilk were rampant. The dear ladies used to like to be stopped on the highway and relieved of their valuables just because of the polite and winning way in which the bold fellow conducted the ceremonies. He was always sorry to have to bother then but "would they please hand over what little they had in their purses and any little trinket of value, ah, yes, their watch and rings, etc;" and they were in a flutter of flattered fear because of the slick manner in which the trick was done. They didn't get their valuables back, though. In Mr. Barron's barber case all the politeness in the world will not prevent the razor hurting you if it does, either. Doubtless though, he would rather be hurt with a polite English barber's razor than be shaved with the sharp one of the American, even though it didn't hurt. He would have been tickled to death in the old times to have been held up and robbed, if his pardon had been begged while doing it.

So far as politeness and barbers in the abstract go, I think they are what their customers make them. They soon read human nature and know what is liked and what not. It is a great object lesson of the difference between the two nations. Subservience in the old country and a manly independent spirit in this. Englishmen like such deference shown whenever they can have it, for fifteen minutes later they in turn bow down to some one else a little higher in rank than they. An American barber considers himself as good as his customer, and thinks that the latter is getting a fair equivalent for his money in the shave alone without rhetorical frills. When you change him to the English style that Mr. Barron seems to like, you will find that the great actuating principle then, under all his graces and nice speeches, will be that which animates his London cousin, the hope for a fee. Underneath all the magnificent politeness will be discerned the outstretched hand waiting for the expected "tip."

Yours very truly,
L. A. W. 70,499.

ALBANY, N. Y., Oct. 10, '95.

"The Fairest of the Flock."

There are many, many kinds of bicycles, but none can compare with the Gendron, the one with

Most Rigid Frame
..AND..
Truest Bearings

Our Catalogue, illustrating the matchless Gendron is yours on request.....

Gendron Bicycle

"T will hold thee safe."

GENDRON WHEEL CO.
TOLEDO, OHIO.

WONDERFUL PROGRESS
Is one hour by the use of our LETTERED FINGER-BOARD and SIMPLIFIED INSTRUCTOR. Latest Musical Invention, which can only be had with the

"PREMIUM"
GUITARS, MANDOLINS, BANJOS, VIOLINS.
FINEST ON EARTH.

We carry a full line of Autoharps, Concertinas, Accordeons, Flutes, Cornets, Zithers, etc.

Our Free Catalogue will tell you all about them. Write for it to-day.

Sold Direct from the manufacturers to the user. You save 40 per cent, the Dealer's Profit.
PRICES RANGE FROM $8.00 UP.
The United States Music Co.
CINCINNATI, O.

The Rialto is the...

BEST BICYCLE ON EARTH.

...Made by Continental Cycle Company,

15th Street and Western Avenue.

...CHICAGO...

When ordering your wheels REQUEST that they be fitted with

Hunt
BICYCLE SADDLES
WESTBORO MASS

DEFENDS THE DIVISIONS.

EDITOR L. A. W. BULLETIN:

As a local consul and a minor officer of the greatest division the L. A. W. has ever known in its history, I most respectfully protest against those who are finding fault with local organizations, and would ask them to point out wherein the national officers have done more for the members than men like Chief Consul Potter, who have devoted their time to the cause without more than a 'thank you" from the members at large. If the fault finders would try to get in touch with their divisions by becoming local officers, working on the different committees, recruiting for the benefit of their own division, they would soon become convinced of the fact that local benefits can only be obtained through localizing the responsibilities. They may as well argue that congress at Washington should supervise the affairs of North Troy, Vermont, or any village of four or five hundred inhabitants, as to expect the national board to publish maps and road books for the States, whose members do not appreciate the League enough to devote a little of their time to the work. If members will not work for their individual benefit, it would hardly be wise for us to expect them to work for the members of another division with whom they have no interests in common. The California division, for example, can not be expected to display great enthusiasm in supporting the national officers in their efforts to procure a cycle path for New York wheelmen, or good roads for the State of Maine. These are purely local issues, and as such, must be fought for by those most directly interested.

CHARLES L. E. DEGAUGEY.

NEW YORK, Dec. 21, 1895.

It "riles" a patient horse's blood
To toil through roads whose name is "mud."

TRUTH is truth, though from an enemy, and spoken in malice.— *G. Lillo.*

Mud costs money.

"NOT CHEAPEST BUT BEST."

Trenton Cyclometers.



If you want an instrument on which you can depend, ask your dealer for "Trenton" and insist on seeing them. You are not obliged to buy them, but seeing is believing, and you will want no other after having seen them.

Made of Aluminum. Weight 2¼ oz.

TRENTON WATCH CO., TRENTON, N. J.

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & Co.,

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.

PRIZE MEDALS CLUB PINS, ETC. SEND FOR DESIGNS JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

THE ANDERSON "TRANSIT"



Have you seen it?

Don't miss it . . . .

A thoroughly well built, high quality bicycle, comprising every practical improvement, and a record breaker.

Price, $100.00.

ALBERT & J. M. ANDERSON, Makers,

Salesroom, 44 Columbus Ave., Boston.

FACTORY, SO. BOSTON, MASS.

$2.00 Per Pair. Cross Section.



Pat. 1895

Wire-bound Wood Rims

make Bicycle Wheels that can be ridden with deflated tires without injury, or on the naked rim in an emergency. Strongest for their weight and save expensive repairs. Every owner of a "wheel" should know about them. Write for descriptive circular to makers,

S. N. BROWN & CO., St. Clair Street, - DAYTON, O.

...See the only successful HILL CLIMBER at the Chicago Cycle Show, Space 291, Annex.

VANGUARD CYCLE Co.

Temporary address... 24 S. Pennsylvania St., Indianapolis, Ind.

"THE VALLEY TURNPIKE" IN VIRGINIA.

BY SAM'L M. BARTON.

Before considering the regulation bearing upon the building and control of this road, we shall give in substance the General Law governing Turnpike Companies, as contained in an Act passed by the Virginia Assembly, Feb. 7, 1817, regulating the chartering and construction of turnpikes, and fixing the rates of toll. Mr. H. W. Anderson, Secretary of the Virginia State Good Roads Association, has kindly examined this and other Acts for me, in the official records at Richmond, and to him I am indebted for much valuable information. This Act provides that the companies shall construct the necessary bridges over water courses; that a road shall be constructed at least 60 feet in width, 18 feet of which shall be covered with stone or gravel where necessary, and that the road shall be kept smooth, firm, and in good order generally. It also provides that these companies shall keep a summer, or side road, 18 feet wide, for use between May 1 and Oct. 31. This Act also regulates the loads that shall be carried on various widths of tire, etc.

It provides that when a section of the road five miles in length has been completed, the court shall appoint three commissioners to examine and report on same, and if they report that it is completed in accordance with the provisions of the Act, toll gates may be erected and tolls charged on the section as follows: —

Every score of sheep or hogs, 6¼ cents. Every score of cattle, 12½ cents. Every horse, mare, mule or gelding, 5 cents. Every two-wheeled riding carriage, 10 cents. Every four-wheeled riding carriage, 20 cents. Every cart or wagon where the wheels do not exceed 4 inches in width, 6¼ cents for every four-footed animal drawing the same.

Every cart or wagon the wheels of which exceed 4 inches in width, and roll less than 7 inches, 3 cents for every four-footed animal drawing same. Every cart or wagon with wheels 7 inches or more in width, 1 cent for every four-footed animal drawing same. Return wagons and carts shall pay only half tolls. Same rules should apply to each section of the road when completed.

Troops and public property were free from toll. Complaints as to the condition of the road might be made before a magistrate, who was required to appoint three commissioners to make an investigation, and, if the road was found to be in bad order, no tolls should be collected until the road was put in good condition. If the road was out of order eighteen months, the company should forfeit its interests. So much for the general law governing turnpike companies.

We find the first mention of the "Valley Turnpike Company" in the Act of the Virginia Assembly of Feb. 27, 1828, authorizing certain commissioners to open books for subscription to the stock of "The Valley Turnpike Company," for the purpose of building a turnpike from Winchester to Stony Creek, and fixing the capital of the company



"Ball-Bearing" Bicycle Shoes

For Men and Ladies.

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers, CHICAGO, ILLS.

THE AMERICAN WHEELMAN...

Everybody reads it — That is, everybody who is "in the swim." The electric light, among cycling papers, which never goes out. Always fair and fearless when criticism is needed.

Price, 10 cents. For sale on all prominent news stands. Subscription price, $2.00 per year in advance. Advertising rates on application.

American Wheelman Publishing Co. 23 Park Row, New York, N. Y.

The Wheel and Cycling Trade Review.

A weekly illustrated cycling paper; oldest and most influential; covers the entire field, both trade and sport. Samples free. Two dollars per year.

ADDRESS, THE WHEEL . . . P. O. Box 444, New York.

THE CYCLING NEWS.

A New Cycling Paper, full of late news and trade notes of interest to wheelmen; issued weekly. 50 cents a year; special rate of 25 cents a year to L. A. W. members. Send for free sample copy to THE CYCLING NEWS, Toledo, O.

STOLEN. A Niagara bicycle, No. 10,301, from 204 Washington avenue, Albany, N. Y. Notify CHAS. CROISSANT, Albany, N. Y.

DIXON'S 679 CYCLE LUBRICANT

You will coast farther and ride easier by using it.

NOTHING EQUAL TO IT.

Sample will be sent for 15 cents.

WORTH DOUBLE THE MONEY.

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American Wheelmen are Assured Against Accidents in the American Wheelmen's Accident Association.

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Prevents Rust, Cleans entire Wheel, Lubricates Chain and Bearings, and will not gum. Sample of "3 in 1" sent in this oil can for 10 cents. One trial will convince you.

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STOLEN. On Dec. 7 my wheel was stolen from my apartments. It was a Lovell-Diamond wheel, model 24, with brake, and numbered 25,896. EDWIN BALDWIN, 55 Liberty street, New York, N. Y.

at $100,000. An examination of the official records at Richmond fails to show that this company did anything. The next mention of the company is in Acts of Assembly of 1838, an Act passed March 24, 1838, which was entitled "An Act to provide for the construction of a road from Winchester to Staunton, and for other purposes." We shall mention only the main features of the Charter as set forth in this and succeeding Acts. These Acts provide:—



Valley Turnpike, 1½ Miles South of Winchester; Toll-Gate No. 1 in the Distance.

That for the purpose of conructing a macadmized road from Winchester in the county of Frederick, to Staunton in the county of Augusta, it shall be lawful to open books for receiving subscriptions to the amount of $300,000, to be divided into shares of $25 each.

That when shares to the amount of $40,000 shall have been subscribed, the subscribers thereto, their executors, administrators and assigns shall be incorporated by the name and style of "The Valley Turnpike Company," subject to the provisions of the Act of 1817, prescribing general regulations

THE LEAGUE TIRES

CHOOSE THE BEST..

The League Inner Tube is the perfect tube tire. No butt ends. A continuous tube circuit. Repaired in a minute, and while on the wheel. Endorsed by experts on sight.

The League Hose Pipe is the leading tire. Purest Para Rubber. Special fabric. Every detail of manufacture perfect.

NOTE.—A pump and "Minute" repair outfit supplied with every pair of tires.

NEW YORK BELTING & PACKING CO. LTD.
15 PARK ROW NEW YORK CITY.
PIONEERS & LEADERS

governing such companies (see General Road Law, as given above).

That the company shall not be required to keep a summer, or side road.

That the company shall not be compelled to make the road over 40 feet wide, at least 18 feet of which shall be paved or macadamized, not more than 12 inches thick.

That the company shall construct the road along what was then known as the stage road from Winchester to Staunton, that the grade shall not be over 3½ degrees and that no obstruction to travel shall be allowed.

That as soon as shares to the amount of $40,000 have been subscribed or secured, the Board of Public Works shall be authorized to subscribe on behalf of the State of Virginia for a number of shares equal to $60,000, and as often thereafter as additional subscriptions shall be made by individuals to the amount of $20,000, the Board of Public works shall subscribe an additional amount of $30,000, and in like proportions to the subscriptions of individuals until the whole amount of capital stock shall have been subscribed; — that is. individuals subscribed two-fifths, and the state three-fifths. That a competent engineer shall be appointed to locate and superintend the construction of the road.

That plots of said road shall be filed with the clerks of the respective counties through which it passes.

One section of an act of 1839 authorizes the condemnation of land for materials, etc.

Various acts relate to the borrowing of money by the state, the declaring of dividends by the directors, etc.

The board of directors were appointed in part by the state and in part by the individual stockholders. The road has had the following presidents: Bushrod Taylor, 1838-41; Joel Pennybacker, 1841-43; John W. Rice, 1843-62; Samuel Shacklett, 1861-86; B. G. Patterson, 1886—.

Mr. Patterson, the present incumbent, who lives in Harrisburg, informs me that the first meeting of board of directors was held in Woodstock, on the 11th of June, 1838.

The capital stock was increased three different times until the entire authorized capital of the company was $425,000. Of this amount, the State subscribed $265,000, upon which payments were made amounting to $263,081.13. Individuals subscribed $160,000, on which they paid $158,720.75.

(The Construction of the Pike will be treated in a concluding paper, next week.)

THERE is no right faith in believing what is true, unless we believe it because it is true. — *Whately*.

SPRING and early summer is the time to fix the roads. Plan your work now.

Good roads mean good horses.

Informal Mail Vote.

Should the L. A. W. Give Up the Control of Racing?

YES
NO

Draw a line through the word which does NOT express your opinion.

Your Name, _____

Address, _____

L. A. W. No. _____

A Moderate Dresser.

Had Eve been like the women of to-day, we must confess,
The fig tree would have had no chance to furnish her a dress,
For when she learned she did not have a garment to her back
Straight to the *fir* tree she'd have gone and plucked a seal-skin sacque.

WHAT TO DO.

The following excellent suggestions were read at a recent meeting of the road improvement committee, in Chicago. They embody the very best ideas regarding what and how wheelmen may do to further the interests of the League and the good roads movement:

Aid in forming good roads Leagues. Get the highway commissioners to join them. Also to form county organizations of their own.

Try to do away with that farce: working out the road tax.

Use a rubber stamp as does our friend Locke from Jerseyville, saying, "We want Good Roads." Hand an occasional number of the BULLETIN to the local editor, asking the reprint of a road article. Urge the use of broad tires on wagons.

Prepare articles for the plate matter used in the country newspapers.

Next time the railroad commissioners of Illinois issue a map, ask them to show the wagon roads, or, at least, the hard roads in each county.

Let Arbor Day be wheelman's day; assist in planting trees along our highways; or plant a guide board or "helping hand." Show the people you are as ready to give as receive. Ask for and urge an honest and just plan of taxation. We should have an equitable State system.



Make a friend of the farmer, not an enemy.

See that we do not ourselves set the example to the highway commissioner and road hog in selfishness and jealousy.

Aid the chief consul to secure local consuls who will answer correspondence and help in road matters.

Distribute Potter's "*Country Roads*" to road workers, and read it also.

Become familiar with our road laws.

Secure the names of road commissioners and officers and supervisors in every county in the State and forward same to this committee that printing may be mailed them.

TRUTH is the hardest missile one can be pelted with.— *Geo. Eliot*.

You Bet, She Did!

She dreamed him and sighed him and sought him:
Love's tenderest speeches she taught him;
A cute pair of slippers she wrought him:
With kindness she almost distraught him;
A sweet Christmas present she bought him:
And when leap year came in, Oh! she caught him.

A CYCLE TAX FOR CYCLE PATHS.

BY W. F. COOPER.

It has been stated very often by the wheeling advocates of good roads in their arguments to the farmers in favor of better roads, that it is possible for the wheelman to do without better roads, and therefore, without their aid, by constructing alongside the roads comparatively narrow paths at very little expense, but I am extremely doubtful if more than a very few really appreciate their great advantages in regard to cheapness of construction and maintenance and the fact that they would make riding perfectly practical when the ordinary road is absolutely impassable.

The Meriden Wheel Club and the wheelmen of Meriden generally, have constructed from their city to New Haven a cycle path which forms a practical illustration of the above fact, and that it is much superior to the ordinary road, or in fact to any road, very few who have ridden over it will attempt to deny. The path as at present constructed is about nine and one-half miles long, consisting of about six miles constructed of crushed stone, and three miles of natural path: although in all probability the remaining distance will be built of stone next year.

The total cost of the six miles of stone path was $688.56, which was almost entirely raised by individual subscription taken up in the city of Meriden, the Pope Mfg. Co. and the Overman Wheel Co.

each giving $25, and $18.26 being subscribed for in Wallingford, through which town the path runs.

The stone used was a voluntary contribution from J. S. Lane & Son, who own a large quarry near Meriden, so that the probable cost would have been somewhat in excess of the amount stated. For the 490 tons of stone used, the cost in Meriden would have been about $196 (at 40



cents per ton), making the probable total cost about $884.56.

The N. Y., N. H. & H. R. R. charge for freight was $243.31, leaving a balance of $445.25, which was used for team work and labor.

At first the path was constructed by turning with a plow two furrows about three inches deep, one to the right and the other to the left, the space between being filled in with stone and finished with a dressing of dust.

It was afterwards found more practical to clear the sod out of the way and fill in the furrow with stone as before.

In the opinion of those who supervised the construction of the path, a similar one could be constructed from the experience gained at less than half the expense of the present one, by the use of a wide double or single cutting plow that would first cut the sod the width and depth of the path and then turn it to one side. The plow was used mainly to get a fairly level foundation on which to lay the path, so it was not necessary to cut a very deep furrow, in fact in some places it could have been done without,— the stone being laid upon the sod itself.

The success of the path was mainly due to the efficient work of the general committee appointed for the purpose, having J. E. Brainard, president of the Meriden Wheel Club, as chairman. The committee was divided for more efficient work into three different divisions:

1st. To select route of proposed path, to estimate the cost, and the proportion of payment, J. E. Brainard, W. H. Squire, F. E. Sands, E. A. Smith and J. E. Cottril.

2d. To look into the legal phases of the plan, G. A. Fay, H. Dryhurst and W. L. Ingraham.

3rd. To secure subscriptions, two members from each of the six clubs in Meriden.

The greatest difficulty was experienced in collecting sufficient money, for although great enthusiasm was manifested at the first meeting, yet when the question of finance was broached, it was found that only a very few would contribute, while some who afterwards used the path more than anybody else, spoke depreciatingly of the subject, stating that the road was good enough and that they were not going to throw away their money on such a thing, etc.

It being very evident to anybody that subscription is a very poor way to raise money for any public improvement, it would seem that some better plan could be devised, and it would seem that there could be no simpler one than an individual tax levied by the towns, on wheels, the proceeds of which should be devoted to path construction.

Several articles have appeared in the cycling papers by different writers, urging the building of paths by the towns, in the same manner that sidewalks and streets are built. If possible this would certainly seem advisable, but I believe it would be more just and would invoke less criticism if the wheelmen should build the paths themselves, in the best manner possible. One thing is certain, in whatever way we get them, the cycle paths have come, and come to stay.



PROBABLY the first century run of the season was made by a party of eleven members of the Century Wheelmen of Philadelphia, between 12 o'clock midnight, Dec. 31, and 10 A.M., Jan. 1, 1896. The course was from Century Club house to the head of the Wissahickon, thence to Chester, returning over the same course. The party consisted of eleven men, six of whom rode Sterlings, W. A. Morgan's mount being a new '96 Sterling of 27½ inch frame.



In the Sweet By-and-By.

Some say that Heaven is to be
The joys of earth prolonged;
That there we'll have the things which we
While here have shrined and songed.
If so I'll have my wheel and go
On centuries untold,
For 'cycling's good up there, you know,—
Their streets are paved with gold.

COST OF MACADAM AND TELFORD ROADS.

We have frequent letters asking for figures on the cost of building macadam roads. It is impossible to offer any figures which would be of practical use without knowing all about the local conditions, the kind ot stone available, the distance it must be hauled, the nature of the soil, the condition of the present road, etc., not to mention the important question of how wide the road is to be built and how thick.

The following general facts may be of use: Where the soil is hard and up to the proper grade with suitable stone close at hand without quarrying, a good "fifteen foot" road may be made for anywhere from $900 to $1500 per mile, The conditions must be favorable, however, to get the work well done at this price. Much of the macadam road being built costs more than double this amount. The telford road, or more properly a macadam road with a telford foundation, costs with ten inches of telford and six inches of macadam about $1,000 per mile for each foot in width. We submit the following figures which are actual cost of building a mile of new street in the Back Bay district of Boston. This data is given us by Henry Manley, assistant engineer:

4,550 cu. yds.	Sub-grading,	$0.37	$ 1,683.50
19,360 sq. "	Tel. base (furnished & placed),	0.67	12,971.20
19,360 " "	Macadam, " "	.49	9,486.40
4,582 " "	Gran. blk. gut. " "	2.06	9,438.92
9,740 lin. ft.	Edgestone, " and set)	.87	8,473.80
9,947 sq. yds.	Brk. sidewalk, " " laid)	.95	9,449.65
851 " "	Flagging, " " "	3.85	3,276.35
	Con. new street with old streets,		288.74
	Total,		$55,068.56

MUD AND MERCHANDISE.

The merchants of the country towns, from one end of the land to the other, are complaining of a light Christmas trade, and in most cases the ones interviewed say that the poor condition of the roads was largely responsible for the unhappy result.

It so happened that in many parts of the country warm, wet weather prevailed, and in many sections the country roads were almost untravelable, and the country people simply let shopping go by the board. They made Christmas presents of colored popcorn and red apples and rye straws.

There is a strong relationship existing between trade and travel, mud and merchandise. It is to the townspeople's interest, as well as the farmers, to have good roads.

WHAT ABOUT THE CONVICTS?

The convict labor question is a very knotty problem, that is still waiting for solution.

It knocks at the door of nearly every state capital, during each session of the Legislature, but is usually turned away with a promise of more consideration at some future time.

The good roads problem is also a question of importance in the land. In some localities one of these problems is permitted to solve the other. Two birds are killed with one stone.

The L. A. W. BULLETIN is ready to publish any reasonable protest against the employment of convict labor on the public highways. The whys and wherefores will be of interest.

That the present mode of employing convicts is very unsatisfactory is proved by the unsettled condition of the question in nearly every State where it is done. The following is from a recent issue of the *Dayton* (O.) *Herald:*—

The Ohio Penitentiary seems to suffer from the general business depression. The annual report of the board of managers shows that in 1893 the surplus of earnings over expenses was $31,079; in 1894, the deficit of earnings was $9,137, and in 1895 the deficit of earnings was $55,461.22. The board ascribes several reasons for this change of about $86,000, among them the passage of a law requiring the branding of all prison-made goods, and the passage of the Llewellyn law, restricting the number of laborers engaged in making any one kind of goods in the penal and reformatory institutions of the State to ten per cent. ot the free labor employed in making like goods in the State. These have led, as the board claims, to a demoralization of the contract system. It recommends the repeal of the last-named law, the first having been declared unconstitutional; or if this cannot be done, then that the limit fixed by the Llewellyn law be raised to at least twenty-five per cent. The situation is one of great interest, and will probably lead to further agitation of the difficult questions of employment of convict labor.

In this connection it may be said that whether or not penitentiaries are self-supporting has nothing to do with the case.

The more money the convicts make for the state under the Ohio system, the more free labor is de-

prived of. Thriving penitentiaries are not the most hopeful of signs.

It would be even better to tax free labor to support idle convicts than to have the convicts rob free labor of its means of support.

At the present time the work of making magnificent systems of highways appears to offer the best means of employing many of the convicts. They should not be permitted to compete with free labor in the manufactures. Roads should be made better.

When, oh when will the immemorial moss-gatherers, known as legislators, awake to the needs of the hour.

OUR ROAD LAW.

It may cause a shock to the community. It may even cause a change in the plans of the rambunctious comet which is now circulating by devious ways amongst the bodies terrestial. We can't help it. We must endorse an editorial which appeared in yesterday's issue of our evening contemporary. The editorial in question is the following, and we wish to assure the *Democrat* that this article of faith qualifies it to dance in the same set with us for at least one number of the program:

The *Democrat* has for many years advocated the repeal of our road working laws as the surest means of accomplishing a reform in good laws. The people know that the old road working system has never resulted in the improvement of a single road. We have had it for more than fifty years, and it has no effect, except to stand as a barrier in the way of progress. We shall never have good roads until we repeal it and build on new foundations. To this end we hope that candidates for the legislature throughout the state will pledge themselves to vote for its repeal. This done, we can lay the foundations of a new system of road improvement—either by the working of the convicts or the imposition of a tax levied for road purposes. In the opinion of the *Democrat* the people generally are ready for a change and for a forward movement in behalf of roads. They are beginning to realize the fact that nothing so retards the growth and prosperity of our state as the wretched condition of our public highways.

The *Press* is fearful, however, that the hope that the legislators who assemble here next year may have sense enough to repeal the present road-law is a vain one. We have struggled along under the present unsystematic system for 50 years, and they will contend that if it was good enough then it is good enough now. The modern legislator must pass away before we can hope for any such improvement as a new road law; and before this happy condition of things can be reached, the modern elector must either pass, unapplauded, off the stage, or be forced into the background by either a new native article or a greater number of imported ones.—*Little Rock* (Ark.) *Press*.

Fix the road and save fixing the vehicles.

The condition of a road should not depend wholly upon the weather.

ONE OBJECT LESSON.

Just a word with *you*.

What would you think of a railway management that would permit its road to be full of sags and grades and low joints and broken rails and soggy places and would seek to overcome these obstructions by increasing the size and strength of its locomotives and cars?

Of course it would require lots more fuel to make the steam, only a half a train could be hauled, the rolling stock would soon be destroyed and the whole resources of the company would be spent in the repair shops.

Briefly, the first thing to do would be to build a good road-bed.

Isn't this an object lesson for farmers? What is the difference in principle whether it is a railroad or a wagon road?

NARROW TIRES.

If there were toll roads in Northampton County, farmers would have broad tires on their wagon wheels because they could get, thereby, better rates on the turnpikes. But is it not more important to the farmers that the roads they own and help to build and maintain, should have the benefits of broad tires? There is scarcely a country road in Northampton that is not more or less cut up by narrow wheels.

But still the farmers use narrow tires. Why? Not because they are cheaper or more durable. Ask any Monroe or Bucks County farmer who uses wide tires and he will tell you they are as cheap as narrow tires and last longer.

Our farmers ought to make a united effort to introduce wide tires. It would be money saved, and, with better roads, money made.—*Easton* (Pa.) *Free Press*.

NEW YORK has passed a law that after Jan. 1, 1897, no person confined in any State prison, penitentiary, jail or reformatory shall be employed on any work furnished by contract with business firms or corporations, to the detriment of free labor. It is believed that sufficient pressure will now be brought to bear on the Legislature to induce it to try the plan of utilizing convict labor in building good State roads. Gov. Morton has called special attention to the necessity for road improvement. Here is an opportunity for legislative work the wheelmen should improve.

THE greatest aids to happiness are a smooth road, a clear conscience and a good bicycle.

One of the worst things to get over is a bad road.

If you are really the horse's friend,
His broken paths you'll kindly mend.

SAN BERNARDINO has started a "rock-corral" for tramps. Large quantities of stone suitable for street work will be provided, and the tramps will be required to break it up into pieces for macadamizing the roads. The Bakersfield Californian says that every county in the State ought to do the same thing, and in a few years California would have the best roads of any State in the Union.—*San Jose News*.

League of American Wheelmen
Official Department

Boston, January 10, 1896.

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12 PEARL STREET, - - BOSTON, MASS.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

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ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

Cycle Club,.....

References,.....

.....

☞Write plainly, printing preferred, or enclose personal card.

VETERAN BAR.



Any member who has been connected with the L. A. W. for 10 consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the Secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. To the end of this year there are but 742 members entitled to wear this bar, and less than 150 have been issued.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

RACING BOARD.

Declared Professionals.

C. D. Kreamer, Des Moines, Ia., under clause (a).
Albert Gardener, Nashville, Tenn., under clause (a).
Dow Mallernee, Nashville, Tenn., under clause (a).
Henry Prange, Nashville, Tenn., under clause (a).
W. E. Becker, Minneapolis, Minn., at his own request.
A. A. Hanson, Minneapolis, Minn., at his own request.
Thomas McAleer, Los Ange'es, Cal., under clause (f).

Suspension Raised.

Temporary suspension placed upon W. E. Becker, Minneapolis, Minn., and H. M. Bird, St. Paul, Minn., has been raised.

Suspension placed upon Wentworth Steele, Kirkwood, Mo., has been reduced to expire January 1, 1896.

Suspended.

Charles W. Rogers, Hiawatha, Kan., for 90 days, for entering class races to which he was not entitled.

G. A. McEdwards, Holyoke, Mass., suspended from all class A racing pending investigation.

Transferred to Class B.

Canby Hewitt, Los Angeles, Cal., under clause (d).
W. A. Taylor, Los Angeles, Cal., under clause (d).

Records Accepted.

One mile, professional, unpaced, flying start, against time, by W. C. Sanger, Denver, Col., 2.00 2-5, Nov. 16.

One-third mile, Class A, unpaced, standing start, competition, by George Packer, Jr., Denver, Col., 43 seconds, July 13.

Sanctions Granted.

Feb. 20, 1896—New West Side Athletic Club, New York City, N. Y.

Feb. 22, 1896—Peerless Cyclers, Woodland, Cal.

TO DIVISION SECRETARIES.

We ask the indulgence of division officials for delay in publishing reports. Our space for official matter is limited by contract to six pages of nonpareil or its equivalent, and as we are already using much more than that amount there may be some delay in accommodating the many long reports that are now coming to us. We have many reports on the waiting list and these will be published at the earliest possible moment.

AMENDMENTS TO BY-LAWS.

Notice is hereby given that at the annual meeting of the National Assembly of the League of American Wheelmen, appointed to be held at the city of Baltimore on the second Monday in February, 1896, the following amendments to the By-laws of said League will be moved for adoption, to take effect on the first day of May, 1896.

Article IV. Strike out Section 7 and substitute the following: "The Committee on Local Organization shall consider and advise with reference to the formation of local clubs, consulates or associations composed of League members resident in cities and towns to the end that the objects of the League may be better advanced, the rights of cyclists determined and defended, and their interests better served. This committee may formulate and recommend rules for the organization and government of local bodies and may from time to time report through the official organ, such facts and information as may tend to encourage the work of local bodies and to inform the membership at large of the progress, condition and benefits of these organizations; but no local club, consulate body or organization shall be formed or maintained whose constitution or by-laws shall be in conflict with the constitution or by-laws of the League or of the State division in which such local body is contained, nor shall any such club, consulate body or association be formed or maintained except by the direct sanction and concurrence, and under the direction of the State division in which it is contained. Any State division may by its board of officers or by any authorized officers or committee thereof, prescribe and adopt rules not inconsistent with the foregoing provisions, for the formation, government and maintenance of local organizations, and may issue charters or certificates of approval to such organizations and from time to time cancel and revoke the same as may be deemed necessary."

ISAAC B. POTTER.

NOTICE OF RESOLUTIONS.

In case the proposed amendments to the constitution and by-laws, of which notice is given in this issue of the BULLETIN, are adopted, I shall move the adoption of the following resolutions:

Whereas, The fear is expressed by a considerable number of members of the League that the relinquishment of the control of cycle racing by the League, as an organization, will lead to an increase and aggravation of the abuses already existing among persons now engaged in the business of cycle racing and that the future jurisdiction of cycling contests may fall into incompetent or improper hands, now therefore be it

Resolved, That we recommend that with reasonable diligence after the adjournment of this assembly the members of our national racing board and the racing boards existing in our several State divisions, the official handicappers and such officers of our State divisions as may so elect, together with such other persons as may be duly qualified by character, experience and desire, form themselves together into an association having for its main purpose the promotion and control of cycle racing on the track and to that end that they adopt a title and formulate and publish such rules and regulations as shall to them seem to be approved by knowledge and experience, and be it further

Resolved, That this body by its duly authorized representatives, the Executive Committee of the League of American Wheelmen, (upon satisfactory showing being made to such committee that the organization herein proposed or an organization of similar character and competency has been duly organized with proper rules and equipments) resign and surrender to such body in the name of the League of American Wheelmen the exclusive jurisdiction and control of cycle racing upon the track to the full extent to which said jurisdiction and control are now held by the League of American Wheelmen.

ISAAC B. POTTER.

AMENDMENTS TO THE CONSTITUTION.

Notice is hereby given that at the next annual meeting of the National Assembly of the League of American Wheelmen, appointed to begin at the city of Baltimore on the second Monday in February, 1896, the following amendments to the Constitution of said League will be moved for adoption, to take effect on the first day of May, 1896.

Article I, Section 2. Strike out the words "and to promote and regulate cycle racing on the track."

Article III. Strike out all of Section 8.

Article VI, Section 3. Strike out the words "Racing Board" and insert instead thereof the words "Local Organization."

Article VI, Section 5. Amend this section so as to read as follows: "The Committee on Local Organization shall consist of the chief consuls of all divisions having memberships of one thousand and upwards on their respective rolls at the date of the annual meeting of the National Assembly next preceding the official year for which this committee shall take office. The members of the Committee on Local Organization shall select their own chairman by the ballots of those members personally present at the said annual meeting. All other national committees shall be appointed by the President, who shall have the power to suspend or remove any member of such committees, and to fill vacancies therein arising from suspensions, removals or from any other cause."

ISAAC B. POTTER.

AMENDMENTS.

At the annual meeting of the National Assembly I shall propose the following amendments to the Constitution.

Fraternally,

SPENCER T. WILLIAMS.

Add to Article III., Section 6. (a). Add to this, "except that he shall pay no more than $1 for a full year." Strike out (b).

Article III, Section 9, add at end of fifth line, "having three hundred or more members." He shall credit to the account of all divisions having less than 300 members all but forty cents of the dues and initiation fees, and the funds thus credited shall be used to pay the legitimate expenses of the division as evidenced by bills rendered by the chief consul or secretary-treasurer. Add to the end of sixth line, "having three hundred or more members."

Article IV., Section 1, third paragraph, change "two hundred" to "five hundred." Fourth paragraph, change "one hundred" to "three hundred."

AMENDMENT.

Notice of amendment to be offered at meeting of national assembly, Feb. 10, 1896.

Amend Article V., Sect. 1 (*a*) of the constitution, by adding at the end thereof, the following:

"Provided, however, that whenever the board of officers of any division shall adopt a by-law or rule providing that the secretary-treasurer of the division shall hold office during the pleasure of the board, the secretary-treasurer thereafter elected shall perform the duties of his office until the board of officers shall declare his office vacant, by resolution duly adopted at any meeting regularly called, and after thirty days notice of such proposed action shall have been given by mail to the members of the board of officers.

"In the event of the removal of a secretary-treasurer by the board of officers, the chief consul shall appoint a secretary-treasurer who shall serve until the next anunal election thereafter."

CHAS. F. COSSUM.

POUGHKEEPSIE.

AMENDMENT.

At the meeting of the National Assembly I shall move the following amendment to the Constitution. This is made in the interest of the remote divisions which can now be represented only by proxy, and is a part of a scheme to be carried out in another amendment which allows a division to choose delegates that are not members of the division.

ABBOT BASSETT.

Article IV., Section 4. Add "the place of meeting shall be determined by the National Assembly during its session of a preceding year, or the Assembly may, by vote, delegate the power of choosing to the executive committee."

AMENDMENT.

Article III, section 8 (class A), amateur rule, clause (i), fourth line, strike out "thirty days", insert instead, "ten days subject to an extension to thirty days upon proper showing of cause therefor."

Class B rules, clause (f), same correction.

Very truly yours,

GEO. D. GIDEON,

Jan. 4, 1895. *Chairman L. A. W. Racing Board.*

AMENDMENTS.

Dear Sir,—On behalf of the racing board it is expected that the following amendments to the constitution and by-laws of the L. A. W. shall be proposed at the national assembly.

Amateur Rule.

CONSTITUTION.

Article III., Sect. 8, "of class A" to be stricken out of lines 1 and 10; insert after "description" in sixth line, "except as hereinafter provided."

(b) Strike out "amateur of," first line; insert "rider" after B. second line.

(e) Strike out "fifty," insert "thirty-five."

(f) Strike out "of class A," first line: strike out "two" and insert "one," third line; strike out all of this clause after word "residence," and insert "except at national or division championship meetings."

(g) Strike out "class A," first line; insert "Amateur."

(h) Strike out entire clause: insert "In national championship events all classes may compete, the prizes to be medals only, and in no case to be of greater value than $50. In division championships, amateurs and class B riders may compete, but all competitors must be enrolled in the division, and amateur prize rules must govern."

(i) Strike out "in class A," second line.

Class B.

Strike out of first paragraph, "An amateur of class B shall be a cycle rider who"— insert, instead, "A class B rider": strike out "$50" and insert "$35"; in ninth line strike out "in class A," insert "Amateurs." Tenth line, strike out "An amateur of," insert "A"; after "Class B," in same sentence insert," "rider."

(b) Insert "or with," after "making pace for."

(c) Strike out all of clause after word "except," and insert "as hereinafter provided."

(d) Strike out "$150": insert "$100"; after "meeting" insert "which sanction shall be awarded only to national circuit meets."

(e) Strike out word "Amateur."

(f) Strike out "amateur of," in first line, and "amateur" in second and last lines; after "Class B" insert "rider."

Re-letter clause (g) making it clause (h)—insert new clause (g) as follows:

"Prizes in this class may consist of medals issued by the L. A. W., said medals to be redeemable at a discount of ten per cent from face value at any time after thirty days from date of meet at which won."

Pace-making.

Strike out "to employ professional pace-makers," and insert "riders and professionals to pace each other."

BY-LAWS.

Article IV., Sect. 1 (b). Strike out "except League clubs, as hereinafter provided," strike out "$10" next succeeding, and insert "$25;" after word "events," in line 8, insert, "and all meets, the entries to which are limited to the members of the school or club holding the meet, shall apply for sanction, but no fee shall be charged."

Article IV., Sect. 7, (b). Insert after "Sunday," seventh line: "unless said meet be within the limits of a division which shall have voted to permit Sunday racing." Strike out all of paragraph after word "sanction" in tenth line.

(f) Strike out "expelled for professionalism," insert "declared a professional, transferred to class B, or suspended for misconduct": strike out "a competent showing of error on the part of," and insert "recommendation of"; strike out of fourth line the words "as an amateur"; insert before "vote," fifth line, "unanimous."

(i) Add. 5. "Any other act which tends to disturb or obstruct a race meet."

6. "Failure to pay entry fees."

(c) Second line. Strike out the word "amateur"; third line strike out the word "either" and substitute "any"; twenty-sixth line, strike out the word "amateur," *and all thereafter*, and substitute the following: "status in that particular class, and warning all riders of that class not to compete with him: and such official declaration shall carry with it transfer to another class as specified, or suspension from the track as the case may require. At the option of the board, suspension from the track may carry with it expulsion from the League, if the person concerned be a member thereof."

Sub-division D, third line, strike out the word "amateur"; eighth line, strike out the word "expel," and substitute therefor the words "transfer, or suspend"; last line strike out the word "expel." and substitute therefor, "transfer or suspend."

Strike out clause (e).

For the racing board,

GEO. D. GIDEON, *Chairman.*

DEC. 28, 1895.

AMENDMENT.

Under Article III., Sect. 8, constitution, amateur rule (class A) clause (*f*), it is desired to amend to strike out the words "outside of his own State." Will you kindly have it published in the BULLETIN in accordance with the rule?

GEO. D. GIDEON,

Chair. L. A. W. Rac. Board.

AMENDMENT.

As an additional amendment to those sent early in the week I offer the following:

Strike out of clause (i) amateur rule (class A), Sect. 8, Article III., of the Constitution, the words "Class B" on fourth line, and insert instead, "class in which the racing board believes him to belong"

Very truly yours,

GEO. D. GIDEON,

Chairman L. A. W. Racing Board.

JAN. 2, 1896.

DISTRICT OF COLUMBIA.

W. T. Robertson, 429 10th street N. W., Washington D. C., is hereby appointed chief consul of the District of Columbia to fill vacancy.

We bespeak for Mr. Robertson the cordial support of all wheelmen in the District and we urge that they assist him to awaken an interest in League affairs in that section.

Fraternally,

A. C. WILLISON,

President L. A. W.

CONNECTICUT DIVISION.

Recognizing the need of a new road book, or map of folding form with roads well delineated, the board of officers have authorized the publication of a tour book and map combined with a table of ordinances existing in the various towns, names and residences of the consuls and any other information of special interest to wheelmen, in a condensed form. Much of this information will have to be acquired from the members of this division and although a committee has been appointed for the purpose, much of it has been left to your chief consul who will be very pleased to receive any information. No matter of how little importance you may deem it, send it in. It may be useful in connection with matter sent in by some one else.

The chief consul cannot possibly become personally acquainted with all, and in some cases, he has perhaps selected the wrong person for local consul. We wish to improve the consular force and now is the time to do it. I would be pleased to receive recommendations for the position and will, to the best of my judgment, use such in the selection.

Such communications will be strictly confidential.

The League hotel question is also undergoing a change and although in many towns we may not be able to show an improvement, I will be glad to receive recommendations as well as complaints, and wherever possible for me to do so, will make terms and conditions more favorable to L. A. W. members, and if, in some cases, letters on these matters are not replied to, they will nevertheless be attended to as in the judgment of the chief consul necessary. I make this apology for not replying in all cases as the subject is one that calls for so large a correspondence that it will necessitate economy in my time. However, I am willing to try to at least acknowledge receipt of such communications.

In writing on these subjects, I would suggest that a separate sheet be used for each subject, fully dated and signed, that they may be more easily accessible.

These matters will be more fully treated in circulars later.

Yours very truly,

PHILIP W. WESTLAKE, *Chief Consul.*

BRIDGEPORT, Ct., Jan. 1, '96.

Samples of folding maps and prices of same from any source will be gratefully acknowledged.

NEW JERSEY.

Report of treasurer New Jersey Division. L. A. W., to meeting board of officers, held at Elizabeth, Monday, Dec. 30th. Report for year beginning Dec. 1st, 1894, and ending Dec. 1st, 1895.

RECEIPTS.

From C.B. Mathewson, retiring sec.-treas.,		$48.34
From sale of road maps,		211.17
From various remittances from applications and renewals sent through this office (later sent to Secretary Bassett, Bull, or Van Nort),		1,216.20
From applications and renewals (all sources, to credit N. J. division,		2,514.87
From H. W. Knight, chairman R. and P. Com., return costs in case prosecuted by division,		6.00
Total receipts,		$3,996.58

DISBURSEMENTS.

Various checks to Sec's. Basset, Bull and Van Nort, for applications and renewals received through this office,	$1,367.20	
Expenses chief consul's office,	257.64	
Expenses secretary-treasurer's office, including mail vote,	235 05	
Secretary-treasurer's salary,	180.00	
Balance expenses racing board, 1894,	15.91	
Expenses highway improvement com., 1894,	28.45	
Expenses highway improvement com., 1895.	2.00	
		2,086 25
Indebtedness from administration, 1893,		
H. E. Raymond, racing rules,	17.50	
Hall and Carleton, coal,	10.95	
J. B. Beers and Co., road maps,	627.12	
G. C. Pennell,	8.00	
G. Carleton Brown.	36.25	
		699.82
Expenses State board and executive committee's meetings, and delegates to national assembly,		
(Chief consul and sec'y-treas. expenses in personal acct.)		
J. W. Dickinson,	16.65	
R. R. Chiswell,	18.60	
C. B. Holmes,	4.20	
Fred Kerr,	18.60	
W. G. Norwood.	2.90	
H. W. Knight,	4.70	
H. N. Taylor.	.70	
		66.35
Printing,		
Elizabeth *Daily Journal*.	39.50	
MacCrellish and Quigley.	43 50	
Frank Smith,	41.50	
H. C. Boss,	3.75	
Albert Brandt,	13.75	
Incidentals,		142.00
Ginna and Co., tin boxes,	20.00	
Geo. D. Gideon, racing rules,	4.50	
H. W. Knight, chairman R. and P. com. retainer. 1895,	25.00	
E. W. Sigler, roll-book,	7.00	
Hammond Typewriter Co., typewriter,	71.95	
C. H. Walton and Co., typewriter table,	5.00	
L. C. Forker, painting signs for headquarters at nat'l meet,	2.00	
Robert Gentle, three road books,	3.00	
Error in deposit.	2.00	
		$140.45
Total disbursements.		3,134.87
Balance in Bank,		$61.71
Total		$3,996.58
Assets, approx.,	$300.00	
Balance in bank.	$61.71	
Total	$1,161.71	
No liabilities.		

REVISION OF WISCONSIN BY-LAWS.

In conformity with Article IX of the present division By-Laws, the undersigned, constituting the board of officers, recommend the adoption of the following amendments and additions to the present By-Laws:—

Adopted June 20, 1890; revised December 20, 1895.

In the first paragraph, fourth line, omit the words "rules and" and insert following the word Constitution "and By-Laws."

The Wisconsin Division, League of American Wheelmen, organized in Milwaukee, September, 1886, under the provisions of the parent body, is subject to the Constitution and By-Laws of said League, and is pledged to support its interests and uphold and obey its laws.

In Article I. omit the words "in good standing" from the third and fourth line.

ARTICLE I.

The officers of this division shall be a chief consul, vice consul, secretary-treasurer and one state representative for

each two hundred members; these officers, together with the authorized League club representatives, to form the State board of officers, with general authority to transact all business of the division.

Article II. shall remain as it is, except that the duties of the vice consul shall be made to constitute Article III.

ARTICLE II.

The chief consul shall preside at all meetings of the board of officers or of the division; shall appoint all committees not elected by ballot, shall act on resignations from committee men or local consuls, and shall fill such vacancies by appointment; shall appoint one consul for each locality that in his judgment is entitled thereto, and shall appoint League hotels on recommendation of local consuls or majority of members in stated locality.

ARTICLE III.

The vice consul assumes all duties of chief consul, in his absence and fills office for unexpired term in case of resignation.

Article IV. shall make provisions for the duties of the secretary-treasurer, and shall read as follows: —

ARTICLE IV.

The secretary-treasurer shall receive and account for all the moneys belonging to the division; shall only be permitted to draw on the division funds for the necessary running expenses of the office and submit an itemized account of such expenditures at each meeting of the board. He shall keep a complete list of the division membership, keep all records of meetings of division or board of officers, and shall perform such duties as pertain to his dual office by order of chief consul, board of officers or will of meeting. He shall give bond in such amount as the board of officers may require.

Article V. shall provide for the duties of representatives and shall read as follows: —

ARTICLE V.

Representatives shall look after the interests of the League in the territory in which they reside, and make such recommendations to the chief consul as in their judgment will be to the interests of the division. They shall in connection with the chief consul have power to decide all local matters in the State.

Original Article III. which provides for the duties of local consuls shall remain as it is except that it shall be called Article VI., and that on the tenth line the month "September" shall be changed to "January."

ARTICLE VI.

Local consuls shall acquire and give any information as to roads, hotels and other matters of interest in their localities to members of the League calling upon them in person or by letter; keep State officers informed from time to time by reports; perform such duties as the latter may require of them, and use all efforts to promote the interests of the League and bicycle riders in their vicinity. Consuls' term of office shall expire January 1, each year, but the office not to be declared vacant until a successor is appointed; they may be removed by vote of board of officers, for cause.

Original Article IV. shall read Article VII., and shall omit all of that which pertains to the duties of secretary-treasurer which is provided for in Article IV., as per these amendments.

ARTICLE VII.

The chief consul shall make a report at annual meeting of division and upon his retirement a supplemental report covering the official acts of his term of office.

Article VIII. shall read as follows: —

ARTICLE VIII.

The expenditure of the funds of the division shall be subject to the direction of the board of officers, provided that the chief consul and secretary-treasurer shall be authorized to draw upon said funds of the division for the expenses of their offices; an itemized account of such expenditures to be made at each annual meeting.

Original Article V. shall be Article IX., and shall omit the words "three members each, and shall be appointed by the chief consul," and have the following inserted in their place: "as many members as the chief consul may see fit to appoint." The month "September" shall be changed to "January."

ARTICLE IX.

The standing committees shall consist of as many members as the chief consul may see fit to appoint. They shall hold office for one year from the 1st of January, and until their successors are appointed. The committees shall be Rights and Privileges, Highway Improvement, Railroad Transportation and Division Racing Board.

Article X. shall read: —

ARTICLE X.

The chief consul, vice consul and secretary-treasurer shall constitute the executive committee of the division.

Article XI. shall read: —

ARTICLE XI.

At the meeting of the board of officers, two-thirds of the members shall constitute a quorum.

Article XII. shall read: —

ARTICLE XII.

The chief consul may call special meetings of the board of officers, and shall do so upon the written request of not less than three members of the board. At these meetings no business can be transacted except such as is specified on the call.

Original Article VI. shall be Article XIII., and in place of the word "secretary" on the 13th line shall insert "special committee on nominations." This article shall cease with the words "declared the nominees" and the remaining part shall constitute Article XIV.

ARTICLE XIII.

An annual meeting of the division shall be called by the chief consul during the months of June, July or August, to be held for the transaction of division business, as a State meet of wheelmen, race or road meet, and for the discussion of matters pertaining to bicycling; such annual meet to be decided by majority vote of division board of officers. Sixty days previous to this meeting each member of the division shall be supplied with a blank for nominating officers, which members, not expecting to be present at meeting, will fill out and mail to special committee on nominations, sealed and marked on cover "Nominations," same to be recalled if member is present at meeting. This ballot will be counted together with votes of members present, and the two names for each office having the largest number of votes shall be declared the nominees.

Article XIV. shall be changed to read as follows: —

ARTICLE XIV.

The nomination of officers made at the annual meeting, shall be published in the official BULLETIN, four weeks before election, and a committee appointed by the chief consul, shall send to each member not later than the 15th day of October, a blank ballot containing the names of all the candidates. The ballots shall be received up to the 15th day of November, 12 M., noon, and immediately thereafter be counted by the committee appointed.

Original Article VIII. shall be Article XV., and shall be changed to read as follows: —

ARTICLE XV.

Any wheeling club in this State that shall have in its By-Laws a provision requiring three-fourths of its active members to be members of the League of American Wheelmen, and that shall file annually with the secretary of the L. A. W. a certificate thereof, shall become a League Club and entitled to all the privileges accorded to League clubs under the L. A. W. Constitution. League club representatives shall be elected by such clubs at the first meeting in October of each year, the membership on the first day of October to be the basis of representation, and any club failing to renew its membership on or before the first day of July of each year, shall cease to be a League club and its representatives on the board of officers shall thereupon cease and determine.

Original Article VII. shall be Article XVI., and shall read as follows: —

The order of business at regular summer meeting shall be:

1. Minutes of previous regular or special meetings.
2. Report of chief consul.
3. Report of secretary-treasurer.
4. Reports of committees.
   - (*a*) Rights and Privileges.
   - (*b*) Highway Improvement.
   - (*c*) Transportation.
   - (*d*) Racing Board.
   - (*e*) Special.
5. Reports of local consuls.
6. Unfinished business.
7. Communications.
8. Nomination of officers.
9. New business.
10. Adjournment.

Article XVII. shall read as follows: —

Order of business at annual board meeting.

1. Roll call of members of the board.
2. Minutes of previous meeting.
3. Report of retiring chief consul.
4. Report of retiring secretary-treasurer.
5. Reports of committees.
   - (*a*) Rights and Privileges.
   - (*b*) Highway Improvement.
   - (*c*) Transportation.
   - (*d*) Racing Board.
   - (*e*) Special.
6. Reports of local consuls.
7. Communications.
8. Unfinished business.
9. New business.
10. Adjournment.

Original Article IX. shall be Article XVIII., and shall read as follows: —

ARTICLE XVIII.

Any amendment and addition to these By-Laws shall be made at a regular meeting of the State board of officers, provided, however, that such proposed amendment or addition, shall have been published in the official organ not later than thirty days before such meeting; a notice of the adoption of any such amendment or addition shall be published in the official organ immediately thereafter.

Respectfully submitted,

M. C. ROTIER,	OTTO DORNER,	S. D. BAIRD,
SAM J. RYAN,	JOHN FAVILLE,	H. P. ANDRAE,
C. H. ELLSWORTH,	JAS. W. MCGIVERAN,	JAS. H. MCGILLAN.
W. A. BROWN,	GEO. K. MEAD.	

WISCONSIN DIVISION BOARD MEETING.

At the board of officers' meeting of the Wisconsin divison L. A. W., the reports of the retiring chief consul and present secretary-treasurer were rendered as follows:

Retiring Chief Consul's Report.

It is fitting that the chief consul of the Wisconsin division, should, at the close of his administration render an account of his stewardship and express his indebtedness to his brother officers, for their earnest and effective co-operation during his administration.

When, in the year 1893, the division did me the honor to intrust the conduct of its affairs to my hands, it was at the close of the most successful year in the League's history. My predecessors had raised the membership to five hundred and four, the highest point then attained, and behind them was a record of success, which left further advancement scarcely to be anticipated. At the close of the first year, in spite of every endeavor, but owing partially to the financial condition of the country, the membership in Wisconsin declined to about four hundred and fifty, and when the division, in the face of this decline, stood unanimously for the re-election of the, then, board of officers, it was an expression of confidence which was to complimentary and generous to ever be forgotten.

Efforts were renewed, and at the 1894 meeting of the board of officers, a resolution was passed permitting the chief consul to organize a Good Roads League for the State, under the anspices of the Wisconsin division League of American Wheelmen.

On Jan. 22, a banquet was held at the Hotel Pfister which was an unqualified success, and the League found the good roads organization so active and so thoroughly alive to its duties, that the League is to be congratulated most heartily upon the success of the movement made possible by them.

The immense publicity and the broad policy followed by the League in this matter, redounded to its advantage, drawing to it the very best class of our citizens, and building up the membership from four hundred and fifty to nearly one thousand one hundred, an advance unparalleled in its history, and of such a substantial character, that it should be a matter of great satisfaction to all. The advance in membership gave to the division a successful influence with other wheelmen, and through them a power in legislation before unknown. For a year an effort was made by the Milwaukee board of aldermen to pass an ordinance against wheelmen, and never was a bill more energetically pushed by its originators. In spite of this, however, the League of American Wheelmen succeeded in holding it in check for a time, and finally wholly preventing its passage; a triumph of which establishes the prestige of wheelmen, not only in Milwaukee, but gives us much power throughout the State.

Two movements have been made which will redound to the advantage of the League hereafter; one being of the census, which indicates a wheeling population in the State of upwards twenty-six thousand, and which gives us a means of communication at all times with wheelmen in all sections; and the preliminary work on the road map which will probably appear during 1896, a task in a State of the magnitude of Wisconsin which is little appreciated by those unfamiliar with its immensity. Thousands of miles of roads have been ridden and recorded, and the data now in the possession of the League lays a solid foundation from which the whole map can be completed.

The racing circuits in the State have been so creditably conducted, that much enthusiasm exists for this side of the League's work, and gives promise, owing to the constantly increasing interest of the general public, of being even more effective the coming year.

A debt of gratitude is due from the chief consul to the Secretary-Treasurer Martin Rotier, to whose tireless, persistent and energetic efforts, to whose hearty co-operation and to whose good advice much of the phenomenal success of the League during these two years must be attributed.

The Wisconsin division was most ably represented at the national assembly in New York, and the State was honored by the selection of your chief consul for the second vice-presidency of the League, which gives you representation on the executive committee of three, in whom centres the control of the League of American Wheelmen throughout the nation.

To the board of officers and chairman of the various committees, the appreciative acknowledgements of the chief consul, is not only due, but most gratefully extended, and for the unanimous assistance of the local consuls throughout the State, it must be said that never was a more sturdy co-operation evinced for any organization than has characterized them.

To the new chief consul, Mr. Brown, to the secretary-treasurer, Mr. Rotier, to their efficient assistants, the board of officers, and to the committees, permit me now to intrust the affairs of the Wisconsin division, League of American Wheelmen, and to congratulate the organization upon the unquestioned qualifications of these gentlemen for the responsibility. They have my implicit

confidence, and I share with the organization the pleasure of anticipating their able administration.

Very truly yours,

A. CRESSY MORRISON.

Secretary's Report.

The report which I had the pleasure of submitting at the annual meeting of members last August, so fully covered the doings of the Wisconsin division during the past year, that I feel it scarcely necessary to render another so extensive, as it would be but a repetition of the other.

The great increase in membership need scarcely be commented upon. It is an evidence of the lively interest wheel riders take in the organization, and the good work which has been done by the officers, committees and local consuls.

President Willison set the total membership mark at 40,000 when the season opened up last spring, and we now have less than 2,000 to get, to reach it. Your secretary, in the official columns of the first BULLETIN published last spring, said: "The Wisconsin division enters the new League year with a resolute determination to reach the 1,000 mark in its membership this season." This resolution immediately became contagious, and local consuls everywhere helped to bring to a realization even a higher mark in membership than we dared look to. A year ago this month we had 424 members, while to-day we have 1,095. Our total membership this year is made up as follows: 356 renewals of old members, 2 renewals of lapsed memberships, 6 transfers from other divisions, and 732 new members, from which one is deducted for a transfer to another division. The New York division is the only one that passed our mark of 275 per cent increase over last year's membership. The fact that at the last national assembly a ruling was made that a membership in the League should run for a year from the date of his renewal or application for membership, has shown a large comparative increase in new members during this fall, and we can look forward to a time when our membership will never show a marked decrease at any period of the year, because expirations will become uniformly distributed, instead of at one period of the year as heretofore.

I should like to have the board discuss and decide to-day the advisability of renewing our offer when the renewal season opens up next April, of paying out of the division funds a renewal fee to every member who brings in two new applicants for membership with his own renewal blank. This offer cost our division last spring $61, and brought in one hundred and thirty-three new members, bringing back to our treasury $200 90. On the face of it this certainly looks like a good investment and a profitable offer, and I will favor its adoption again unless a discussion on this subject may prove it to be unwise for other reasons.

Our list of lady members was considerably increased when Appleton came in last month with eighty-two new members. Among them were seven ladies, which now gives us a total of sixteen.

Your secretary has been preparing a revised list of League hotels in the State, and only those who fill out and return a special form of a blank which is sent them, will be listed with the rates to wheelmen.

By the aid of local consuls your secretary is also compiling a list of desirable touring routes which will be published if this board will appropriate money for it, or appoint a committee to solicit advertisements to pay for the expense of issuing.

Financial Report.

Since the last report which was submitted at the meeting in Marinette on August 16, the receipts and disbursements up to date are as follows.

RECEIPTS.

Aug. 14.	Cash in bank,	$301.90	
Oct. 5.	From Bassett,	235.90	
			$537.80

DISBURSEMENTS.

Aug. 24.	2 hotel signs,	$3.00	
" 28.	Postage for mailing petitions,	18.15	
" 28.	Printing greetings, hotel certificates, etc ,	27.50	
Sept. 2.	Letter book and file,	1.00	
" 26.	Printing,	12.00	
Oct. 4.	Local consul certificates engraved,	15.00	
Oct. 11.	Scrap book,	1.25	
" 19.	Bassett on special renewal offer,	1 00	
Oct. 22.	State atlas. maps and stamps for mailing ballots,	24.20	
Nov. 9.	Printing ballots, envelopes, etc.,	9.10	
Nov. 15.	Railroad fares to Racine,	2.80	
" 15.	Ballot committee's expenses,	2.25	
Dec. 29.	Postage for chief consul,	10.00	
" 7.	Racing board expenses,	12 75	
		$140.00	
	Balance in bank,	397.80	
			$537.80

Respectfully submitted,

M. C. ROTIER, *Sec.-Treas.*

DEC. 20, 1895.

MARYLAND DIVISION.

The regular meeting of the board of officers of the Maryland Division, L. A. W., assembled at the Maryland Bicycle Club House at 8.30 P. M. with Messrs. Sams, Mott, Applegarth, Zimmerman, Linton, Brooks, Gwynn, Sharratts, Niles and Carr present, and with Chief Consul Sams in the chair.

The minutes of last meeting were read by Secretary Carr and approved.

The report of ex-Chief Consul Arnold was read and accepted.

The report of the secretary-treasurer, showing the total receipts, $547.08, and total disbursements, $446.50, leaving a balance on hand of $100.58, was read and approved.

Mr. Rufus W. Applegarth, chairman of the rights and privileges committee, reports that all of this division's members who have sustained accidents by reason of the neglect of others, submitted to him by the chief consul, have had their cases considered, and a number of them have been compromised to their satisfaction, and all that have been tried, have resulted in judgments and recovery, excepting the case of Louis P. Hapel against George Bauernschmidt, which was tried Dec. 20, 1895. In this case the defendant obtained judgment for the reason that the plaintiff's witnesses were out sworn. In the case of John M. Ramming against Bankert, judgment was obtained for the plaintiff of $21 on May 14, 1895, and the case of Charles H. C. Foard is still pending. The report was ordered by the board to be published.

A committee was appointed for the purpose of auditing the accounts of the treasurer for the past year, consisting of Messrs. Applegarth, Gwynn and Arnold.

Mr. Albert Mott, ex-chairman of the racing board, made an oral report.

Mr. Albert Mott was elected delegate to the National Assembly.

The following resolution, offered by Mr. Rufus W. Applegarth, was unanimously adopted.

Resolved: That the delegation from the Maryland Division, L. A. W., be instructed to use all honorable means and efforts upon their part to re-elect Mr. A. C. Willison for president of the L. A. W., in view of his valuable and successful administration of the office for the past year.

Mr. Albert Mott then offered the following resolutions which were unanimously adopted.

First. *Resolved*, By the board of officers of the Maryland Division, L. A. W., that the committee on highway improvement be requested to investigate the charters of all turnpike companies in the State of Maryland, which charge

toll on bicycles, with a view to ascertain the special authority of each so to do, and to report the result together with the conditions of the roads and their surfaces, and whether there is anything in the charters of each where means can be legally undertaken to have such charging roads put into a more serviceable condition for vehicles of all classes.

Second. *Whereas*, Certain lines of transportation have decided to make a charge for bicycles carried as baggage when accompanied by owners with first-class passage tickets.

Be it resolved, By the board of officers of the Maryland Division, League of American Wheelmen, that all cyclists are strongly recommended, as a matter of self protection, to patronize with their business of freighting and travel (whether for business or pleasure, and whether accompanied by bicycles or otherwise), the Baltimore & Ohio R. R., the Western Maryland R. R., the Baltimore, Chesapeake & Atlantic R. R. and such other transportation lines in the State of Maryland, as make a practice of carrying bicycles free of charge, under the conditions named in the preamble, and wheelmen are also specially recommended to patronize the United States Express Company for that class of business. And be it further

Resolved: That the bicycle dealers and manufacturers of the State, and all contributing trades, are specially urged to co-operation by ordering their supplies of goods by the common carriers mentioned, and to ship goods by the same.

Resolved: That a copy of these resolutions be published in the L. A. W. BULLETIN AND GOOD ROADS, and in the newspapers of the State of Maryland.

Third. *Resolved*, By the board of officers of the Maryland Division, L. A. W., that the chief consul be authorized to offer on behalf of the Division as a prize, to the local consul, who, by the first day of September, 1896, sends to him the greatest number of eligible applicants for membership (not renewals) in the division, one first-class bicycle of a standard make, having an established retail value of $100; to the local consul who sends him the second greatest number by the same date, one bicycle of an established retail market price of not less than $75; and to the one sending the third greatest, under the same conditions, one bicycle of an established retail market price of not less than $60. *Provided*, no prize shall be awarded for less than twenty applications.

Upon motion the secretary was directed to send copies of the three preceding resolutions to the papers in Baltimore City and to the L. A. W. BULLETIN AND GOOD ROADS for publication.

A draft of new constitution for this division was presented by Mr. Mott, and the same was referred to a committee, consisting of Messrs. Sams, Mott and Brooks, with instructions to report at next meeting.

Motion that the chairman of the rights and privileges committee be requested to prepare his report for publication was carried.

Meeting adjourned at 10 o'clock.

ROBT. H. CARR, JR., *Sec.-Treas., Maryland Division, L. A. W.*

DEC. 21, 1895.

NEBRASKA.

I hereby announce the following appointments of local consuls for the Nebraska Division:

H. B. Peters, Grand Island, Neb.; C. B. Coffin, Ord, Neb.; A. R. Miller, Columbus, Neb. Yours fraternally,

A. R. EDMISTON, *Chief Consul.*

LINCOLN, NEB., Jan. 2, 1896.

LOCAL CONSULS.

Kansas Division.

It is very essential that you comply with my request in circular letter of Dec. 18, 1895, regarding the selection of a League hotel in your city, for this State is going to have a racing circuit in the fall of '96, and the hotels that are fortunate in securing the League contracts will be largely patronized.

Send me the name of the hotel, the reduced rates that will be made to members, and I will forward contract.

By complying with the above request you will greatly oblige,

Yours resp't'y,

W. W. WEBB, *Chief Consul.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Jan. 10, 1896.

Total, 109—38,703.

Colorado, 2—657

Denver W. C.

91,613 Hughes, A. B., Denver Wheel Club, Denver

A. R. W. C.

4 Oliver, E. C., 1019 So. 15th st, Denver

Connecticut, 3—957

Unattached

5 Mills, John G., Bridgeport Brass Co., Bridgeport
6 Foss, Winfred J., care Pope Mfg. Co., Hartford
7 *Gillette, Rose Quinion*, Yalesville

Indiana, 2—246

Wabash C. C.

91,618 Krietenstein, Geo. W., 4th and Ohio sts., Terre Haute
9 Teel, Will R., 326 Wabash ave, Terre Haute

Iowa, 6—742

Unattached

91,620 Bishard, Frank, 522 East Walnut st., Des Moines
1 Hunter, Guy, care Equitable Life Insurance Co. Des Moines
2 McKinney, J. A., E. 5th and Locust, Des Moines
3 Van Liew, D. J., E. 5th and Locust st "
4 Welch, Jno. W. Mechanicsville
5 Lufkin, A. K., box 435 Newton

Kansas, 1—461

Unattached

91,626 Irwin, C. M., 1127 No. Topeka ave, Wichita

Kentucky, 10—486

Unattached

91,627 Brand, A. O., 504 W. Main st, Louisville
8 Bond, J. C., care Griffith & Semple "
9 Cox, L. M., Dunlap, Barry Saddlery Co. "
630 Denhard, Ed L., Denhard Mfg. Co. "
1 Gathright, Owen, Jr., Harbison & Gathright "
2 Nones, S. M., W. C. & S. M. Nones "
3 Semple, A. L., Griffith & Semple "
4 Stetzel, Jno. A., 1036 W. Jefferson st "
5 Weaver, Wm. Lee, 700 Florence pl "
6 Whayne, R. C., 560 4th ave "

Massachusetts, 9 — 5965

Unattached

91,637	Roncoe, Henry, Depot st	Cheshire
8	Fuller, M. L., 54 Pine st	Chicopee Falls
9	Gilbert, H. W., 209 Grove	"
640	Patterson, F. E., 3 East st	"
1	Hoisington, W. D., 89 Union st	Boston
2	Bishop, N. A., Jr., 20 Summer st	Everett
3	Allen, E. C., 132 Charlesbank road	Newton
4	Forte, Edmond	West Warren
5	Decker, A. M., 25 Union st	Worcester

Missouri, 4 — 1567

Unattached

91,646	Steele, Wentworth, box 319	Kirkwood
7	Jones, Elliott, U. S. Eng. Office	St. Louis
8	Graeff, Fred, 1913 Withnell ave	"
9	Michel, Jno. H., 3311 Lemp ave	"

Nebraska, 2 — 258

Oriental C. C.

91,650	Finch, D. A.	Grand Island

Unattached

1	Leschinsky, J.	Grand Island

New Jersey, 2 — 2460

Unattached

91,652	Keasbey, Frederick W., Miller Road	Morristown
3	Righter, J. Chas., box 46	Salem

New York, 49 — 10,048

Amsterdam W.

91,654	Morris, Abram V., Jr., 39 Market st	Amsterdam

B. B. C.

5	Collins, William A., 312 Livingston st.	Brooklyn

C. C. of B.

6	Thayer, J. R., 183 Wash. Park	Brooklyn

K. C. W.

7	White, Edward T., 807 Bedford ave.	Brooklyn

Bushwick W.

8	Bruns, Geo. F., 291 Central ave.	Brooklyn
9	Zimmer, John, Bushwick Whl'm, 841 ave., Brooklyn	Lexington

Recreation W.

660	Malmar, E., 469 14th st.	Brooklyn
1	Morehouse, L. B., 420 10th st.	"

Herkimer C. C.

2	Steele, A. B.	Herkimer

Hudson B. C

3	Mackey, Frank E.	Hudson

Michaux B. C.

4	Richards, Edgar O., 267 Fifth ave.	New York

Excelsior C. C.

5	*Brady, Mrs. Marie R.*, 150 W. 123rd st.	New York
6	*Farrell, Mrs. J. E.*, 462 W. 34th st.	"

University Club.

7	Kingsford, Daniel P., 37 Park ave.	New York

Mazeppa B. C.

8	Roullier, Augustine J., 326 Amity st	Flushing
9	*Roullier, Edith M.*, 326 Amity st	"

Unattached

670	Comstock, Franklin, 416 Broadway	Albany
1	Blake, John E., 64 Brooklyn ave	Brooklyn
2	Fitch, Frank L., 748 Jefferson ave	"
3	Meagher, W. D., 242 Warren st	"
4	*Hill, Mrs. H. G.*, 240 Jefferson ave	"
5	Mitchell, D. B., 748 Jefferson ave	"
91,676	Streichert, Chas. F., 178 47th st	Brooklyn
7	*Van Brunt, Lottie A.*, 100 Oakland st	"
8	Bedford, Russell Booth, 50 So. Portland ave	"
9	Hyatt, Wm. J., 262 Garfield	"
680	Calef, A. H., 195 Broadway	New York
1	Dempsey, Henry, 195 Broadway	"
2	Downer, Louis, 13 West 37th st	"
3	Garnsey, Everett N., 132 East 28th st	"
4	Hewitt, Edw'd R., 119 East 18th st	"
5	*Hewitt, Mrs. Edw'd R.*, 119 East 18th st	"
6	Lester, W. B., 195 Broadway	"
7	Van Nortwick, J. J., Gorham Mfg. Co., 19th and Broadway, New York	
8	Pierce, W. S., 195 Broadway	New York
9	*Rainsford, Mrs. E. A.*, 209 East 16th st	"
690	Reed, Colton, 1501 Broadway	"
1	St. John, Wm. P., 121 East 34th st	"
2	Cook, Clarence H., 155 West 47th st	"
3	Folsom, Charles Stuart, 14 Bible House, Astor pl New York	
4	Neeson, Robert D., 200 West 102nd st	New York
5	Michel, Theodore, 35 Mercer st	"
6	Preisler, Victor, Produce Exchange Baths	"
7	*Preisler, Mrs. Victor*, 117 Broad st	"
8	Sommers, E., 224 East 73rd st	"
9	Toumey, Wm. J., 606 East 135th st	"
700	Franklin, Emlew P., 124 East 25th st	"
1	McCracken, Wm., 305 East 18th st	"
2	O'Ryan, Frank, Westchester st	"

North California, 4 — 929

Alameda C. C.

91,703	Dodd, Vincent A., 1011 Buena Vista ave	Alameda

Call B. C.

4	Orr, Melville D., 517 Clay st	San Francisco

Olympic B. C.

5	Acheson, Alex. W., Olympic Club, San Francisco	

Unattached

8	Munier, August C., 337 Bush st	San Francisco

Ohio 1 — 1841

Eaton W.

91,707	Reid, A. L.	Eaton

Pennsylvania, 9 — 4,506

Century B. C.

91,708	Ilsley, Edward, East Walnut Lane,	Germantown

Centaur B. C.

9	Gratz, Henry M., 261 S. 17th st	Philadelphia
710	Norrris, Alfred E., 118 Walnut st	"

Unattached

1	Sarver, Will. H., 76 Lombard st	Alleghany City
2	Carpenter, Chas. T., 919 Pine st	Philadelphia
3	Krumbhoar, C. H., 311 Drexel B'ldg	"
4	Wattson, Thomas, 713 Chestnut	"
5	Coleman, Wm. S. S., 30 N. 6th st	Reading
6	Eiker, T. W., 122 No. Howard ave	York

Rhode Island, 1 — 609

Unattached

91,717	Smith, Daniel W.	Glendale

Washington, 1 — 53

Unattached

91,718	Jones, James A., Vanderbilt Bl'dg	Tacoma

Wisconsin, 3 — 1112.

Milwaukee W.

91,719	Marshall, F. B., care of Loan & Trust Bld'g, Milwaukee	

Unattached

720	Willson, Harry S., 27 Linden st	Fond-du-Lac
1	Blackburn, J. S.,	Hillsboro

QUERIES AND ANSWERS

J. N. Brown, Milwaukee, Wis., asks:

Which are the better kept cities, those in Europe or America?

Ans. We should like to be patriotic but feel that it is best to be truthful. American cities are not models of neatness. Paris is said to be the cleanest city in the world. Every morning 2,000 male and 600 female scavengers, divided into 149 brigades, turn out to perform the toilet of the capital. The men work from four o'clock in the morning to four o'clock in the evening, less two hours off for meals, or ten hours a day. The women are engaged in the morning only.

Wheelman, Oklahoma:

Send your address and we will forward it to party who would like to correspond with you regarding a wheel trip around the world.

C. M. King, New York:

It is said the electric lamp for bicycles, referred to by our correspondent will be placed on the market and advertised soon. Bicycle tapers were advertised in the [illegible] of Dec. 13, 1895.

Willie and His Wheel.

BY J. A. KOONS.

We have a fine new cycle, home,
It is our Willie's pride,
And when the weather's clear and dry
He takes it out to ride.
He starts off at a humming rate
Along the city streets,
Before he goes so very far
An obstacle he meets.
The curb stands still but he goes on
And takes what's called a header.
And when they picked him up
They thought he was a "deader."

Time swings his scythe, and night and day
He reaps his victims by the score.
Death still pursues his gory way,
And shall till Time shall be no mower.

My Friend the Forty-Niner.

BY OMIKRON P. ROE.

I love the man whose silver speech
In measured English accents flows,
And oh I believe me, he's a "peach"
Whose vocal organ is his nose.
I love that tongue, the Teuton's boast,
Whose very accent sounds like pain;
But the talk I like to hear the most
Is the picturesque profane.

PROSPECTIVE BLISS.

Oh, I'm jes' a little niggah,
But, I'm gittin' little biggah,
An' I'm gwine to work foh wages bimeby;
An' I tell you, now, mah honey,
I'se a-gwine to save mah money
An' buy a wheel an' make her fly.



I do chores foh Dr. Rogers,
He's one ob dem mean old codgers
'At links a niggah don' cut any ice;
But sometimes he's gone a minnit
An I take his wheel an' spin it,
An' you bet yo life I tink hit's nice.

When I get mah wheel I'll ride it
Like de debbie is astride it,
An' I'll do de other scorchers all up brown,
An' I'll ride with mah Miss Phœbe,
An' oh, sakes alive! won't she be
De gladdes' little callud gal in town.

Borrowed Greatness.

On a journey the wheel is a very for-
Tunate thing to have, and yet there
Is no denying it has to bor-
Row legs when it wishes to get there.

QUALITY and not quantity counts. A wrinkle is larger than a dimple.



The Value of Art.

Oft from a picture we may glean more meaning in a minute
Than what a half a column in a paper may have in it.
For instance, this one clearly shows without an explanation
The topic here considered is "Suspended Animation."



The

Columbia

Bicycle

PAD CALENDAR

...For 1896...

YOU NEED IT

A Desk Calendar is a necessity—most convenient kind of storehouse for memoranda. The Columbia Desk Calendar is brightest and handsomest of all—full of dainty pen sketches and entertaining thoughts on out-door exercise and sport. Occasionally reminds you of the superb quality of Columbia Bicycles and of your need of one. You won't object to that, of course. The Calendar will be mailed for five 2-cent stamps.





Address Calendar Department

POPE MANUFACTURING COMPANY

HARTFORD, CONN.



THE L·A·W BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, January 17, 1896. No. 3.



THE JOYS TO BE.

When spring comes smiling back again with pleasure in her sunny eyes,
Then will we truly live again beneath the broad and golden skies.
And through the happy woods and fields and by old ocean's wave-washed shore,
The joys we've known in other days will all come back to us once more.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts. Price, 5 cents.

Entered at Boston Postoffice as Second-class Matter.

PAID CIRCULATION. 38,558

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FOR SNAP SHOTS use the

Stanley Dry Plate, "50"

FOR LANDSCAPE WORK

Where time exposures are required, use the **Stanley "35"**

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects . . . . . .

The Stanley Plate is sold by the principal dealers in photographic goods . . . . . .

If your dealer does not handle them, send direct to the factory . . . . . .

Address

The Stanley Dry Plate Co.

NEWTON, MASS.



"SWEET HOME" SOAP.

YOU CAN HAVE YOUR CHOICE

A "CHAUTAUQUA" ROCKER OR RECLINING CHAIR

A "CHAUTAUQUA" DESK

OR A "CHAUTAUQUA" OIL HEATER FREE,





WITH A COMBINATION BOX FOR $10.00.

The Combination Box at retail would cost,	$10.00	YOU GET BOTH
Either Premium, Ditto,	$10.00	
Total,	$20.00	FOR $10.00

WE WILL SEND BOX AND EITHER PREMIUM ON THIRTY DAYS' TRIAL. IF SATISFACTORY, YOU CAN REMIT $10.00 IF NOT, HOLD GOODS SUBJECT TO OUR ORDER. THE LARKIN SOAP MFG. CO. BUFFALO, N.Y.

Our offer fully explained on application.

Mention "L. A. W. Bulletin and Good Roads."

MORGAN & WRIGHT TIRES ARE GOOD TIRES

EASY TO DISTINGUISH OUR QUICK REPAIR TIRE ITS STEM IS RED

SEND FOR QUICK REPAIR PAMPHLET ILLUSTRATED FROM LIFE

MORGAN & WRIGHT CHICAGO

Attention, Cyclists!

The Harris Combination Wrench.



Combined Wrench, Pump, Oil Can and Screw-driver, all made of the best material and workmanship; forming a compact, attractive, light and handy article.

Discount to the Trade. **Write for Descriptive Circular.**

Electrotypes on application.

Manufactured by the . . .

Bicycle Wrench Mfg. Co.

988 First Avenue, New York City.

We are on Exhibit at Madison Square Garden, Jan. 18 to 25, and can be found at Space 221.

CORRESPONDENCE

BRAKES AND BLOOMERS.

EDITOR L. A. W. BULLETIN:

I am an old Star, 45x24, and safety rider and weigh 200 pounds. I have never seen or used a perfectly satisfactory brake except the *toe* of my shoe between the forks. I coast every hill. I have toured through the northern part of Pennsylvania with 35 pounds of baggage, a 30-pound wheel; total weight, 270 pounds, and never had any trouble in controlling my wheel, but have run my front tire over 8000 miles and it looks nearly as good as new and shows no sign of wear from foot braking. It only requires a little judgment in applying your *foot*.

I should like to add a word in favor of the bloomer costume. I have been on several century runs where ladies have ridden, some in skirts, some in bloomers, and the bloomer girls always finished and in much better condition than their skirted sisters.

It is by far the most sensible costume for ladies for all-round riding. If they wish to leave the wheel they can carry a skirt on the handle bar as my friends do. A lady is a lady no matter how she may dress.

REGARDING PUNCTURES.

EDITOR L. A. W. BULLETIN:

If I am correctly informed, front-wheel tires are least likely to puncture, which is no doubt due to less load. If such is the case there are two ways to protect the rear with its heavier load. One, by thicker tires at a cost of diminished resiliency, and the other by larger diameter of tire or wheel, or better, both.

As increased diameter of wheel and tire gives a greater surface of ground contact, the pressure per square inch is less, and the less the pressure the less the likelihood of puncture.

I note that No. 73,345 has ridden five years on pneumatics without a puncture. Would it not be interesting to have an article from him stating distance ridden and sizes of wheels and tires?

No. 5,074.

ALBANY, N. Y.

ACETYLENE BICYCLE LAMPS.

EDITOR L. A. W. BULLETIN:

I notice what "Excelsior" has to say in your last issue regarding lamps. It occurs to me that the new gas, acetylene, might solve this problem. If one half they claim for it is true, a very small and light cylinder would contain enough of this gas to furnish all the light one could ask for, for a long time. For instance, one of the frame tubes

"A Thing of Beauty is a Joy for" a Dollar!



TWO-THIRDS SIZE.
The No. 1 "Standard."

The cut represents the No. 1 "Standard" —the unmatched Cyclometer—value at the price—the model of which 263,427 were sold in eleven months of 1895, at *double* the present list price.

We *began* making cyclometers in 1895. We have finished our apprenticeship, and now know "what's what." We shall make *three* styles of "Standard" Cyclometers in 1896—No. 1, as shown herewith; No. 2, like No. 1, but registers 10,000 miles, at $1.50; and No. 3, the 10,000 mile "Midget," half the size of No. 1, weighs 1¾ oz., price $1.75, and "too cute for anything."

Before the snow flies, in the Fall, a half million 1896 "Standards" will be checking off the miles with the becoming accuracy of all the products of

The New York Standard Watch Co.

could be used to hold it. and it could be carried to the burner and reflector by a small rubber tube. I merely suggest this as a scheme that could be worked up.

W. W. MILDRUM.

THOSE AWFUL NEW YORKERS.

EDITOR L. A. W. BULLETIN:

My career on the wheel began with the old bone shaker, twenty-seven years ago, and I have ridden pretty well every kind of wheel up to date. The best part of my riding has been done in crowded cities, principally London and New York; and I can safely say that my brake has saved me many a time. I am now riding a safety, in New York, without a brake, and miss it very much. This brings me to a subject that I think might be ventilated with advantage in your valuable columns, viz., the non-observance of any of the courtesies of the road by drivers in New York.

Anybody, who is accustomed to wheeling through London, cannot fail to be struck with the difference. No driver in London ever thinks of stopping or making a sharp turn without a signal, so that the drivers behind him may know what he is about to do, and accidents are avoided. The absence of these signals in New York makes wheeling very much more dangerous than it need be, especially if one rides without a brake.

I have on more than one occasion nearly been upset by a driver suddenly turning down a side street, without any warning, just as I was about to pass him.

It surely seems a very small thing to ask that drivers should give notice of their intentions, as at present they do not in many cases even look around to see if the way is clear.

No. 90,034.

THE BICYCLE TAX.

EDITOR L. A. W. BULLETIN:

I desire to say a few words on the question of taxing bicycles. In the first place most owners of bicycles return the same for taxes and thus pay their share toward maintaining the roads. In the second place if you tax bicycles, you would necessarily have to tax *all* vehicles, and those who now want the former taxed would object very loudly. This city had a vehicle-license law a few years ago, which was but short lived, as it was knocked out in the courts. Therefore I don't think a bicycle tax, which is a vehicle tax, would hold in law.

No. 4,675

COLUMBUS, OHIO.

SUNSHINE AFTER RAIN.

Whene'er betimes my love and I
Fall out, dark clouds obscure the sky:
But, ah! the sun shines brightly when
Relenting, we make up again.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

JANUARY 17, 1896.

Total number printed this week, . . .	41,000
Sent to paid Subscribers, ...	38,558
Samples to Advertisers, Exchanges, etc.,	1,442
Sample Copies New York Cycle Show, .	1,000

THE CHICAGO CYCLE SHOW.

WHEN Mr. Shakespere of Avon, England, startled his little neighborhood by stating that "the play's the thing," of course he had not seen the modern cycle show.

Although Chicago had, last week, several "plays," the real attraction was at Tattersalls, the same being a large livery stable on Sixteenth street.

Never was the horse more conspicuously displaced by the bicycle than on this occasion.

Tattersalls was a building quite similar to Madison Square Garden in New York, except that it is a comparatively cheap affair and located in a very unlovely part of Chicago, but the hustling business man of that town never lets himself get off the track for trifles, and so what was lacking in location and elegance was promptly made up in printer's ink (which we may be permitted to remark is the ink that rules the world).

To be sure, there were bicycles and all that belongs to them in the greatest profusion, but the real sight was the crowds of people who turned out to see.

Imagine seven regiments of soldiers turned loose and moving at random in a single building already more than half filled with exhibits.

Now imagine, say four thousand of these clothed in the time-honored petticoat and all going in every direction, each intent on capturing the elusive "souvenir" and you have a faint idea of the scene at Tattersalls on every evening of last week.

Freaks.

The great rivalry among cycle makers has led to many unusual efforts in the advertising line.

One firm had a tall negro, six feet eleven, whose height was emphasized by the addition of a "plug" hat and a "Prince Albert" uniform. Two others had "fat boys" dressed in bicycle costume. There was some rivalry as to which was the larger, but so long as they both weigh over a thousand pounds we will simply remember them as "great." We were informed that the two exhibitors wanted to "shake" to see which would have both the "boys," but the management wouldn't permit them to get together on account of the floor.

Two other exhibitors showed dwarfs whose duty it was to hand out literature to the admiring visitor.

Another freak was a "sure enough" Indian chief, whose warlike buckskin and feathers attracted no little attention. He was a very good-natured looking old fellow, but his warwhoop was something terrible, and as he fondled his tomahawk the writer confesses to a feeling that wasn't entirely comfortable. A large dog which had saved somebody's life was another attraction.

Bloomer Girls.

A half dozen young women wearing the now famous "bloomers" were distributed about the place as employees of various exhibitors.

As everybody who saw them seemed to have an opinion of their own we refrain from expressing ours.

Exhibits.

Those of our readers who want the details of construction of the numerous machines will, no doubt, send for the catalogues which we are mentioning weekly in the L. A. W. BULLETIN. Many of these contain more pages than a copy of the L. A. W. BULLETIN does, hence we could not attempt to give details here.

Few Radical Novelties.

The bicycle show of a few years back contained much that was of a revolutionary character. The recent Chicago exhibit was notable for not having in it a great amount of the problematical.

The man who thinks he can juggle with God's laws and get something for nothing is by no means extinct, but he isn't appearing at the cycle show so numerously as of yore.

It is true that the Chicago show had at least one exception to this hopeful tendency, but experience seems to be the only effective school, and people



$75.00...

Is about the price that a good, durable Business Bicycle can be retailed for. $75.00 is not too much to ask for a **Good Bicycle**; but really good business bicycles are almost as scarce as hen's teeth.

Our New Clipper Business

Bicycle for '96 retails for $75.00, with a *living* profit to maker and dealer only.

Get '96 Catalogue. Now ready.

GRAND RAPIDS CYCLE CO.

GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark,"

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

who are lame in their philosophy are not apt to be thankful for adverse criticism.

Two-Speed Gears.

There are several of these which look to be practical and there will, no doubt, be a considerable demand for them.

Cranks.

There is one which is curved and straightens as the pressure is applied, thus making it longer and giving an increased leverage for hill climbing. Another has an elbow joint that straightens and gives additional leverage in the same manner except to a greatly increased degree.

Wooden Handle Bars.

Several firms exhibit these and it will be entirely consistent with a belief which the writer has held and talked for many years to say that they ought to become more or less popular. They have been several times tried and abandoned, but now the call is for short handle bars of large diameter, so that the yielding nature of the timber will not be so objectionable.

The wooden handlebar is elastic, and should be popular with those who "live" on the wheel.

Wooden Frames.

The quality in wood which makes it desirable for rims, guards, and handle bars is its sole objection when considered as a material for frames.

There were several wooden frames shown, the most notable of which was hollow, and was made up of a series of thin strips of wood glued together. It was very stiff for a wooden frame.

Speed Indicators.

There are two devices now on the market (there have been several), which indicate to the rider the speed at which he is going at any given moment.

One of these keeps a little bell ringing while the speed is kept up to a certain point which may be predetermined. The other shows constantly the speed which is being traveled, anywhere between one and three minutes to the mile.

Tires.

A pneumatic tire "which cannot be cut open with an ax" was much looked at. It has a skeleton made of steel wire which offers enough support so that it may be ridden even when full of punctures.

Tire Repairs.

With the many plans for repairing tires, the tires which don't need repairs if they are punctured, and the tires which cannot be punctured, it would seem that the pneumatic trouble was nearly at an end. In addition to the many means of repairing ordinary punctures there is now a device by which a quick repair may be made on the road, even though the tire were cut entirely off.

Some Representative Dealers

Western Electrical Supply Co., Omaha, Neb.

Logan, Gregg & Co., Pittsburg, Pa.

Stanley B. Hubert, Detroit, Mich.

St. Paul Cycle Co. St. Paul, Minn.

Jacob Rech & Sons, Philadelphia, Pa.

Holley, Mason, Marks & Co., Spokane, Wash.

Our Location at the Cycle Show:

New York...
Spaces Nos. 136, 137, 138 and 139.

"Seeing is Believing,"

—but there are some persons whose sight is more acute than others.

A man has a wheel shown to him, and is told by the manufacturer (or some one interested) that it is *the* wheel to buy, of course. He is not told *why*, except that it is the *finest* and *best* wheel made. Nothing about the material, manufacture or reputation.

Some persons see more readily than others, and this man purchases one of these "High Grade" Bicycles (so called).

Before long his repair expenses begin, and he wonders if they will ever stop—but they don't.

It is not a "**SOLID STERLING,**" or no repairs would be necessary. We can *prove* all we claim for it.

"Built Like a Watch." Come and see.

Our New Catalogue will soon appear; you will want it. Where do you live?

STERLING CYCLE WORKS

General Offices,

274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, N. Y. C.
Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.
Chicago Retail Department, 274 Wabash Ave.

Saddles.

In this line much is being done in the attempt to get a saddle which will suit everybody. We dare not at this stage of the game predict the result, but should anyone fully succeed in such an attempt, we may next expect dentists to supply ready-made sets of teeth.

This is written on the train en route for Boston, and I have come to the end of the last available sheet of paper.

More from New York.

NEW YORK CYCLE SHOW.

At Madison Square Garden on Jan. 18, will open an exhibition of bicycles and accessories such as has never been seen in this country.

We say this with full knowledge of the great success of the Chicago show just closed.

One of the "straws" of interest in this connection is the fact that two of the leading cycling journals of Europe have sent expert writers to "do" the show in the interest of their respective papers.

The L. A. W. BULLETIN will give a general account of the show and its more novel features.

To those who want all the details of construction of the different machines we advise sending for the makers' catologues which are mentioned in this paper from time to time.

A LOST OPPORTUNITY.

One of the exhibitors at the Chicago show employed a young woman to stand on a table and show up a costume which consisted of a skirt having cords by which it could be elevated.

Every minute or two she would pull the strings, and up would go the skirt, thus exposing a well-filled pair of golf stockings.

Of course this exhibit was frequented mostly by people who are not probable buyers. Finally one of the spectators accidentally glanced at the exhibitor's face. and noticing that she was chewing gum, remarked to a companion, "Say! there is a lost opportunity, some chewing gum manufacturer would have paid good money for a placard announcing that his was the chosen chew." But the other man gazed thoughtfully into the faces of the crowd and replied: "I am inclined to doubt the value of such an advertisement as you propose, for I don't think one in ten of the people are likely to notice that she is chewing anything."

THE LOCOMOTIVE AND THE WHEEL.

There are two sides to every question: our side and the other side, which, of course, is always the wrong side.

The railroad officials who seem to be so willing to charge excess baggage rates, for transporting bicycles, may never have thought of it in this light.



Waverley BICYCLES.

Are the Best Known in the World.

Every dealer has realized the difference between trying to sell an unknown wheel and one that is known. The most uninterested individual will say when you mention the Waverley: — "Oh, yes! I have heard of that wheel." They are the acknowledged best known and most popular in the world. The name is a household word, and coupled with the fact that they are the ***Highest of All High Grades***, makes them the most profitable and satisfactory wheels a dealer can handle.

INDIANA BICYCLE CO.

Send for '96 Catalogue and Terms. **INDIANAPOLIS, IND.**

A great many fairly clear thinkers believe that the bicycle does much to increase the passenger traffic of the railroads during the wheeling season. Notwithstanding the fact that wheelmen do much traveling by means of the bicycle, they very frequently make one-way trips by train, which they would not make, if they did not own wheels. This is clearly understood by all wheelmen.

It is, no doubt, true that the railroads may lose something in the way of suburban traffic, because of the wheel, but the amount is trifling when compared with the increase in passenger traffic in other directions.

And then there is still another side to the question.

The bicycle has been and is the good road maker of this century. It is the revolutionizer of public highways. To it belongs the credit of inaugurating and pushing to an active, practical consummation the now widespread movement for securing better highways.

Good roads increase traffic of all kinds and are a direct benefit to railroads.

The Indianapolis *Journal* of a recent date said:

The train records show that in the week ending December 28, there were received and forwarded at Indianapolis 3,331 fewer loaded cars than in the week ending December 21, but 2,955 more than in the corresponding week of 1894; but, going back to the corresponding week of 1893, 14 more loaded cars were handled than this year. A holiday in which no local freights were run, and but few through freight trains will account for probably 33 per cent. of the decrease shown, and the other 67 per cent. is largely due to the fact that the recent heavy rains in this State and in Illinois have made many country roads impassable with loaded wagons on account of the depth of the mud. Until a good freeze comes to make the roads solid, shipments of grain must come from the elevators and storehouses, many of which are now depleted of their holdings.

The locomotive and the bicycle are brothers or, leastwise, second-cousins. There should be no quarrel between them. And there won't when the people have adjusted themselves to the new condition of affaits.

In the meantime it seems too bad for the big, overgrown locomotive to be jumping on its little brother, the bicycle, who is really doing all he can to make everyone healthy, wealthy and wise.

THE BRAKE QUESTION.

From about two bushels of correspondence recently received, relating to the brake question, we glean the following conclusions, which we trust will be of interest and benefit to the many who are trying to settle the vexed question, "brakes or no brakes?"

Every wheel should have a hand brake.
Brakes are utterly useless.
No one but an idiot would ride without a brake.
Only a lunatic would ride with a brake.
Braking with the toe of the shoe between the front forks is the only safe way. It does not injure the tire.

The Wheelman's Complaint; or, the Story of a Sensible New Year's Resolution.

Under a spreading chestnut tree,
The maddened cyclist stands;
His wheel is bent and out of shape,
And bloody are his hands.

He started, sunrise, for a spin,
On a cycle made to sell;
A ten mile spin on a level road,
And the wheel and rider fell.

Just simply fell to the smooth, hard earth —
Fell like a tree that 's hewn;
And the road, for many yards around,
with skin and wheel was strewn.

We said he stood neath the chestnut tree,
We told the simple truth;
He stood and looked at the ruins grim,
And then exclaimed "Forsooth!

"A penny saved is a penny earned,"
My copy book mentioned at school;
But precepts, like doctors, gooften astray
And make a man act like a fool.

I thought I was saving my honest dough
When I put twenty-five of it back;
I'll add three times more, and my lot deplore,
If I can't get a CRACKAJACK.

If the serial No. is in bronze it is a ∴ ∴ UNION

Union Cycle Mfg. Co.

239-243 Columbus Avenue,
BOSTON, MASS.

New York Cycle Show, Jan. 18th to 24th, stands 141, 143 and 145.

Braking with the shoe is suicidal and means quick death to to the rider. It ruins a wheel in thirty minutes.

Brakes are not needed in cities.

No one should try to ride in a thickly crowded city with no brake on his wheel.

Brakes are wholly unnecessary for country touring.

In country riding brakes are especially desirable as they make coasting a joy.

Those who have tried brakes have since discarded them.

Those who formerly rode without brakes now insist on having them.

Manufacturers should put them on.
Makers should keep them off.
They are necessary.
They are useless.
And there you are.
Take your choice.

No one's years are misspent whose moments are properly lived.

To-day! What are you doing to make it benefit you and the world?

He who lives for himself, alone, should be compelled to live alone.

THE WHEEL AND THE HORSE.

BY DAVID E. BURNS.



THE perusal of recent numbers of the L.A.W. BULLETIN AND GOOD ROADS has caused me to become more and more interested in the question of improved highways. I believe the BULLETIN is doing much good in calling out thoughts from the conservative men of our country. But there is one feature of the question of good roads, as relating to the annihilation of horses in their use as a conveyer, to which I wish to enter my most ardent protest. It seems to me certainly ill-advised and short-sighted for members and friends of the good road movement, to array one class of citizens against another, when there is common ground on which they can stand.

There has already manifested itself in local circles, a disposition on the part of the horsemen to feel jealous of the wheelmen because of the articles written and the language used by men who undoubtedly mean well enough, but who are so short-sighted as to claim that the use of the whee

WHAT IS A PLEDGE?

Webster gives a variety of definitions, but the idea runs through all of giving something for security.

Ohio Values Honor Above Everything...

TOLEDO is in the field for the National Meet of '96, and **PLEDGES** its good name that in the event of **ITS** coming to the city on Lake Erie's shore all **HONOR** will be accorded the L. A. W., no pains spared **FOR** their comfort, and no miserly expenditure for **THE** entertainment of those coming here to the '96 **MEET.**

Our cyclists (nearly 12,000 of them), the business men, the Chamber of Commerce, and a liberal guarantee fund, bid you **Welcome** to Toledo in '96.

Toledo for the L. A. W. National Meet, 1896.

will drive the horse from the roads. This I believe to be untrue for the reason that in those countries which have the best roads, we find the most and best roadsters and also the most wheelmen. In America we have the fastest, the largest and the smallest horses of the world, but we also have the poorest roads and the fewest good roadsters; in England, in France and in Germany, a horse that is kept for road purposes, that cannot travel at the rate of ten miles an hour, is considered worthless; while in this country the horse that is able to travel that, over our roads, for any considerable distance, or for any considerable length of time, is considered a phenomenon.

It seems to me that horsemen and wheelmen should strive together for the betterment of our highways. Better roads means better wheels and better wheelmen. It also means better horses and more of them.

There is no greater pleasure than to ride upon a smooth road with a good wheel, or to drive a good horse under similar conditions. I am the owner of the best wheel I can find and could I afford it, I would own the best driving horse I could buy. There is pleasure in the possession of both of these, under favorable conditions; neither of which is any pleasure when accompanied with the surroundings that usually mar our country roads. Imagine the beauties of hiring a livery horse and driving away twenty-five or thirty miles. The first four or five miles of the distance passes off very pleasantly, the balance of the distance you are not only compelled to ride but to work your way at the butt of a whip; and I maintain that any horse that has to be whipped in order to obtain a reasonable degree of speed, is unfit for the road.

The same is true of riding a wheel. What pleasure there is in riding a smooth road! Then what woe to strike sand four or five miles in extent and experience the beauties of wallowing through it and leading your obedient wheel. It seems to me that while the conditions that surround both wheelmen and horsemen are so similar, it is folly on our part or on the part of those who are interested in the building of good roads, intentionally or unintentionally by thought, word or act, to array one class against the other.

GRAND RAPIDS, MICH.

THIRTEEN has always been considered an unlucky number. It is said that the whole yearly cost of transportation by public roads in this country is $946,414,665, which allows a cost of $13 for every man, woman and child in the United States. It is further estimated that two-thirds of the total outlay in transportation is money wasted, which amount comes out of the pockets of the farmers.

An Experiment ···· Bicycles Without Agents

In the usual way, we would sell these wheels to the agents at ⅓ off. The agent would charge list price. You would be paying $50.00 for the wheel and $25.00 to the agent for his profit.

Your Money is as Good as His.

The only question is,

Can we deal with you direct?

The number of replies to this will determine whether we go on in this way or not.

Full particulars, cuts, etc., on application.

A FINE **$75.00** WHEEL FOR **$50.00**

These wheels are being built in up-to-date fashion.

Mannesman tubing, large size.
Barrel hubs, latest design.
Drop forgings throughout.
Tool steel bearings.
Plymouth wood rims.
Any standard tires.
Five styles of handle bar.
Any gear, as ordered.

Highly finished and fully guaranteed for a year.

Will be sent by express with privilege of full examination, if you guarantee express charges.

If this interests you, send us your name at once, even though you don't want a machine till spring .....

Penn Bicycle Co.

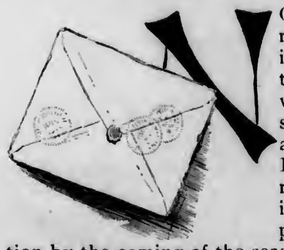
1343 Arch St., Philadelphia, Pa.

Too Much to Expect.

No wonder when a woman works
So long to get her hat on straight,
And gives it half a hundred quirks
To make it look quite up to date,
That when she's seated at the play
She lets the men behind her scoff:
She didn't work a half a day
To hurry there and take it off.

WINTER OUTINGS IN THE SOUTH.

BY GLEN DAY.



NOWHERE should roads be better than in the south, where the clemency of the weather makes it possible to enjoy outings all the year round. Here the joys of carriage and bicycle riding need suffer no prolonged interruption by the coming of the season of snows.

It is here the wheelmen of the north will come in increasing numbers as bicycling becomes more popular. A winter outing in a land that will permit of bicycle riding is an inducement that invites more than a passing thought.

The people of the north are beginning to realize that winter vacations are very desirable and very beneficial. In the summer when the days are spent outdoors and pure air is abundant everywhere, the northerner enjoys all the benefits of a southern climate. Open doors and windows ensure him pure air, and fields and forests invite him to their sun and shade.

But in the winter the conditions are vastly different. The weather, as a rule, is bleak and disagreeable. Home and office are sealed up tight to keep out the fingers of the frost, Pure, fresh air



A Georgia Cracker Carriage.

is a rarity indoors, and that out of doors is so much keener than the furnace-heated atmosphere of the living rooms, that the sudden changes from one to the other are anything but beneficial. I

An Honestly Built Wheel
....Sold at An Honest Price

THAT DESCRIBES THE

Elmore Bicycle

IN A NUTSHELL,

And the agents who handle it are allowed live-and-let-live discounts. Would you like to become one of them?

EDW. OLIVER & CO.

21 Park Row, New York.

New York Show, Stand 151.

·1896·

THE HENLEY

...HIGH GRADE...

BICYCLES HENLEY RICHMOND, IND.

Henley Bicycle Works,

RICHMOND, IND.

is like plunging one from the Turkish bath into the ice-box and *vice versa*.

How much better it is to escape a part of this disagreeable season by going to a warm climate. No summer outing can offer greater inducements than are presented by such a winter vacation.

If the south could add to its other winter attrac-



A Georgia Mixed Team.

tions, good roads for bicycle and carriage riding, its number of winter visitors would be largely increased.

The south offers a great field for the L. A. W. and good roads committees to work in. There is much that should be done very soon.

ATLANTA GA.

A Great Take-Off.

Some say that women lack the sense
Of humor; that within their minds
There is no pleasurable propense,
Such as one in man's make-up finds.
And we believe the charge is so,
For at the theatre they might
Get off a pleasing thing, but oh!
They keep their hats on good and tight.

SOME FIRST PRINCIPLES.

It is reported that Mr. Lincoln once said to a man who suggested a doubtful proposition to him, "I should think that to anyone wanting something of that kind, that something of that kind would be about what he would want."

It is the same way with bloomers. Those who admire them, admire them. Those who don't, don't. See?

There are a large number of communications, relating to bloomers, now in this office, yearning to get into type, and with its multitudinous tongues shriek their approval or disapproval. The question is not dead.

The bloomer question is one that is not to be settled by a magazine article. There are some fundamental truths that all may agree upon.

Men who insist that a series of skirts are not cumbersome and that they do not retard and tire the rider would, no doubt, simply collapse if they were compelled to wear them.



Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

A Humber Agency means
Reputation — Profit — Satisfaction

THE HUMBER TRADE MARK HUMBER & CO AMERICA LTD NEW YORK LONDON PARIS

Humber Quality

Every World's Record, from 2-3 Mile to 1800 Miles.

Humber agents who have shown 1896 Models of this world-famed cycle, are realizing to the fullest extent the public's appreciation of the fact that

Humber Quality Means { Speed, Strength, Beauty of Design, Finish, Durability

HUMBER & CO., America (Limited)

WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.
Brooklyn Salesroom, 545 Fulton St.

New York Cycle Exhibit, Jan. 18 to 25, 1896,
Stands 64, 65, 66, 67, 68.

It seems reasonable that bloomers have some advantages along the lines of comfort and convenience. It isn't presumed that women care to be scorchers. They do like to ride with comfort.

The foes of the bloomer costume are opposed to it solely on the ground of "the looks of the thing."

They should be honest enough to confess this, for no one will say that bloomers make cycling any more difficult, physically.

Granting there is a physical gain in wearing bloomers, is there a moral loss? Not necessarily. A lady's real nature ought not to be changed by a change of dress.

For ages men have been yelling "dress reform" at the other sex. The wise, bewhiskered lords of creation have insisted that trailing skirts and tight lacing were dragging our sisters, wives and mothers to premature graves.

Now these same men are afraid dress reform is actually coming. The new bicycle woman, if she wears what is termed the "ideal" costume, has neither trailing skirts nor deadly corset stays.

Oh! it's too awful to think that some of these women are so immodest as to dress about like men. And they may become as strong and healthy, too. Isn't it a shame?

A great many say it is. And many say it isn't.

And so, until further notice, ladies are advised to dress as their own sense of propriety dictates.

No matter what they wear, the heavens won't fall.

"FOR THERE SHALL BE PROPHECIES."

BY S. RAYMOND KITCHIN.

When, in my youth, I made the mistake
Of trying to paint red the town;
My parents both said,
With a shake of the head,
O, he'll marry, and soon settle down.

Now, that I'm wed, 'tis found to be false,
I'm drinking a bitterer cup;
This the truth I have found,
As each pay day comes round
That my time is all spent settling up.

WHAT WE NEED.

BY C. S. HOPPER.

In one of the previous issues of the BULLETIN I was surprised to discover that the L. A. W. has an official color, and upon questioning a few of my fellow members, I found that they were as ignorant as myself. This, surely, is a serious mistake. A member should know all of the workings of the order to which he belongs.

When a person joins the League he should receive, with his ticket, a copy of the national constitution and State constitution, a pamphlet of information giving entire history, membership at the end of each year, financial reports and all other information pertaining to the League. A person could then see what they were joining, and would take more interest in the organization, and

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

We will exhibit at New York Show in space 179.



Makers of **THE PEERLESS MFG. CO.**

Peerless and . . . Triumph Bicycles

CLEVELAND, OHIO

Send 2c. stamp for our New Booklet, "The Story of the Bicycle."

would explain its objects to others, and they in turn would become interested, and undoubtedly our membership would increase.

Soon after I joined I was asked different questions in regard to the value, working and object of the L. A. W., but owing to not having received any official information, I was able to give only vague information, but since then I have received, by writing for it, the constitution, and by reading the BULLETIN, nearly all the information I need, and since then I have been explaining it to my friends, and they have become interested. Some have joined, and others have promised to do the same.

Now, friends, is the time to talk. We want railroads to carry wheels free, to have good roads all over our great land, to have toll taken off the roads, and power to maintain our rights. How shall we get this? Simply by getting members. We are doing it, but not fast enough.

Wheelmen are plenty. Get them in. We need them. Put your shoulder to the wheel, and we can turn the whole United States to our ideas. We want members, — that means power. Let the good work go on, and may the next year see a greater increase in membership, and greater power for our great organization.

PHILADELPHIA, PA.

"BICYCLE FEET" is a new term applied to swift sprinters.

"THE VALLEY TURNPIKE" IN VIRGINIA.

BY SAM'L M. BARTON.

Jos. R. Anderson (afterwards Gen. Jos. R. Anderson of the C. S. A.), was the chief engineer in constructing this pike.

"Generally speaking, the task of location over the gently undulating country was easy. Wherever possible the line followed the old road." The work of grading and macadamizing was done by contract. The first nine miles from Winchester was let to contract on Sept. 26, 1838. The entire road seems to have been opened to traffic in 1841, possibly a little earlier.

The length of road is 92 1-3 miles; entire width is 40 feet; width of graded portion, 24 feet; width of macadam, 18 feet. The broken rock, 10 inches deep, seems to have been laid on the earth surface, which had been "bedded up," presumably higher in the middle than on edges.

Only in wet or flat places was the bed of broken rock underlaid with larger rock. There were open drains on either side, and where needed, cross box culverts. The larger bridges were constructed with long spans on the lattice plan, and proved entirely inadequate.

The legal grade was 3½ degrees.

As to the cost of construction, the accounts are very conflicting. State Engineer Crozet, in his report, puts the cost of the road proper at $3,853 per mile; Chief Engineer Anderson puts it at $3,637.85, while President Patterson gives

..PUNCTURE PROOF BICYCLE TIRE.



Our Tire Prevents Punctures. No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.

Catalogue and Sample section of Tire free upon application. Address,

The PUNCTURE PROOF TIRE CO., Quincy, Ill.

Lovell Diamond Cycles

...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers,

BOSTON, MASS.

Agents Wanted. **Catalogue Free.**

SEE US AT SPACES 157-159 New York.

$3,777.66 as the cost per mile, this last doubtless from the books of the company. These figures include small bridges and culverts. It is hard to get at the exact cost of the larger bridges, some eight in number, and the estimate we give below for these probably includes the cost of rebuilding some that failed. After a careful examination of all available data, the following statement is probably not far from correct:—

Surveying and location,	$5,855.13
Construction ($3,777.66 per mile),	348,863 94
Large bridges,	51,158.84
Total,	$405,817.91
Land damages,	18,455.67
Entire cost,	$424,273.58

Crozet, in his report of 1839, criticized the location of the road somewhat severely, stating that in this, like all other similar roads, too much attention has been given to the wishes of private parties living along the road, a policy which he very properly condemns as injurious to the public welfare. Among other things he criticizes the construction of the bridges, and, apparently, justly so. A few years traffic seriously impaired many of them, and the bridge over the Shenandoah river, which cost more than $7,000, gave way entirely in 1840, having broken in the middle after various efforts to support it with trestles. It was replaced by an arch bridge, in 1843, at a cost of $4,510.

Repairs.

From the report of the Valley Turnpike Co., for the year ending Sept. 30, 1871, which report was made as required by law to the State board of public works, it appears that the expenses for repairing for the first thirty years of the life of the road amounted to $284,751.89, which is at the rate of $9,491.73 per year, or $102.80 per mile, yearly. This may include the renewal of some of the bridges.

President B. G. Patterson informs me that the average annual cost of repairs for a number of years is about $6,500, which is $70,40 per mile. In this connection, Mr. Patterson says: "It costs more now to keep the road in repair than it did before the war, or even than it did fifteen years ago, because the road is older, bridges giving way, material more scarce, and labor is higher." But less money is put on it than formerly. Judging from this and the appearance of the road itself, we are safe in saying that the road is not kept up in that superb condition that it once was. A superintendent has charge of repairs, collections of tolls, etc. The rock is all broken by hand. A rock-crusher was tried but did not give satisfaction. Mr. Patterson writes: "Our company tried the rock crusher three or four years. We found it more expensive than putting on with hand broken, nor did the crushed rock wear near as well, — the

THE LEAGUE TIRES

CHOOSE THE BEST..

The League Inner Tube is the perfect tube tire. No butt ends. A continuous tube circuit. Repaired in a minute, and while on the wheel. Endorsed by experts on sight.

The League Hose Pipe is the leading tire. Purest Para Rubber. Special fabric. Every detail of manufacture perfect.

NOTE.—A pump and "Minute" repair outfit supplied with every pair of tires.

NEW YORK BELTING & PACKING CO. LTD.
15 PARK ROW NEW YORK CITY.
PIONEERS & LEADERS

BREAK THE RECORD

Increase the speed of your wheel and the ease of driving it; make your chain run easier and last longer by the use of Dixon's "679" Graphite CYCLE LUBRICANT. Prepared of the choicest and smoothest soft graphite, it thoroughly lubricates chain and sprockets, and prevents them from wearing. Will not gum or hold dust or dirt. Saves money and muscle. Send 15 cents for sample stick.

JOS. DIXON CRUCIBLE CO., JERSEY CITY, N J.

crusher splinters the rock too much, many of them too fine (and of flat shape) to wear well."

As to the average yearly receipts and expenditures, during the last nine years, Mr. Patterson gives the following statement.

Average toll receipts		$9,400
Average repairs,	$6,500	
Gate-keepers' saleries	1,760	
President's salary	400	
Treasurer's	100	
Secretary	75	
General Superintendent	600	
	$9,435	$9,400

"Some years we fall short as much as $1,000. This is only the case when we lose a bridge or suffer some other heavy loss from a flood. When we have no bad luck we may run over as far as $400 to $1,000. In short, one year with another, it requires good management to make ends meet. * * * We make the toll as light as possible, only aiming to get enough to keep up the road."

Tolls and Dividends.

The receipts from tolls increased rapidly from 1840 to 1853, then seemed to fall off towards 1860, evidently on account of railroad competition. Then, again, after the completion of the railroad from Winchester to Strasburg, about 1870, and the construction of the railroad from Harrisonburg to Staunton, there was a still further decrease in the toll receipts, which have averaged during the last decade not more than half what they amounted to in 1860. In 1853 the toll receipts reached the maximum of $25,840.59.

By the report of 1871, the total toll receipts up to that time amounted to $495,077.30. Taking $9,400 as the yearly average since 1871, we can probably safely say that the toll receipts from 1841 to 1895 have amounted to about $720,677.30.

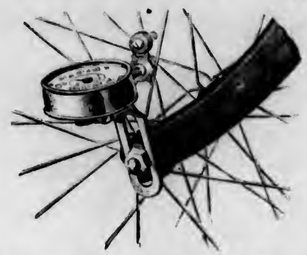
No dividend has been declared since 1857. In that year one-half of one per cent. was ordered to be paid upon the capital stock. The report of 1871 gives the following figures:

Dividends to individuals,	$11,631.34
Dividends to Commonwealth,	22,352.92
Total dividends	$33,984.26

In 1841, Simeon Hillman and his wife Charlotte Hillman, moved to the gate house, No. 1. After the death of her husband, Mrs. Hillman was the gatekeeper until her death in 1892 at the age of 89. With the exception of the four years of the war, when no tolls were collected, she had been at her post for 51 years. Her daughter, Mrs. Harmon, the present keeper, has in her possession nearly all the monthly toll receipts since 1841, and other interesting papers.

As shown above, by President Patterson's figures, all the receipts are expended in repairs and in paying a few small salaries. As far as our ob

BRIDGEPORT JUNIOR CYCLOMETERS $1.00



Registers One Thousand Miles and Repeats.
Weight 4 ounces. Absolutely Reliable.

Send for samples and complete catalogue of Tally Ho Lamps, Bridgeport Handle Bells, Saddles, etc.

The Bridgeport Gun Implement Co., 315 Broadway, New York.

The Dunlop Detachable Tire is so simple that even a dainty young girl requires no other tools to repair it than



HER HANDS.

It is simplicity itself, and requires no complicated tools or appliances to effect a repair by the roadside. To be had at no extra cost to the rider, on all best bicycles.

AMERICAN DUNLOP TIRE CO.

504-506 W. 14th St., New York City.
307-309 Wabash Ave. Chicago. 36 and 38 Lombard St. Toronto, Can.

Send for our New Catalogue.

We exhibit at the New York Show, stands 230 and 231.

servations have gone, the affairs of the road are economically administered, though it would seem that the company is making a mistake in not employing, on a good salary, a competent engineer to look after the repairs of the road.

SEWANEE, TENN.

ENGLISH AS SHE IS WRIT.

The following is a verbatim copy as near as type can reproduce it, of a letter received by Collister & Sayle, Cleveland, Ohio:

Mr. Collister and Sayle. I Would like to rite to you Asked you a bout som of your Byckils Sand me a Price Off your 2 hand Byckels and Sand me a cadleog and your lois Prices Off your Byckils for I would like to handle your Whels and I Would like for to sell you Som of My Stock I have Ohio Spangles I have a 2 years Old Kok and he Wand 7 Pitch. and he is Oufel Purty and I no if you see him you Wuld like him he is nice in balance. Ancear.

An "ancear" was sent as requested and in due time a second letter was received, which was finally interpreted as follows:

george Collister: Deaceambear 3 895.

Dear Sair I received your lattear and I ancired you I Wuld like to have your catlehok if you have it and I like to get your Price ofe your Wheels. I cant com Out thare to you but I Will come Out thaer sun as i can to Make that Beargan With you

Pleas Sand me Som Ofe the Prices Ofe your Wheels so I cane think Over that and See if I cod Sall Som Of your Wheels

I like to handle som Ofe your Wheels I Would like to geet A Wheel For My Salfe to Ride.

I Wan to By A Wheel at Wt About No. 20 22 or 23 Pounds about 72 74 or 76 gear Pleas Sand me the Price of Second hand Wheel

Your truly, ———

Ancer At Once.

And the end is not yet.

CORRECTING ROAD BOOKS.

EDITOR L. A. W BULLETIN:

With reference to W. W. Randall's objection to my proposition to offer rewards for corrections in the road book, I would say that the objection of disputed claims and inaccurate statements which he urges with so much force, can be easily obviated by leaving the decision to the nearest local consul.

Whatever may be decided about that, however, I cannot too strongly urge the importance of bringing owners of real estate to recognize the benefit that their land and land values would get from good roads, and thereby securing their help.

If we are willing to do the work and afterwards to pay them in increased rent for the whole benefit of it, landlords should certainly be willing to put in the little funds required at present.

Yours very truly, BOLTON HALL.

JAN. 13, 1896.

THE man who catches us doing a good thing on the sly has our admiration.

4TH ANNUAL

Referee Trade Directory

JUST OUT!

The issue of the Referee of January 2 contains a complete directory of the bicycle trade, comprising manufacturers of Bicycles, and jobbers; manufacturers of Hubs, Tires, Saddles, Bells, Lamps, Sundries; and in fact every branch of the trade is represented.

Send 25 cents for a Copy.

The Referee is $2.00 per year.

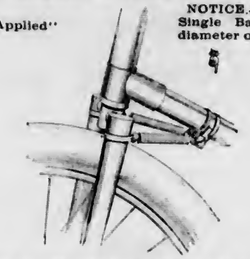
REFEREE PUBLISHING CO.

324 Dearborn St., Chicago.

...THE **Automatic Bicycle Balance**

Easy to ride with "Hands Off." The greatest invention yet. Will Balance Wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.

"Balance Applied"



NOTICE.—In ordering Single Balances, give diameter of this tubing.

Write for Descriptive Circular and Trade Prices.

Weighs only 2 ounces; entirely nickel plated; adjustable to any bicycle. Single Balances expressed on receipt of price or C. O. D., with privilege of examination. PRICE, $1.00.

MANUFACTURED BY

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 West 42d St.

P. O. BOX, 1568 New York City, U.S.A.

A LEAP YEAR REFUSAL.

NIXON WATERMAN.

She sat before the keyboard over which her fingers oft
Had fluttered like a butterfly, her fingers white and soft;
Her face a winsome picture crowned with dreamy, fluffy hair
That drooped to kiss her pretty brow that bore no trace of care.

And as she idly waited for some further work to come
She laid aside her novel and her bit of chewing gum,
And toward her typewriter she turned her fascinating eyes
And smiled at it the while I heard her thus soliloquize:

"And Jack would have me leave you and become his cherished wife!
He doesn't know that you and I are wedded now for life;
He promises the world to me, but oh! his vows are rash,
While you, my dear old comrade, oh! you grant the ready cash!

"He says I am too rare a soul to toil and slave for bread,
That I must part with you, old friend, and dwell with him, instead;
And while he with the boys goes out the club's delights to seek
I'll keep the house and mend his clothes for forty cents a week."

"When one has steady work it seems one shouldn't let it go
To win a husband guaranteed for just a year or so.
I think I'm far too wise to trade—though Jack suggests the plan—
A fifty dollar job to win a twenty dollar man.

"If we should wed and times grew dull, as oft they do, why then
I'd do as other girls have done, I'd go to work again,
But with a husband on my hands I'd find it rather hard
To get a place, for care-worn wives are very often barred.

"I know I'm sadly practical, but when I look about
At what my married friends have done it fills my heart with doubt.
I scarce believe I care to be a sad, neglected wife
And have a cheap, poor-paying 'boss' dictate to me for life."

And so, my dear old comrade, we'll be friends for aye and aye!
You may be void of sentiment and all that, but *you pay!*
And all the talk of fickle love and kindred topics—bah
I'll stick to writing notes while Jack can skip the tra-la-la."

Oh, sorry, wretched age! Alas, what is a man to do?
For girls are independent now and oh! they know it, too;
For though we talk to them of love, and coo and scheme and plan,
It's difficult to get a wife unless a man's a man!

WOMAN is a theory, man is a fact. Theories are pleasanter than facts.

IF a man doesn't love you, is it his fault or yours?

A SUNNY fraud has some advantage over a frosty saint.

Your Bicycle should be fitted with the...



(Shows pelvis as it rests on the Christy Saddle).



(Shows pelvis as it rests on the ordinary saddle.)

Christie... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by all physicians who are cyclists. It is made of aluminum, has thick cushion pads, where pads are needed, cannot possibly wear out, and will last a lifetime.

Pronounced perfect by the medical profession. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women riders. **Price, $5.00.**

A. G. SPALDING & BROS.

New York Chicago Philadelphia

SEARCH LIGHT

It has no substitute!

The '96

Search Light

BICYCLE LANTERN

is as far ahead of any other as the **"'95 Search Light"** was ahead of its nearest competitor of last season. It will pay you to *wait for it.*

Correspondence solicited.

Bridgeport Brass Co.

Or 19 Murray St., New York. BRIDGEPORT, CONN.

THE SUNNY SOUTH.

EDITOR L. A. W. BULLETIN:

The wheelmen of the far south are, no doubt, pleased to be recognized and encouraged by your recent article in the BULLETIN, and a word from you occasionally would do much to encourage this excellent exercise and interest the common councils of our Southern States to the extent of building better roads, which are needed very badly.

The winter resorts will be obliged sooner or later to recognize the fact that unless good roads are given to the visitors, this floating population will seek other climes.

The town of Thomasville in south-western Georgia seems to have awakened to this fact, for during the last year an excellent bicycle track has been made in Paradise Park, and though only five-eighths of a mile long it is appreciated by the many northern visitors who are flocking to this favorite resort.

We have also the privilege of riding on the sidewalks and the government of the wheel is left to the good sense of the rider, with no arbitrary rules to fear. No. 74,833.

THOMASVILLE, GA., Jan. 2, 1896.

Now that Henry George has joined the L. A. W. he will no doubt be opposed to even the single tacks in his bicycle path.

SEVERAL TOPICS.

EDITOR L. A. W. BULLETIN:

To take off a tight crank I use a little thin bicycle oil so that it will work around between the shaft and crank. Then I drive off with a hammer, using a piece of hard wood to strike on, so as not to mar the crank,

To cement tires on steel rims I use two cents worth of benzine and fire it, while turning wheel slowly. True up the tire and ride off. When the tire is first put on use lots of cement, then when you have a puncture you only have to use the benzine. This method heats the rim where the cement is not on the inside, as with lamps, and it takes only two or three minutes,

With wood rims I do not fire the benzine, but let it cut the cement.

I favor reducing the age limit to sixteen by all means. CONSUL, No. 80,019.

HOLYOKE, MASS.

THE few are trying to get all the wealth of the world so as to establish some free soup houses for the many.

"To err is human," and to stick to it is perfectly natural.

THE good roads town catches the farmers' trade



It requires no guess-work to see why

Evans'

Ale and Stout

Lead all others—
Need only try them.

"Something just as good" can only mean a second bottle.

Sold by leading Clubs, Hotels, Cafes and Restaurants Everywhere.
Brewed and bottled by

C. H. EVANS & SONS,
Hudson, N. Y.

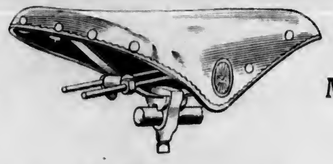


"Ball-Bearing" Bicycle Shoes

For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,
CHICAGO, ILLS.



1896 Models

The Zenith

WILL NOT SAG.

Can be made hard or soft in 10 seconds without removing from the wheel...

Best Philadelphia Oak Tanned Leather Fully Guaranteed.

SPECIAL OFFER (ninety days only). — In order to introduce this superb saddle, we will fill orders for single one on receipt of two dollars and fifty cents.

ZENITH CYCLE SADDLE CO.

Disston Building **Front and Laurel Streets, Philadelphia.**

AS OTHERS SEE US.

It isn't so very far across the Atlantic, but some of the news from America gets awfully tangled up while on the way over. Here's something that appeared in the London *Truth* some time ago, that is a fair illustration of what can be done in the way of giving misinformation concerning us:

Chicago society — that is to say, the cycling portion of it — has received an unexpected and somewhat unnecessary rebuke at the hands of its municipal authorities. Apparently the controversial knickerbockers have so worked upon the feelings of the city fathers that they have determined to put them out of evidence altogether. To this end the edict has gone forth that in future all cyclists must adopt a costume "baggy from the ankles up, and with the jacket portion reaching high up to the throat." The exposure or stockings on the part of either men or women is strictly forbidden, and an opportunity is thus afforded to the artists of Chicago to devise some pretty effects for male and female costumes out of the "baggy" garment aforesaid. After all, the frequenters of Battersea Park may congratulate themselves that they are not denizens of a "free" country, nor under the sartorial supervision of a hypersensitive county council.

A SYRACUSE MILKMAN

Has attached to the dashboard of his sleigh a large pair of horns, from which we infer that his cow is dead.

"Take time by the forelock" when you can, but it is better to clutch it by the back hair than to not get it at all.

MAN VS. WHEEL.

BY S. RAYMOND KITCHIN.

A limited work must ev'ry man do,
For he's sure to get tired at the last;
When body or mind are feeling fatigued
The time for labor is past.

The tired man's work holds not equal place,
With one who brings mind fresh and clear;
It's like running machines without any oil
For they're certain to get out of gear.

This the comparison which I would draw,
More tired a man the less smart;
Of a bicycle just the reverse is the truth,
For a wheel must be tired to start.

NEW JERSEY is no longer a synonym for mosquitoes, but rather for good roads. Its splendid system of highways is attracting thousands of wheelmen and others every year who are not only discovering that the "Jersey Sketer" is a myth, but that its good roads fame is a happy, substantial fact. The good advertising that the State is receiving, on account of the enterprise it has shown in making its highways a subject of profit and delight is enviable.

THE Denver cycle show will be held February 4 to 8, inclusive. Active preparations are being made, and no efforts will be neglected to make it most a successful exhibition.

"The Fairest of the Flock."

There are many, many kinds of bicycles, but none can compare with the Gendron, the one with

Most Rigid Frame
..AND..
Truest Bearings

Our Catalogue, illustrating the matchless Gendron is yours on request . . . . . .

GENDRON WHEEL CO.
TOLEDO, OHIO.

Gendron Bicycle

"'T will hold thee safe."

The Rialto ——— **is the...**

BEST BICYCLE ON EARTH.

...Made by **Continental Cycle Company,**

15th Street and Western Avenue.

...CHICAGO...

WONDERFUL PROGRESS
In one hour by the use of our LETTERED FINGER-BOARD and SIMPLIFIED INSTRUCTOR. Latest Musical Invention, which can only be had with the

"PREMIUM"

We carry a full line of Autoharps, Concertinas, Accordeons, Flutes, Cornets, Zithers, etc.

GUITARS, MANDOLINS, BANJOS, VIOLINS.

Our Free Catalogue will tell you all about them. Write for it to-day.

FINEST ON EARTH.

Sold Direct from the manufacturer to the user. You save 50 per cent, the Dealer's Profit.

PRICES RANGE FROM $8.00 UP.

The United States Music Co.
CINCINNATI, O.

When ordering your wheels REQUEST that they be fitted with———

Hunt
BICYCLE SADDLES
WESTBORO MASS

A TRIFLING INCIDENT.

Only a dago arrested for selling bananas on Sunday;
Only a dago — of course they will try him and fine him on Monday.
It may be five dollars and costs — it is not worth a line in the papers,
For nobody cares to be told of a poor dago's trivial capers.

Only a dago — perchance he may love with an ardent devotion
One who is waiting for him on the furthermost side of the ocean.
One who will come to him when the star of his fortune shines clearer;
Each hard-earned dollar he saves brings his love nearer and nearer.

Scarcely a sale for a week on account of unfavorable weather;
Sunday, and fair; will he seek to bring their hearts nearer together?
Only five dollars and costs — coldly the words will be spoken,
What though weeks farther apart — laws were not made to broken.

Only a dago arrested for selling bananas on Sunday,
Only a dago — of course they will try him and fine him on Monday;
May be five dollars and costs — it is not worth a line in the papers,
For nobody cares to be told of a poor dago's trivial capers.

IT is not economy to waste too much time in saving a little money, but it is worse yet to waste both.

IT MAKES SUCH A DIFFERENCE.

A Linn Grove girl found a package of love letters that had been written to her mother by her father before they were married, says the *Sioux Rapids Republican*. The daughter saw that she could have a little sport, and read them to her mother, substituting her own name for that of her mother and a fine young man for that of her father. The mother jumped up and down in her chair, shifted her feet, seemed terribly disgusted, and forbade her daughter having anything to do with a young man who would write such sickening and nonsensical stuff to a girl. When the young lady handed the letters to her mother to read the house became so still that one could hear the grass growing in the back yard.

NEW YORK STATE'S prison commission recommends that convict laborers be employed in making and improving country roads. The commission has investigated the matter and believes that such employment is wise and practicable.

INCREASED trade will be brought to the merchants of any town who will improve the highways leading thereto.

THERE is a man in Chicago who never spoke an untruth. He was born dumb.

Trenton Cyclometers



⅔ SIZE MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz.

Model B registers 10,000 miles and repeats, weight 2¼ oz.

Model C registers 10,000 miles and repeats, weight 1¾ oz.

TRENTON WATCH COMPANY, Trenton, N. J.

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & Co.,

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

THE ANDERSON "TRANSIT"



Have you seen it?
Don't miss it . . . .

A thoroughly well built, high quality bicycle, comprising every practical improvement, and a record breaker.

Price, $100.00.

ALBERT & J. M. ANDERSON, Makers,

Salesroom, 44 Columbus Ave., Boston.

FACTORY, SO. BOSTON, MASS.

$2.00 Per Pair. Cross Section.



Pat. 1895

Wire-bound Wood Rims

make Bicycle Wheels that can be ridden with deflated tires without injury, or on the naked rim in an emergency. Strongest for their weight and save expensive repairs. Every owner of a "wheel" should know about them. Write for descriptive circular to makers,

S. N. BROWN & CO.,
St. Clair Street, - DAYTON, O.

See the **Vanguard Hill Climber** at the New York Cycle Show, Space 261.

VANGUARD CYCLE Co.

Temporary address...

24 S. Pennsylvania St., Indianapolis, Ind.

"A high and low gear, a coaster and burglar proof wheel."

THE VALLEY TURNPIKE.

EDITOR L. A. W. BULLETIN:

I read with much interest the short sketch on "The Valley Turnpike" in Virginia, but notice that writer uses as an illustration the hauling of locomotives and freight cars over this pike during the late war. The illustration is correct as a fact in history, but if the writer wants to use this as an illustration of the first-class condition of the road mentioned above, it would be no more than right for him to make his distance instead of ninety-two miles from Winchester, Va., to Staunton, Va., it should be one hundred and fourteen from Martinsburg, W. Va., to Staunton, Va., twenty-two miles of which pike isn't part of the Valley Turnpike, but is a separate pike known in this locality as the Winchester Pike.

One half of this pike is in the State of West Virginia, and it was over this same pike that the locomotives and cars were hauled.

I am not finding fault with the article, because in the main it is correct, but I just want to see our old Winchester Pike get her dues, which, if anything, is better than the Valley Pike, both of which I have ridden. F. E. S.

MARTINSBURG, W. VA.

In Highest Esteem.

"Long life to our ruler!" the nations all cry,
But the Russians more forcibly show their delight.
While we laud our magistrate up to the sky
They would if they could blow theirs clear out of sight.

PREPARING FOR NATIONAL ASSEMBLY.

Arrangements are under way, it is understood, for holding a large banquet on the evening of the day of the meeting which will usher in the annual congress of the League of American Wheelmen here in Baltimore. The idea originated with Chief Consul Potter of New York, who is now in correspondence with Chief Consul Sams and Albert Mott. Prominent speakers will attend to discuss the new road movement. The dinner will be served either at the Rennert or in the large banqueting hall of the Maryland bicycle club. The good roads meeting will convene on Feb. 10, at the Y. M. C. A. hall, while the national assembly will meet Dec. 11, in the Royal Arcanum hall. This will be the first year that the League will devote a whole day to the discussion of good roads matter. It is needed here, as a bill will be introduced in the present legislature to effect some improvement in the roads. Some new points might be brought out that can well be incorporated in the proposed bill.—*Baltimore World.*

GENIUS is something abnormal or unusual. If but few camels had humps they would be physical geniuses.

INTEMPERANCE is increasing in England. The "tight little isle" is becoming more so.

A. W. A. A. A. A. IN THE **A. W. A. A.**

American Wheelmen are Assured Against Accidents in the American Wheelmen's Accident Association.

An accident association made up of wheelmen.

GEO. M. HENDEE, *President.*
D. EDWARD MILLER, *Vice-President.*

For particulars, address
C. F. WATSON, Secretary.
Westfield, Mass.

THE AMERICAN WHEELMAN...

Everybody reads it—That is, everybody who is "in the swim.' The electric light, among cycling papers, which never goes out. Always fair and fearless when criticism is needed.

Price, 10 cents. For sale on all prominent news stands. Subscription price, $2.00 per year in advance. Advertising rates on application.

American Wheelman Publishing Co.
23 Park Row, New York, N. Y.

The Wheel and Cycling Trade Review.

A weekly illustrated cycling paper; oldest and most influential; covers the entire field, both trade and sport. Samples free. Two dollars per year.

ADDRESS, THE WHEEL . . .
P. O. Box 444, New York.

THE CYCLING NEWS.

A New Cycling Paper, full of late news and trade notes of interest to wheelmen; issued weekly. 50 cents a year; special rate of 25 cents a year to L. A. W. members. Send for free sample copy to

THE CYCLING NEWS, Toledo, O.

STOLEN.—'95 Victor, ram's horn handle bars, wood rims, Victor single tubes, and Brandenburg pedals. Has dent in right side of seat post tube. The Nebraska division, L. A. W., offers $25 reward for the recovery of any wheel stolen from one of its members. Notify, LACEY J. PATTERSON, 3202 Woolworth avenue, Omaha, Neb.

STANDARD COMBINATION BICYCLE LOCK AND SUPPORT.

A simple, portable device, attached to back stay rod, and weighing less than 3 oz., for supporting and locking the bicycle in an upright position when you dismount.

Price, $1.00.

ON EXHIBITION AT NEW YORK SHOW.

Manufactured by...

G. H. BLAKE & Co.

272 Franklin St., Boston, Mass.

3 in 1 Prevents Rust, Cleans entire Wheel, Lubricates Chain and Bearings, and will not gum. Sample of "3 in 1" sent in this oil can for 10 cents. One trial will convince you.

G. W. COLE & CO., 111 Broadway, New York.

HENDEE'S SILVER KING BICYCLES.

$75.00 . . Agents wanted. Get Catalogue. Hendee & Nelson Mfg. Co SPRINGFIELD, MASS.

RUBBER GOODS BY MAIL

For Sick, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. T. Betts & Co., 120 Water St., Toledo, O.



Manufacturers and dealers, send for sample and prices.

A SUGGESTION.

EDITOR L. A. W. BULLETIN:

Wouldn't it be a good plan for the road book committee to publish in the BULLETIN, a list of the corrections to be made in last year's road book? Let these corrections be printed so that they could be cut out and pasted in the old book, thus bringing it up to date. This plan would do away with the necessity of printing such a large number of new books; only enough for new members and outside sales would need to be issued.

Yours truly,
WEBSTER WAGNER.

BROOKLYN, N. Y.

A PROBLEM SOLVED.

EDITOR L. A. W. BULLETIN:

The question referred to on page 45 of the BULLETIN seems very simple. If a bicyclist pays ferriage at the same rate as a foot passenger, he is a foot passenger, and must walk on board the ferryboat. If he pays more than a foot passenger, then the ferry company regards his bicycle as a vehicle, and he may ride it to the boat.

L. A. W., No. 80,427.

NEW YORK.

A DROP of ink will taint a glass of water. A drop of water won't affect a glass of ink. Be good.

PLAN your spring campaign for good roads now.

THE evil that men do lives after them. An onion's odor is stronger than that of a rose.



THE Elwell European bicycle tour starts from New York June 20. For full particulars address F. A. Elwell, Portland, Me.

POPE CO.'S POLICY.

Although the exclusive policy of the Pope Manufacturing Company has been the subject of a good deal of adverse criticism, yet when rightly analyzed it proves to be a business-like contract intended for the mutual protection and advantage of the company and its representatives, both being equally bound, and experience has already shown wisdom in this course. Anything which will prevent wildcat methods is beneficial to the trade.



GOOD ROADS ASSOCIATIONS.

The wishes of wheelmen and the aims of the Good Roads Associations are nearly identical, and they should mutually assist each other wherever it can be done.

The pleasure of wheel riding depends so much on the condition of the road that the latter is as much of a consideration as the wheel itself.

The condition of the road has been and will be to quite a degree what the presence of the bicycle has and will make it. The wheel is the great highway inspector and incidentally its improver.

The road owes much to the bicycle. The bicycle owes more to the road.

The road improvement branch of the L. A. W. is one of its very important features and as such its worth should be appreciated by the League and the public, and its work supplemented in every way possible.

For without roads we couldn't get in touch with the earth, and until we get wings, it is quite essential that we do so.

GOOD CLAY ROAD.

How to make a good country road is a problem of widespread interest. In large areas of the country, common, earth roads will have to answer all purposes for some time to come. In a recent number of the *Pittsburg Dispatch*, Mr. John M. Burn describes a plan he has followed for several years with entire satisfaction, as follows:—

"Cut the ditches down three or four feet lower than the roadway, use a two horse scraper to curve the surface, and the natural forces set in operation will do all the rest. The water drains out of the body of the roadway, the mud surface dries and toughens as it dries, the scraper fills all ruts and cuts away all vegetation, the sun and air dry a hornhard surface; rainstorms simply wash it off clean and in an hour or so after the rain it is as hard as before. I present it as the most effective solution of the problem of making good country roads with little expense.

The greater portion of clay roads (probably 90 per cent) are in front of farms and owned or rented by people who do not have the money necessary to macadamize (stone) them. They really cannot afford to do so, and it is really to their assistance I desire to direct these thoughts. This is such a simple matter and so thoroughly effective that I desire you to consider the analysis. The existence of the open ditch with clean bottom gives water a chance to drain out of the body of the roadway and run away. The tough mud worked up by hoofs and wheels becomes tougher and more compact as it drains from below and dries from above.

The scraper drawn by two slow draft horses attacks the surface when sufficiently dry, all loose stones are moved into the wheel tracks, everything is moved towards the middle of the roadway, no vegetation remains between the wheelways and the ditches, travel compacts the still damp material in its new position. A rain may soften some of it again. So much the better The scraper trims it smooth again, and about the thirdtime the road is smooth, hard compact and dry. It sheds the water of a storm, because of its curve, and especially because of solid, impenetratable surface of tough, dry material. Thus it remains and acts until frost sets in. If the freeze-up is rapid, the road is all right and remains so. If alternate freezing and thawing take place it will roughen up somewhat, but the ditches are at work and very little water can remain in the roadway and the road don't get bad enough to speak of.

It takes water and clay to make mud. Get the water out as soon as possible. The ditches do that and it is no longer in the roadway, therefore not much mud. It has been a very interesting study to me and I have watched it in all its varying phases for many years."

CLOSED ON ACCOUNT OF MUD.

No one who has given the question careful study can doubt the close affinity between good roads and good morals.

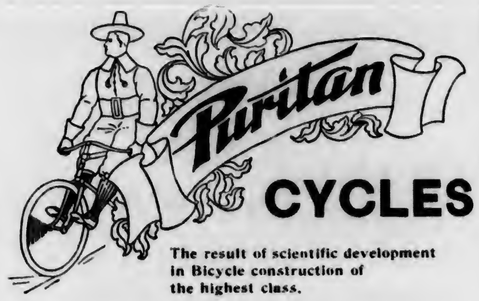
Mud and meanness go hand in hand. A good, clear, hard road and a clear conscience are also closely related.

A correspondent of the Girard (O.) *Grit*, says:

On account of bad weather and roads, our Sunday school decided to close during this quarter. Will organize again April 5.

When the Sunday schools of the land are compelled to close up on account of bad roads, it is not to be wondered at that the preachers have begun spreading the gospel of good roads.

This same mud, above referred to, interferes with public schools, business and pleasure. It is a blight on the community. There are thousands of communities similarly affected.



CYCLES

The result of scientific development in Bicycle construction of the highest class.

The 20th Century Wheel

O. J. FAXON & COMPANY,

MANUFACTURERS

Established 1850. BOSTON, MASS.

Write for territory. Mention L. A. W. BULLETIN.

THE CARE OF STREETS.

EDITOR L. A. W. BULLETIN:

I beg to urge upon the members of the League the importance of securing in all cities and towns, by the united efforts of wheelmen, if necessary, the placing of proper persons in immediate charge of the construction and maintenance of streets and highways. I find that many such persons now in charge, are seldom engineers, and often men of no training for the position, and not in sympathy with wheelmen, but look upon wheelmen as their worst enemies. Now, to me, this condition of affairs, wherever it exists, seems to me exceedingly unfortunate. It is hardly to be expected that all persons filling the position mentioned, will be engineers of experience, but much would be gained if they had some valuable experience and were active wheelmen.

The point of view is everything, and how quickly a wheelman in such a position would appreciate the requirements of wheelmen, that are largely in his power to furnish.

How easy to see the slight expense of small, necessary repairs to street surfaces, all holes kept promptly and properly repaired, loose stones removed, rough places made smooth, etc. How often do we see crosswalks, manholes, etc., that are constantly above or below the adjoining surface of the street, and that constitute anything but pleasant things for wheelmen to get over, remain for years untouched, when the party in charge would, with a proper appreciation of wheelmen's requirements, and a little money, quickly repair or remove these things.

Wheels are now so numerous in all populous centres, used for business purposes as well as pleasure, that good pavements, well maintained in these centres of population, are of much importance.

I note with pleasure the movement in Lynn, Mass., for more intelligent care of pavements.

HENRY N. FRANCIS.

WORTHY OF EMULATION.

The Cincinnati Bicycle Club has set an example that should be followed by every other organization that is working directly or indirectly for the improvement of the public highways. At a recent meeting it

"*Resolved*, That the secretary be and is hereby instructed to write, in the name of the Cincinnati Bicycle Club, to our representatives in congress, urging them to try to get an increase in the appropriation for the Office of Road Inquiry of the Department of Agriculture, to enable that office to work more effectively in behalf of the movement for good roads."

PROF. JOHN HAMILTON, in a recent address on good roads before a Buck's County (Pa.) farmers' institute, urged that in many townships where lack of money prevented telfording the roads, a seven-foot stone ballasted track in the middle of the road would answer the purpose and give a passable road in muddy times. He further said: "The requisites of a good road are that it shall be dry, solid, easy graded and smooth. The first condition may be secured by making the road convex in the middle instead of concave. Solid roads cannot be made by placing large stones upon them and covering with earth. A stone crusher is absolutely essential, and no stones larger than a walnut should be put on the roads."

IT is estimated that the farmers of this country might save $630,000,000, in the cost of getting their produce to market, by building good roads. These are forceful figures.

EVERY bicycle rider is a road inspector. Every farmer who buys a bicycle will make the road easier and better for his horses.

A COUNTRY road should be something more than a weedy strip of land between two farms.

IT is lots easier to make a good road than it is to use a poor one.

Informal Mail Vote.

Should the L. A. W. Give Up the Control of Racing?

YES
NO

Draw a line through the word which does NOT express your opinion.

*Your Name,*_____

*Address,*_____

*L. A. W. No.*_____

League of American Wheelmen — Official Department

Boston, January 17, 1896.

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12 PEARL STREET, - - BOSTON, MASS.

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D. W. ROBERT, 2922 Washington Ave., St. Louis, Mo.

Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below

ALABAMA.—Chief Consul, M. T. Stradford, Box 768, Birmingham.

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FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

Cycle Club,.....

References,.....

.....

☞Write plainly, printing preferred, or enclose personal card.

VETERAN BAR.



Any member who has been connected with the L. A. W., for 10 consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the Secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. To the end of this year there are but 742 members entitled to wear this bar, and less than 150 have been issued.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

NATIONAL COMMITTEES.

The executive committee urgently request all chairmen and members of the various national committees to send bills for their expense accounts during the year, if any are outstanding.

It is desired that the supplemental report of the auditing committee shall show the exact financial standing of the League. ARCHIBALD C. WILLISON, *President.*

TO CHIEF CONSULS AND MEMBERS.

Only one short month remains of the fiscal year of the League and of the present administration. The work of the various divisions during the year has been most excellent and has resulted in unparalleled prosperity and members. We now lack only about 1500 names to make our membership reach the good round nnmber of 40,000.

That number was the maximum estimate of the years work and a final effort should be made to fill the number.

I would urgently request that all divisions endeavor during the present month to send in their quota of the required number. Let February 10th find us forty thousand strong.

ARCHIBALD C. WILLISON, *President.*

Jan. 2, 1896.

SEND YOUR BILLS.

All national officers and committee men of the League are urgently requested to send in at once any accounts which they may have against the L. A. W. The executive committee wish to present a complete financial report to the Assembly.

ARCHIBALD C. WILLISON, *President.*

Jan. 8, 1896.

Mr. Herbert W. Knight, Newark, N. J., has been made chairman of the rights and privileges committee, vice M. Everett Smith resigned.

ARCHIBALD C. WILLISTON, *President.*

FINANCIAL REPORT.

Statement ending Dec. 31, 1895.

Balance from 1894,	$1,388.97
Total receipts, secretary's office,	60,606.87
	$61,995.84
Paid out:	
To divisions,	$34,863.94
" subscriptions,	9,668.30
" treasurer,	8,892.50
" postage,	1,122.25
" office expenses,	6,442.97
" mdse on sale,	446.90
" travel,	74.10
" duplicates,	76.30
	61,995.84
Cash on hand,	408.58
	$61,995.84

Report of Treasurer for month of October, 1895.

Balance on hand October 1, 1895,	$3,437.92
Received from Abbot Bassett, October 4th,	1,000.00
	$4,437.92

Paid by voucher No. 39, A. C. Willison,	$250.00	
" " " " 40, W. A. Howell,	2.00	
" " " " 41, George M. Gray,	3.00	
" " " " 42, J. E. Tippett,	2.21	
" " " " 43, W. M. Brewster,	227.54	
" " " " 44, Everett Smith,	5.85	490.60
Balance, October 1, 1895,		$3,947.32

A. E. MERGENTHALER, *Treasurer.*

Report of Treasurer for November.

Balance on hand November 1, 1895,		$3,947.32
Paid by voucher No. 45, A. C. Willison,	58.45	
" " " " 46, Geo. A. Perkins,	104.93	
" " " " 47, Wheat & Stillson,	7.00	
" " " " 48, Gill Eng. Co.,	21.45	
" " " " 49, I. B. Potter,	106.07	
" " " " 50, Geo. D. Locke,	8.10	
" " " " 51, H. E. Raymond,	7.50	
" " " " 52, W. F. Vanden Houten,	15.00	
" " " " 53, A. C. Morrison,	39.35	367.85
Balance on hand, December 1st,		$3,579.47

A. E. MERGENTHALER, *Treasurer.*

Report of the Treasurer, for third quarter, 1895.

Balance on hand October 1st,	$3,437.92
Received from Secretary Bassett, October 4th,	1,000.00
	$4,437.92

Paid out on approved vouchers as follows:—

39, A. C. Willisen,	$250.00
40, W. A. Howell,	2.00
41, George M. Gray,	3.00
42, J. E. Tippett,	2.21
43, W. M. Brewster,	$ 227.54
44, Everett Smith,	5.85
45, A. C. Willison,	58.45
46, George A. Perkins,	104.93
47, Wheat & Stillson,	7.00
48, Gill Engraving Co.,	21.45
49, I. B. Potter,	106.07
50, George D. Locke,	8.10
51, H. E. Raymond,	7.50
52, W. F. Vanden Houten,	15.00
53, A. C. Morrison,	39.35
54, H. C. Nickerson,	15.40
55, A. C. Willison,	40.30
	914.15
Balance on hand January 1, 1896,	$3,523.77

A. E. MERGENTHALER, *Treasurer.*

FOSTORIA, O., Jan. 9, 1896.

Respectfully submitted,
GEO. A. PERKINS, *Sec. Ex. Com.*

KANSAS DELEGATE.

Mr. H. G. Lescher is appointed delegate to the national assembly to fill vacancy caused by resignation of W. C. F. Reichenbach.

Fraternally,
W. W. WEBB, *Chief Consul.*

MASSACHUSETTS REPRESENTATIVE.

Mattapan Road Club, J. S. Gray.

Fraternally,
A. D. Peck, *Sec-Treas.*

RHODE ISLAND DIVISION, L. A. W.

Report of Chief Consul for the year 1895.

I take pleasure in announcing the material progress of this division in two important particulars.

Our membership has shown a healthy increase. At the close of the last L. A. W. year, March 31, 1895, we numbered 490. We now number 603, a gain of 113. Of new members we have 204, 399 old members renewed, a percentage of .81+, which, I deem myself safe in stating, was not equalled by any other division of 500 or more members.

Still more gratifying to us as a division, as it is what we have bent our best energies to for several years past, has been the passage of two excellent Good Road bills by the General Assembly of this State, and the proposal of a Wide Tire bill, that is still before that body, and will come up for further action at the coming session of that body. How our former foremost opponent in this matter became the sponsor of and worker for these bills, and what their effect has been and will be, together with the progress of road reform, and the tremendous influence of the L. A. W. upon this movement, inaugurated and unceasingly urged on by our organization, is set forth in the report of the active and efficient chairman of the Highway Improvement Committee, Mr. G. Richmond Parsons.

In the line of rights and privileges, as I am the chairman of that committee, I have to report but one act of commission that has engaged our attention. It happened last spring on Benevolent street, in Providence, Mr. S——, a member of this division, was wheeling up the street on the right hand side, when the driver of a parcel delivery wagon, approaching him from behind, with a recklessness amounting almost to deliberation, came within an ace of running over him. Mr. S—— reported the matter to me, I interviewed the owner of the delivery, who thanked me for informing him, expressed much regret at the occurrence, and suspended the fresh young driver for a week without pay. Mr. S—— when notified of this result, wrote me a letter, stating that he considered this one thing accomplished, as worth more to him than all the dues he had paid into the League treasury, and he has been a member for several years.

The principal business of this committee has been to keep strict watch upon the action of Town and City Councils, so as to prevent the passage of ordinances inimicable to the rights of wheelmen, the average councilman thinks that the body to which he belongs has a right to make any law upon any subject, regardless of constitutional or statutory limits of its powers; and so we find many ordinances in the various municipalities, which, so far as their legality is concerned, are not worth the paper they are printed on. If they are attempted to be enforced against any member of this division, the division will defend such member through all the courts. The most flagrant of these illegal measures are the so called speed ordinances, which is regulated by statute, and which municipalities cannot meddle with. It is a question whether lantern ordinances are legal as applied to cycles, since it savors of class legislation; but it has not been deemed expedient, under present circumstances, to press the question to a decision. We have endeavored to prevent the passage of such an ordinance when proposed, and we have, within the last two years, twice defeated attempts to place such a law in the ordinances of the City of Providence. It is a fact beyond question or cavil, and one that every member of this division should constantly bear in mind and use as an argument for the existence and beneficial importance of this organization, that to the active efforts of this division, through its officer, it is alone due that the City Council of Providence did not recently enact an ordinance compelling the multitude of wheelmen here to carry lighted lanterns upon their wheels during the hours of darkness every night of the year.

A new committee was formed this year, viz., the Recruiting Committee, its object being to increase the membership of this division. Owing to the long illness of the chief consul during the riding season, the committee was unable to map out its work in proper form, and so as a body did not accomplish all that it desired. But certain members thereof have individually accomplished much in gaining recruits; and special praise is due to the very successful efforts of Representative Charles A. Champlin, of Westerly, and Mr. Thomas Twigg, of Newport. The chairman of the committee, Mr. Percy A. Harden, presents his report at this meeting, and attention is called to the suggestions incorporated therein, and which will be brought before the Executive Board for its consideration. Each member of the division must not forget, however, that it is his right and duty to strive to get other wheelmen to join the League and that the entire membership is a general recruiting committee as well.

A number of matters will be brought before the Executive Board for its action. A small hand-book is needed, so is a new edition of the road map, which is now exhausted. Suggestions will come up as to a law to be presented to the Legislature, whereby suitable penalties shall be imposed upon those who, negligently or maliciously, place tacks, glass, and the like, in the highways, in order to check this growing menace to wheelmen's rights. The advisability may be discussed of having a general law passed, similar to that in Massachusetts, governing the use of cycles, so as to remedy the present divergence of ordinances thereon in the different towns and cities. Then the matter of taking a census of all wheelmen in the State has been talked of; and if any member of the division has any hints to offer as to its affairs and business, the Board will, if it be presented in writing to the secretary-treasurer, give it due consideration.

The League of American Wheelmen, at the last meeting of the National Assembly, seemed indeed in perilous shape. Its membership had fallen off terribly, it was in debt, it had no official organ. To-day it boasts of the largest membership since its organization. It has paid off its indebtedness and has money in the treasury. It furnishes each member with the best newspaper it has ever had. It has taken a new lease of life that promises to be vigorous and lasting. Its principal officers have been careful, discreet, and successful in its management. Its Assembly, on the whole, deliberates wisely and well. If a mistake is made, they seek to remedy and correct it, not to obscure and perpetuate it. When events require a change in its policy, the change is usually tried; if successful, it remains permanent; if not, the old way is restored, or a new and better one is adopted. But whatever the change in policy, the twofold purpose and reason of the League's being is unalterably held to and sustained; and so, whether or not in the future it shall be decided to abandon control of cycle racing as is now seriously debated, the League of American Wheelmen will, so long as it exists, zealously guard and maintain the rights and privileges of wheelmen in every respect, and never cease to encourage and promote the cause of highway improvement, until the thoroughfares of our country are worthy of the name and in touch with the spirit of true civilization.

GEO. L. COOKE, *Chief Consul.*

PROVIDENCE, R. I., Dec. 30, 1895.

CONNECTICUT.

ABBOT BASSETT, SECRETARY:

Dear Sir: Enclosed find report of secretary-treasurer, Connecticut division L. A. W. for year 1895; also, standing committees appointed at annual meeting held Dec. 30, 1895, delegates to national assembly.

The midsummer meet will be held at Bridgeport on the date of Bridgeport wheel club races, probably July 4, 1896.

1895.				
Jan. 15.	Balance,		$108 17	
Mar. 9.	Road Books,		6 50	
Apr. 30.	Bassett,		50 00	
July 2.	"		277 25	
Aug. 16.	"		100 00	
Oct. 4.	"		70 94	
				$612 86
1895.				
Mar. 7.	Wheelman Co., Boston,		$ 47 12	
Mar. 9.	L. A. Tracy, C. C. Expense,		16 30	
Mar. 9.	W. D. Freer, Expense,		34 00	
Mar. 29.	W. D. Freer, Expense,		8 00	
Apr. 18.	Addressing Renewal Call,		4 00	
	Postage,		9 00	
June 1.	Express, Postage and Telegrams,		2 96	
June 8.	Postage,		7 00	
June 8.	Directing Envelopes,		2 50	
June 29.	Postage,		3 00	
July 2.	Bassett. Printed Matter,		25 65	
July 10.	C. G. Huntington, Trav. Ex.		5 45	
July 15.	Perkins & Perkins, Legal Ex.		15 00	
Aug. 17.	C. L. Burdett, Salary Dist. Att'y,		100 00	
	Expenses L. H. Sweet,		5 20	
Aug. 22.	Wheelman Co.,		64 62	
Sept. 1.	P. W. Westlake C. C., Expenses,		35 67	
	Geo. D. Gideon,		1 50	
	L. Pease & Co., Printing,		13 50	
	L. H. Sweet, Sec. Treas. Ex.,		16 55	
Sept. 12.	Postage,		50	
Sept. 14.	Union Printing Co.,		1 00	
	City Steam Print Co.,		5 50	
	Calhoun Print Co.,		9 00	
	Marigold Print Co.,		11 25	
	Hayes & Betts,		14 54	
Oct. 4.	Bassett's Blanks,		75	
	A. Coldeszky Claim,		3 50	
Oct. 31.	Hydes, Joslin & Gilman, case Johnson vs. Peck,		21 50	
Nov. 20.	J. R. Laubscher Expenses,		5 25	
Dec. 31.	Balance on Hand,		123 06	
				$612 86

Committees.

RULES. W. A. Howell, Rockville; T. W. Laiman, Hartford; W. H. Hale, New Haven.

RIGHTS AND PRIVILEGES. Arthur Perkins, Hartford; Fidel Bubser, Hartford; E. W. Wilson, Waterbury.

RACING BOARD. R. F. Kelsey, Hartford; A. W. Knapp, Bridgeport, W. F. Lester, Norwich.

HIGHWAY IMPROVEMENTS. C. G. Huntington, Hartford; J. B. Bond, Cromwell.

TOURING AND TRANSPORTATION. A. A. Francis, Hartford; W. H. Sill, Rockville.

ROAD BOOK. Fidel Bubser, T. W. Laiman, L. H. Sweet, Hartford.

DELEGATES TO NATIONAL ASSEMBLY. R. F. Kelsey, Hartford, E. W. Wilson, Waterbury.

LESTER H. SWEET, *Sec.-Treas.*

Jan. 2, 1896.

CONNECTICUT.

The annual meeting of the board of officers, Connecticut Division, L. A. W., was held on Monday evening, Dec. 30, 1895.

The result of the election of officers and representatives was as follows: P. W. Westlake, chief consul, Bridgeport: W. A. Howell, vice consul, Rockville: L. H. Sweet, sec.-treas., Hartford. Representatives, W. H. Hale, New Haven: E. W. Wilson, Waterbury; R. F. Kelsey, Hartford; one vacancy to fill. Club representatives, Fidel Bubser, T. W. Laiman, A. A. Francis, Hartford Wheel Club; W. H. Sill, Rockville Wheel Club; A. W. Knapp, Bridgeport Wheel Club.

This division voted to amend its by-laws to conform to that of the national body and take advantage of the 75 per cent. feature, as to clubs becoming L. A. W. clubs.

L. H. SWEET, *Sec.-Treas.*

NEW YORK STATE DIVISION.

ROAD BOOK COMMITTEE. Lieutenant G. W. Stevens of Fort Hamilton, New York, is hereby appointed a member of the road book committee of 1896.

TO ALL MEMBERS OF THE STATE DIVISION. The work of prepraing new road books is now progressing under the direction of Chairman G. A. Roullier, of Flushing, N. Y. All members having knowledge of popular roads and routes in any part of the State, and who are willing to contribute their efforts to make new road books accurate and valuable, are earnestly requested to write to Chairman Roullier at the address given above, and to give him what information they may have at hand.

MAPS. We should like to receive a county map of every county in the State. These county maps are of great value in aiding the preparation of our road books as they show main roads drawn to a comparatively large and accurate scale. If members are able to contribute any of these maps to aid Chairman Roullier's work, it would be greatly appreciated.

ISAAC B. POTTER, *Chief Consul.*

NEW YORK DIVISION.

ROAD BOOK COMMITTEE:

The following appointments are made members of the Road Book Committee for 1896 in addition to those already announced: Dr. Robert L. Dickinson, 145 Clinton street, Brooklyn; Chas. T. Raymond, Lockport, N. Y.; G. H. Whitney, Mechanicsville; C. B. Lockwood, Yonkers; Wm. B. Phipps, 106 So. Hawk street, Albany; Will C. Greene, Watertown; W. B. Haeffner, Auburn; Dr. D. E. Walker, Ilion; R. W. Whipple, Binghamton; Jas. G. Budd, Glens Falls; H. S. Rivenburgh, Hudson; Francis G. Williams, Corning.

I. B. POTTER, *Chief Consul.*

RHODE ISLAND DIVISION.

At the annual meeting of the Board of Officers held Friday evening, Jan. 3, 1896, it was voted

To amend Article VI, Section 2 of the By-Laws by striking out the words "of not to exceed seven" and insert "of such number as the chief consul shall deem expedient."

That a committee of three consisting of chief consul, vice consul and secretary-treasurer be appointed to attend to the issuing of Hand Books for the coming year.

That the matter of issuing new road maps be referred to the chief consul and secretary-treasurer.

To send the chairman of the Highway Improvement Committee to the National Assembly at Baltimore, on Roads Improvement Day.

Messrs. Walter P. Pierce, E. Chas. Law and Geo. C. Barton were elected Finance Committee.

Mr. H. L. Perkins, of Providence, was elected delegate.

The following resolution was adopted:

Resolved, That the Rights and Privileges Committee be instructed to apply to the Legislature for the passage of an Act for imposing penalties for the placing on the public highways any tacks or other substances injurious to the tires of vehicles or feet of persons or animals.

NELSON H. GIBBS, *Sec.-Treas.*

INDIANA ROAD BOOK.

We are hard at work on a road book for this state. It has been a long felt need in this division, and a need which we expect to supply in the next three months. Our road book will be just as complete as time, work, and money can make it. The first edition is to be out April 1st, and a copy of it will be mailed free to each member of this division. While there has been a vast amount of information and data collected so far concerning the location of roads, condition of same, distance, etc., we still have considerable more to obtain. If you receive any blanks to be used in reporting matter pertaining to this work please do so carefully, quickly and return such reports at as early a date as possible.

Sincerely yours,

MARO R. THOMPSON, *Chief Consul.*

INDIANA ROAD BOOK NOTICE.

To Those of Whom Information has been Requested.

In sending us information, whether it be in writing or an outline of some certain road or roads, let it be just as accurate as you can possibly make it. Remember that the work you do in this line is going to stand for some little time, and it will be referred to frequently by a large number of road users, not wheelmen alone, but the travelling public. Your county surveyor can be of invaluable assistance to you, prominent farmers will post you about any particular road you wish to know about, so can livery men, stock dealers, and country pedlers or hucksters. Of course when it comes to sizing up a road from a wheelmen's point of view, your own ideas and those of other men who do a great deal of country riding should carry great weight. A sandy stretch or a bad set of hills is not soon forgotten, neither is a well kept pike or gravelled road. In conclusion let me impress upon you *the importance of being thorough*, that is what counts.

Sincerely yours,

MARO R. THOMPSON, *Chief Consul.*

KANSAS DIVISION.

The board of officers of the Kansas division L. A. W. met in the Copeland hotel, Topeka, at 8 P.M., Dec. 30, 1895.

Present: Chief consul, W. W. Webb; vice consul, E. M. Geis; secretary-treasurer, W. C. F. Reichenbach; Representative, R. C. Manley; club representative, H. G. Lescher. Minutes of annual meeting August 17, read.

Secretary-treasurer made an oral report as to status of division, numerically and financially.

Moved and seconded. That a prize of a local consul's badge or L. A. W. pin, equal in value, be given to every member who secures five (5) new members for the division, and a prize of a L. A. W. medal to cost not to exceed twenty-five (25) dollars to be given to the member securing the greatest number of members before the annual State meet at Salina, this to take effect after publication of this action in the L. A. W. BULLETIN.

All applications for membership, accompanied by fees, to be sent to the secretary-treasurer for proper credit. Carried.

Moved and seconded. That it is the sense of this board that the purchase of helping hand signs at this time is considered inexpedient. Carried.

Moved and seconded. In pursuance of the report of the secretary-treasurer: "That the prize offered at the State meet for greatest number of new members had been won by Vice Consul E. M. Geis, he having forty-one (41) applications to his credit."

That the secretary-treasurer purchase the L. A. W. badge prize won by Mr. E. M. Geis, and forward same to him. Carried.

Moved and seconded. That the sum of ten (10) dollars be set apart in favor of I. B. Potter, chairman national highway road improvement committee for recruiting purposes as set forth in his circular.

(Circular at ached.)

Moved and seconded. That the secretary-treasurer, W. C. F. Reichenbach, be chosen as the delegate of this division to the national assembly L. A. W. to be held in Baltimore, Md., Feb. 10, 1896. Carried.

Moved and seconded. That the hotel expenses incurred by representatives in attendance at this board meeting be paid by the division. Carried.

Moved and seconded. That Section 2, Article II. of the constitution of this division be amended to read as follows: Insert after the word "events" the words "one quarter mile, one-half mile, one mile, two miles and five miles for safety bicycles."

The annual State meet to be entitled to only two of these events, the choice thereof to be determined by the promoter of such State meet, the other three to be run under the direction of the chairman of the State racing board at such time and place as he shall designate.

The design, etc. of these medals shall be the same as those furnished at the ninth annual meet, Topeka, held August 16 and 17, 1895, a copy of which is in possession of the chairman of the racing board. Carried.

Moved and seconded. That Article III, Section 2, of the by-laws of this division be amended by adding after the word "rules" the words "and the constitution of this division." Carried.

Moved and seconded. Amend Article III of the by-laws by adding a new section, as follows: "Section 4. There shall be a transportation committee, consisting of three members whose duty it shall be to arrange and secure special rates and agreements for the carriage of members of the League and their wheels, shall have power to represent the division in negotiation with transportation lines and fix the routes for League travel, and also to arrange for the recovery of stolen wheels." Carried.

Adjourned.

Attest. W. C. REICHENBACH, *Sec.-Treas.*

WISCONSIN BOARD MEETING.

The annual meeting of the board of officers of the Wisconsin division held in Marinette, Dec. 20, 1895, was called to order by Chief Consul W. A. Brown at 3 P. M., in the K. of P. parlors.

In his opening remarks Chief Consul Brown spoke as follows: "Before proceeding to our regular order of business, there are a few points to which I wish to call your attention. We have been called together here to-day to administer and conduct the affairs of the Wisconsin division of the League of American Wheelmen.

The progressive policy of our division during the past few years has caused us to stand among other divisions as one possessed of officers especially proficient in their work, and we cannot give too much credit to our late Chief Consul, A. Cressy Morrison of Milwaukee, and his efficient helpers.

The interests of the division have been greatly promoted during the past year by the excellent work done by the members of the Good Roads department, and for which our friend Dorner, who is with us to-day, is also deserving of much credit for the earnest work which he has done to promote this cause.

The year before us is one of many bright prospects. The recent administration has given us a sound basis upon which to stand, consisting of 1,095 members and about $400 cash in the treasury to begin with. Our plans must be to outline our work for the coming year, and for the good we can do to the wheeling interests of the country in general, and our State in particular, and to discuss means to increase our membership, for in members in this organization, especially, lies our strength.

The plan which took effect shortly after the meeting of the national assembly last February in making a membership run for an entire year from the date of application will eventually keep our number of members quite uniform throughout the year. But as it now stands more than one-half of the memberships expire in April which makes it apparent that if we do not exert every means in our power between now and then, and during the renewal season of the old members, we are liable to again drop below the 1000 mark.

I would urgently recommend that a liberal appropriation be made for the issuance of a State road map as it has been demonstrated in other divisions that such maps are great agents in increasing the membership.

There are other things of which I would like to speak, but as our time is short, we will now proceed to our regular order of business."

The following members of the board responded to the roll call: W. A. Brown, chief consul, Marinette: Ben W. Park, vice-consul, Madison; M. C. Rotier, secretary-treasurer.

STATE REPRESENTATIVES: H. P. Andrae, Milwaukee; Sam J. Ryan, Appleton; Geo. K. Mead, Sheboygan; N. E. Lindquist, Marinette.

LEAGUE CLUB REPRESENTATIVES: C. M. Fairchild and Jas. McGillan of the Marinette Cycling Club; C. H. Ellsworth of the Ripon Cycling Club; Rev. John Fayille and Jas. W. McGiveran of the Appleton Cycling Club; S. D. Baird of the Neenah Cycling Club.

The proxy of F. E. Spring, now of West Superior, was held by M. C. Rotier, and the proxies of James W. Walker and Willibald Ott of the La Crosse county wheelmen were held by Sam J. Ryan of Appleton.

The minutes of the previous board and summer meetings were read and adopted. Then followed the reports of the retiring chief consul, the secretary-treasurer and the road improvement committee, all of which were accepted. Under the head of new business M. C. Rotier offered a complete list of amendments and additions to the division by-laws, which were favorably acted upon with instructions that they be published in the official BULLETIN, according to the conditions of the present by-laws.

Chief Consul Brown announced the appointment of the following committees:—

RACING BOARD: F. J. Schroeder, chairman, Milwaukee; Louis Pierron, Milwaukee; L. A. Hodges, Monroe; J. R. Jones, Jr., Racine; H. E. Pomeroy, Appleton.

HIGHWAY IMPROVEMENT COMMITTEE: A. C. Runkel, chairman, Milwaukee; Otto Dorner, Milwaukee; C. A. Alderman, Eau Claire; Dr. D. S. McArthur, La Crosse; S. C. Newman, Kenosha.

RIGHTS AND PRIVILEGES COMMITTEE: Frank Wootton, chairman, Madison; Fred W. Huennekens, Milwaukee; W. M. Foster, Port Washington; Wilbert Irwin, La Crosse; James McGillan, Marinette.

The appointment of members on the transportation committee was deferred owing to the importance of enlisting the services of suitable men for this committee. Chief Consul Brown took this matter under advisement.

It was moved by H. P. Andrae of Milwaukee, that an appropriation of $150 be made for the road improvement committee. It was seconded by B. W. Park of Madison, but finally amended to an allowance of $100. Upon motion by C. M. Fairchild of Marinette, it was passed that the executive committee be authorized to appropriate as much money as they deemed necessary for the issuance of a State road map.

B. W. Park of Madison, moved that this division again make the special renewal offer of a year's membership in the L. A. W. to every member who shall bring in two new members during the time allowed for his renewal. Motion was seconded and passed.

The question of recommending the appointment of an official handicapper for this district was brought up, and the name of W. A. Bremer, Milwaukee, was recommended by a petition from Appleton.

Gerhard Aussen of Milwaukee was brought into nomination by A. P Andrae on behalf of the association of cycling clubs of Milwaukee. A. M. Patitz was the last to be recommended, and was done by the newly appointed chairman of the racing board, F. J. Schroeder. After some discussion it was moved by James McGillan of Marinette that Mr. Patitz be recommended to the National Racing Board to the position of official handicapper for this district.

N. E. Lindquist of Marinette and S. J. Ryan of Appleton were elected delegates to the national assembly. Upon motion by Mr. Faville of Appleton, $100 was appropriated for the expense of delegates to the assembly. The meeting was then adjourned and recalled at 7 P. M. It was moved by N. E. Lindquist and seconded by S J. Ryan that the $100 appropriated for attending the national assembly should first apply to the expenses of sending the executive committee, and if there remains a surplus, it shal. be used by the two delegates elected. The motion was passed.

The following resolution was offered by James McGillan of Marinette, which was endorsed by the members: "*Resolved*, That it is the sentiment of the board of officers of the Wisconsin division, L. A. W. that the League should continue its control of bicycle racing as heretofore, and that it would be a mistake and to the detriment of its interests to abandon the same. *Resolved*, That the delegates of this division to the national assembly be instructed to use every honorable means to prevent such abandonment"

Another resolution offered by S. D. Baird of Neenah was passed upon and read as follows: "*Resolved*, That the board of officers of the Wisconsin division L. A. W., assembled at Marinette this 20th day of December, 1895, recognizing the faithful and efficient services of its late Chief Consul, Mr. A. C. Morrison, and its present Secretary-Treasurer, M. C. Rotier, express their appreciation of these gentlemen in bringing the division to its present membership, high standing and prestige, and their gratefulness for the unselfish services rendered."

Another resolution by S. J. Ryan, of Appleton was offered and read as follows: "*Resolved:* that the Board of Officers of the Wisconsin Division assembled at their annual meeting, Dec. 20, 1895, do hereby recommend to the Racing Board a change in the racing rules which will reduce the charge for handicapping from twenty-five cents to fifteen cents each, and for class racing from ten cents to five cents each. There was considerable discussion about the advisability of making this recommendation, but it was finally passed by a small majority.

The selection of the State Meet for 1896 elicited a ively discussion and many arguments by Appleton and Milwaukee delegates. S. J. Ryan, Rev. John Faville and James McGiveran championed the city of Appleton, while H. P. Andrae and Otto Dorner spoke for Milwaukee. On the informal ballot Appleton secured eight votes, Milwaukee four and Madison one. It was then moved by Mr. Andrae that the informal vote be declared formal and that the selection of Appleton for the 1896 meet should be made unanimous.

George K. Mead, of Sheboygan, moved that a hearty vote of thanks be extended to the K. of P. lodge for the use of rooms for the meeting. The motion was passed and adjournment followed at 8 P. M.

M. C. ROTIER, *Sec.-Treas.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Jan. 17, 1896.

Total, 111 — 38,814.

Colorado, 5 — 662

Pikes Peak R.

91,722 Linsal, F. W., 112 Cucharras st, Colorado Springs
3 Maddy, E. O., 615 So. Nevada ave, "
4 Vaux, Thos., 109 S. Wahsach st, "

Durango W. C.

5 Shepherd, L. E., box 1112, Durango

L. C. C.

6 Cullen, Jeff K., 114 West 6th st, Leadville

Connecticut, 2 — 959

H. W. C.

91,727 Galvin, W. J., 28 Russell st., Hartford
8 Woodbridge, H. Kirk, Wethersfield

Illinois, 5 — 1577

C. C. C. C.

91,729 Loeb, A., Springfield
730 Schmitt, J. W. Miller, "

Y. M. C. C.

1 McElfresh, box 1385, Jacksonville

Unattached

2 Hall, W. E., 235 So. Main st, Jacksonville
3 Reed, Clarence, 721 E. State st, "

Indiana, 3 — 249

Unattached

91,734 Goheen, Frank H., 348 Coburn st, Indianapolis
5 Haynes, H. F., N. Del. st, "
6 Welch, Eugene I., Plymouth

Iowa, 2 — 744

C. R. C. C.

91,737 Runkle, T. Will, 227 Second ave, Cedar Rapids

C. C. C. C.

8 Lockwood, S., West Liberty

Kansas, 2 — 463

Unattached

9 Gribi, J. F., 435 So. Water st, Wichita
740 Volk, Gerald, 615 East Douglas, "

Kentucky, 2 — 488

Unattached

91,741 Holland, Ed., 2325 Madison st, Louisville
2 Maxwell, R. F., Indiana Bicycle Co., "

Louisiana, 1 — 14

Southern W.

91,743 Waterman, G. Abbot, 404 Camp st, New Orleans

Maryland, 4 — 672

Thirteen Cyclers

91,744 Porter, Charles H., 1342 W. Lafayette ave., Baltimore

Chester C. C.

91,745 Rundlett, Ernest W., 19 Dillon st, Canton

Unattached

6 Bangert, Fred A., 1241 Ashland ave, Baltimore
7 Shannon, John T., 513 Robert st, "

Massachusetts, 8 — 5973

Union B. C.

91,748 Wright, George, 100 Savin Hill ave, Dorchester

Unattached

9 Angus, George R., 20 Newbury st, Boston
750 Coggeshall, C. P., 89 State st, "
1 Johnson, Paul F., 193 W. Newton st, "
2 Crankshaw, Albert E., 45 Ridge st, Fall River
3 Wetherbee, C. G., Walnut st, Newtonville
4 Thompson, T., Box 5, Norwell
5 Lowry, James, Box 547, Whitinsville

Missouri, 5 — 1572

Mercantile Club

91,756 Knight, Geo. H., 800 Rialto b'ldg, St. Louis

Unattached

7 Brooks, G. M., Missouri City
8 Lane, Price, 4380 McPherson ave, St. Louis
9 Markham, R. D., 117 North 3rd st, "
760 Walker, D. D., Jr., 8th and Washington, "

New Hampshire, 1 — 265.

Unattached

91,761 Harris, A. D., Littleton

New Jersey, 10 — 2470

Asbury Park W.

91,762 Borden, Harry A., Asbury Park
3 Bowen, Wm. W., "
4 Hoagland, Augustus C., "
5 Jelliff, Hiram C., "
6 Vanderveer, Thad W., "
7 White, Huey, "
8 Chapman, Milton, Bradley Beach
9 Hagerman, Henry, Ocean Grove

Unattached

770 Chur, Walter, 44 Halsted st, East Orange
1 Teepe, Harry R., 160 Monitor st, Jersey City

New York, 41 — 10,089

L. I. W.

91,772 Noble, Daniel, 45 Woolsey st, Long Island City

Unattached

3 Merrill, F. J. H., 268 State, Albany
4 Webb, Elmer C., Avoca
5 Hinds, J. E., Jr., 177 New York ave, Brooklyn
6 Magowan, W. G., 369 Fulton st, "
7 Semple, J. Percy, 376 Bergen st, "
8 Ferris, Eugene, 592 Henry, "
9 Haussener, Robert F., 884 Broadway, "
780 Keppel John, 768 Seneca st, Buffalo
1 Miller, Wm., 479 Clinton st, "
2 Traut, Arcellus C., 334 Mortimer st, "
3 Chrestlick Fred, 66 West Tupper st, "
4 Haviland, Geo. W., Jr., 293 Amity st, Flushing
5 *Haviland, Josephine P.*, 293 Amity st, "
6 Abrial, Harry R., 550 Ganesvoort, Little Falls
7 *Bergen, Kate*, 101 4th ave, New York
8 Brudi, A. L., 214 East 87th st, "
9 Campbell, Maurice A., 163 West 22nd, "
790 Connell, Wm. Murray, 346 West 29th st, "
1 Hoggson, Wm. J., 9 East 17th st, "
2 Jackson, Richard D., Jr., 89 Centre st, "
3 Muir, J. Pentland, 257 West 58th st, "
4 Pendleton, Walter, 89 Centre st, "
91,795 Rauch, Theodore, 396 2d ave, New York
6 Sanders, H., 2 Bowling Green, "
7 Sanders, H., Jr., 2 Bowling Green, "
8 Spofford, C. A., 180 West 59th st, "
9 *Waslee, Mrs. H. Newell*, 30 Horatio st, "
800 Biava, Dr. John, 105 West 44th st, "
1 Canfield, E. A., box 1474, "
2 D'oench, Fred E., 50 West 40th st, "
3 Berry, S. S. 502 Broadway, "
4 Kaufman, Frank, 202 West 125th st, "
5 Ferris, Thaddeus C., 40 Seventh ave, "
6 Smith, Wm. J., 282 Lenox ave, "
7 Pickup, H. Chester, Ozone Park
8 Cassidy, P. H., "
9 Day, Mahlon, 175 Spring st, Rochester
810 *Fitzsimons, Mrs. Caroline V.*, 5 Lexington Park, Rochester
1 Carnahan, Geo. A., 207 Ellwanger and Barry Bldg. Rochester
2 Weber, George, box 192, Schenectady

Ohio 1 — 1842

Lobdel C. C.

91,813 Sprague, Arthur E., Marietta

Pennsylvania, 4 — 4,510

Stearns W.

91,814 McMurtry, A. L., 31 Lincoln ave, Allegheny

Unattached

5 Stratton, Isaac, Linesville
6 Hutchinson, James, 118 West 2nd st., Philadelphia
7 Franklin, Clarence P., M. D., 1633 Fairmount ave., Philadelphia

Rhode Island, 1 — 610

Unattached

91,818 Fisher, Henry, 23 Mathewson st, Providence

South California, 2 — 246

Unattached

91,819 Kinney, G. I., 597 S. Spring, Los Angeles
820 Gammon, A. I., Pasadena

Tennessee, 3 — 104

N. A. C. W.

91,821 Carroll, W. S., care Jno. D. Anderson & Co. Nashville
2 Fulton, Overton, Am. National Bank, Nashville
3 Levy, R T., Sultzbacher Com. Co., "

Texas, 3 — 275

Ft. Worth W.

91,824 Riddle, Geo. W., 408 Rush st, Fort Worth
5 Shanahan, Michael W., 1311 Houston st, "

Unattached

6 Zauk, Bruno H., 514 S. Montgomery, Sherman

Vermont, 1 — 60

Unattached

91,827 Rutter, H. T., 32 Grant, Burlington

Virginia, 3 — 114

Port'h Wheelmen

91,828 Gary, S. W., Deep Creek
9 Crawford, J. S., High st, Portsmouth
830 Pearson, H. O., Water st, "

Wisconsin, 2 — 1114

A. C. C.

91,831 Petersen, H. W., 784 College ave, Appleton

Unattached

2 Ramsay, Bertin, 520 College ave, Appleton

QUERIES AND ANSWERS

No. 77,768, New York City, writes:

Will you kindly inform me if the L. A. W. will protect a member who shoots a savage dog that is pursuing him while riding a wheel and also if any difference as to State in which he may be riding at the time.

Ans. We think any man in the same place would say you did right in shooting the dog. We should advise any one, under the circumstances, to first shoot the dog, and then ask the League's support later on. Geography would have little to do with the case.

Wheelman, Utley, Wis., asks:

If a wheelman should come in contact with a road-hog who would break his wheel by not allowing the wheelman his half of the road, or his rights, what can the wheelman do to such a person if said person hasn't anything more than the law allows him in this State, or if he should not be worth one cent?

Ans. In Massachusetts there is a law which terms the careless driving of a horse against a person or his property a criminal assault, and the wrongdoer is punished under the laws of the criminal code. There are other ways of "getting even," sometimes employed in Cheyenne, but they are not considered gentlemanly this far east.

New York Wheelmen:

Write to your chief consul regarding the condition of the Nelson Hill road near Peekskill, and the sandy stretch near Rochester. If these are the only bicycle obstacles on the great through route between New York and Buffalo, they can, and no doubt will, be overcome. What the New York officials can't do can't be done.

JNO. P. HONEYCUTT, Chicago, asks:

Is the bicycle being used by the U. S. signal corps?

Ans. It is. The latest annual report of the chief signal officer, General Greeley, speaks of the advantages derived from the use of the bicycle in repairing the telegraph lines. In one case a break on the line was located two miles from the station in twenty minutes, less time than would have been consumed in obtaining a mount. At another station, Taylor's Ranch, Utah, the bicycle has resulted in a single year in a greater saving to the government than the cost of the machines. The question of reeling out and recovering wire and outpost cable by bicycle automatically has been concluded, and this corps now has a bicycle equipped with an automatic reel for the purpose, that works perfectly. Each section of the field train will eventually be supplied with bicycles.

No. 68,792:

We cannot give you detailed and explicit directions for going from Buffalo, N. Y., to Los Angeles, Cal., by wheel, at this season of the year. St. Louis wheelmen can, no doubt, tell you best route from there. The Southern Pacific or Santa Fe railroad might be the best general route to follow.

H. C. K., Baltimore:

Your views on the subject of employing criminals and the punishment of wrongdoers are forceful and somewhat original. We like to be bold and brave and all that sort of a thing but we think it best to not publish your letter.

C. Francis Jenkins:

Local clubs receive no part of the money paid to the League. It all goes to the national and State division officers, for general use. Quite a number of the State divisions give each member ot the League road books, maps, reduced hotel rates, and many other advantages.

A MARRIED WHEELMAN'S CRY.

Composed after midnight.— Ther. 3 below zero.

S. RAYMOND KITCHIN.

All praise unto the noble man
Whose love for men so fires
His brain that some device he'll give,
To keep the wind in tires.

But greater glory to the man
Who hears our pleadings wild,
And finds some scheme to keep the wind
From the stomach of our child.

THE United States is behind the European nations in using the wheel for military purposes, but the active endeavors of the new organization of United States Military Wheelmen is likely to push this country rapidly to the front in military bicycling. Organization and preliminary drilling is now going on and much practical extended work will be commenced in the spring.

THE New Rochelle (N. Y.) Wheelmen celebrated the new year by taking possession of new and elegant quarters where the club is enjoying the long, winter evenings with gymnastics, games and appurtenances of an up-to-date club house. The club's membership is growing rapidly.

M. A. ATHERTON, a bicycle dealer, in Momence, Ill., prints the L. A. W. application for membership on the reverse side of his business card. This is the sort of a spirit that "cuts ice," and pushes the League's work along.



W. C. Roberts, Prest. & Gen'l Manager. Jay F. Lutz, Vice Prest. & Treas.

New York Standard Watch Co
11 John Street.
New York, U. S. A. Oct. 5th, '95.

Mr. Sterling Elliott,
Publisher L. A. W. Bulletin,
12 Pearl St., Boston, Mass.

Dear Sir:--

We want to say a word in commendation of the L. A. W. Bulletin, and to express our entire satisfaction with its returns to us as an advertising medium. The measure of that satisfaction is the continuance of our contract with you, which will be extended into the future indefinitely - as long, in fact, as the investment continues to pay as handsomely as at present.

We gauge the average sentiment as to the attractiveness of the Bulletin by our own opinion - which is altogether flattering to its editor. It is one of the few of the many trade journals received at this office which is read through. Its editorials are bright, original without an affectation of originality, forceful and convincing; its poetry is worthy of the more purely literary magazines; and its tone is in tune with the best spirit of the times. We congratulate the L. A. W. on its official organ, and we congratulate ourselves that we were induced to advertise in it.

Yours truly,

NEW YORK STANDARD WATCH CO.

The Supernatural.

When you meet a mortal wearing wings,
And pious through and through,
He's apt to prove one of those things
That's too good to be true.

A PLEASANT face and a kind word are preachers of a good, everyday gospel.

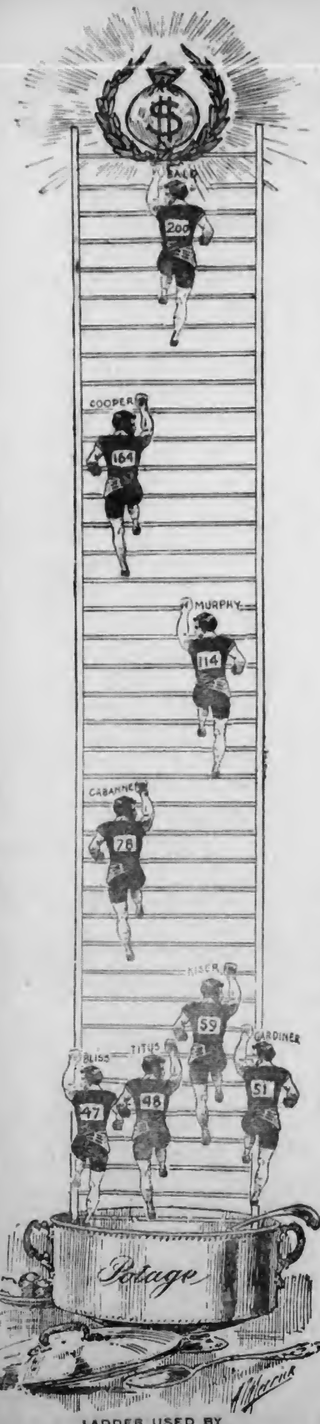
MAKE your heart beautiful. It will never fade.

High Appreciation.

"Do you like to dance, my pretty maid?"
"I do," the ballet fairy said;
"When my feet soar up as a dove would flit,
I am heels over head in love with it!"

BRAINS are the most needed in building good roads. Cultivate them now.

DON'T be impatient. Time will change all things.



LADDER USED BY
THE WHEEL, New York
TO INDICATE POSITION OF RIDERS ON NATIONAL CIRCUIT.

Straws

Is it not singular that whenever the Pope Manufacturing Co. devote any attention to racing matters the Columbia representative immediately secures such tremendous lead over all competitors? Witness

Rowe
(1885-7)

Windle
(1891-2)

Bald
(1894-5)

Maybe it is Columbia luck. Most people, though, will consider it additional evidence that

Columbias
...are...
Standard for the World

The models for 1896 are nearer perfection than ever.

POPE MANUFACTURING CO.
Hartford, Conn.



THERMOMETER USED BY
BEARINGS, Chicago
TO INDICATE POSITION OF RIDERS ON NATIONAL CIRCUIT.

805

THE L·A·W·BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, January 24, 1896. No. 4



A GEORGIA SCENE.

Within this southern view is shown,
To those who will unravel it,
A road as pleasant as our own,
But a queer old way to travel it.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts. Price, 5 cents.
Entered at Boston Postoffice as Second-class Matter.

PAID CIRCULATION. 38,688.

"ON, STANLEY, ON."

FOR SNAP SHOTS use the

Stanley Dry Plate, "50"

FOR LANDSCAPE WORK

Where time exposures are required, use the **Stanley "35"**

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects . . . . . .

The Stanley Plate is sold by the principal dealers in photographic goods . . . . . .

If your dealer does not handle them, send direct to the factory . . . . . .

Address

The Stanley Dry Plate Co.

NEWTON, MASS.



"SWEET HOME" SOAP.

YOU CAN HAVE YOUR CHOICE

A "CHAUTAUQUA" ROCKER AND RECLINING CHAIR

A "Chautauqua" DesK

OR A "CHAUTAUQUA" OIL HEATER FREE,





WITH A COMBINATION BOX FOR $10.00.

The Combination Box at retail would cost, $10.00 YOU GET BOTH
Either Premium, Ditto, . $10.00
Total, . . $20.00 FOR $10.00

WE WILL SEND BOX AND EITHER PREMIUM ON THIRTY DAYS' TRIAL; IF SATISFACTORY, YOU CAN REMIT $10.00 IF NOT, HOLD GOODS SUBJECT TO OUR ORDER. THE LARKIN SOAP MFG. CO. BUFFALO, N.Y.

Our offer fully explained on application.

Mention "L. A. W. Bulletin and Good Roads."

MORGAN & WRIGHT TIRES ARE GOOD TIRES

EASY TO DISTINGUISH OUR QUICK REPAIR TIRE
ITS STEM IS RED
SEND FOR QUICK REPAIR PAMPHLET ILLUSTRATED FROM LIFE

MORGAN & WRIGHT
CHICAGO

Attention, Cyclists!

The Harris Combination Wrench.



Combined Wrench, Pump, Oil Can and Screw-driver, all made of the best material and workmanship; forming a compact, attractive, light and handy article.

Discount to the Trade. **Write for Descriptive Circular.**
Electrotypes on application.

Manufactured by the . . .

Bicycle Wrench Mfg. Co.

988 First Avenue,
New York City.

We are on Exhibit at Madison Square Garden, Jan. 18 to 25, and can be found at Space 221.

CORRESPONDENCE

TWENTY-SIX INCH WHEELS.

EDITOR L. A. W. BULLETIN:

I would be very glad to see some discussion of the use of 26-inch wheels on bicycles for men of medium and short stature. I am 5 ft. 6 in., and believe that a 26-inch wheel would bring me nearer the ground, and save in weight without reducing the strength, and would be satisfactory in all respects; but I have seen nothing said upon the subject in any of the papers. I would be glad to receive any information as to the relative value of 26-inch wheels. JAS. R. BETTIS.

ST. LOUIS.

SOME CORRECTIONS.

EDITOR L. A. W. BULLETIN:

In my article on the subject of a cycle tax for cycle paths, in the issue of the BULLETIN for Jan. 10, it appears that I was misinformed in regard to the amount subscribed by the Wallingford wheelmen and by the Pope Manufacturing Company toward the construction of the Meriden-North Haven cycle path. In justice to the Wallingford wheelmen and the Pope Manufacturing Company, I wish to state that the amount turned over to the subscription committee by Mr. Badger, who was appointed to secure subscriptions in Wallingford, was $72.50, instead of $18.26; also that the amount subscribed for by the Pope Manufacturing Company was $50 instead of $25 as was stated.

If you will kindly make the above correction, you will greatly oblige. W. F. COOPER.

MERIDEN, CONN.

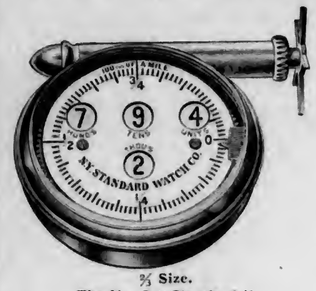
THOSE CRUEL FATHERS.

EDITOR L. A. W. BULLETIN:

Will you kindly permit me to say a word in answer to the article entitled "A Kind-hearted Man," which appeared in your issue of Jan. 10. The woman's view of a subject so near to a mother's heart when the protection and safety of the "wee tots" are involved, may turn the attention of the "Fool Killer" in another direction, and thus save the heads of those who as onlookers see the danger to the little ones strapped on handlebars, and wisely endeavor to arrest it.

The president of the San Francisco Society for the Prevention of Cruelty to Children was, in my opinion, quite right, when last October he protested so vigorously against the strapping of little children to the handlebars of bicycles, and I am not alone in this opinion. Throughout the breadth

One-and-a-half Tenths of a Cent!



⅔ Size.
The No. 2 "Standard."
Registers 10,000 miles and repeats; weight, 3¼ oz.; Retail price, $1.50.
(Same as No. 1, only "more so.")

The wheelman who carries this perfect No. 2 "Standard" Cyclometer (which registers 10,000 miles, and costs $1.50) pays one-and-a-half *tenths* of a cent for the accurate recording of each of the *first* ten thousand miles he travels — and nothing at all for its subsequent work.

It doesn't seem much to pay for ten thousand miles of supreme delight!

If he injures the cyclometer in an accident to the bicycle, he doesn't lose a penny — for if he returns the injured one to us by mail, we will send him another immediately, without charge, without question, without a scowl! That is the "Standard" sort of guaranty — that is *our* way of backing up our products.

The New York Standard Watch Co.

of the land there is a feeling among women — and entertained also by sensible fathers — that there is imminent danger to the child so carried, and this feeling is unhappily justified by the accidents that have occurred in this way. It is not fair to the child placed in such a dangerous position by a thoughtless, ignorant, or vain-glorious father, whose desire to exhibit his child and himself gets the better of his judgment and parental affection, and it is not fair to the bicycle which gets the blame and forthwith is condemned as a sort of juggernaut by those who do not ride, while all wheelmen solicitous for the interests and good name of this admirable vehicle, pronounce such fathers idiots in running their child and their wheel into—it would almost seem premeditated—danger.

The practice can not be too heartily condemned. It is injudicious to take the risk on country roads, and is absolutely criminal to take it in the crowded thoroughfares of the city. Anyone with a modicum of sense must know that the wheel is overbalanced, the weight with a child on the handlebar is not where it is intended to be, and the machine becomes difficult to manage — much harder to control. In case of collision, or slipping in mud, or breaking of any part of the bicycle — while the wheelman may jump and save himself, the child has absolutely no means of escape. Fastened to the carrier it becomes a part of the thing itself, and must take the "smash-up" with the rest of the vehicle, and be helpless to avoid it. The case that occurred not long since at Broad and Chestnut streets of this city, is one in point where the child was much injured, while the wheelman, father or not, unscaped unhurt. You may say that none but a "fool" would allow his child to get hurt — it is just so — and it is these "fools" that the "Killer" should be after with his club. But better still, use the ounce of prevention by a law forbidding the carrying of helpless children on handlebars. There is another danger to the child so carried, danger from the strong draught on the delicate organism of the little one which gets the full blast, running the risk of pneumonia or other lung troubles, which has been a point with physicians, who condemn the practice as highly censurable. We hope the prevention of cruelty to children societies over the whole country will take the matter in hand, also all lovers of the bicycle — one of the greatest inventions of the age — to prevent the slaughter of the innocents and the disgrace of the wheel.

FANNIE WARNER BICKNELL.
1528 ARCH ST., PHILADELPHIA.

WOMEN'S fondness for jumping at a conclusion, is what makes them read the last chapter of a book first.

CULTIVATE the minds in your communities to cultivate the roads.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

JANUARY 24, 1896.

He's on the Beat.

The cycle record-breaker hies
Himself into the strife;
Though not dishonest still he tries
With all the strength that in him lies,
To beat his way through life.

THE CYCLE SHOW.

To the wheelman who was "in the game" ten years ago, the cycle show of to-day is little less than marvelous.

Then, the man who had the customary number of fingers could enumerate on them all the exhibitors who could be gotten out to help the "show," while the number of visitors who could be induced to pay at the gate was meagre enough to keep the manager on the anxious seat.

All that is changed now, and there is no building in America large enough to furnish space sufficient for the three hundred and sixty odd makers who would like to exhibit and the attendance is such that the question becomes also one of room in the building.

Our New York correspondent writes that he has so far been unable to make any report on the show owing to the jam of humanity which crowds every available yard of space in Madison Square Garden. It is to be hoped that he may get near enough to some of the exhibits to tell us about them next week.

Total number printed this week,	**41,500**
Sent to paid Subscribers,	**38,688**
Samples to Advertisers, Exchanges, etc.,	**1,812**
Sample Copies New York Cycle Show,	**1,000**

A Misfit.

The man who never rides a wheel
About the busy mart
Is not the proper one, we feel,
To drive a sprinkling cart.

A FLEXIBLE HORSE SHOE WANTED.

An English horseman has said that "it isn't the 'oppin of the 'igh 'edges that 'urts the 'orses 'oofs, but the 'ammer, 'ammer, 'ammer on the 'ard 'iway." It is true that a soft dirt road is better for the horses feet than is the harder pavement. This fact is so well known among trotting and running horsemen that all horse tracks are covered with a few inches of loam, but in the ordinary use of the road the resistance to the wheels of the vehicle, which resistance the horse must use his force to overcome, is of much greater importance; and beside, the horse is not usually driven at a rate of speed which makes the "'ammer, 'ammer, 'ammer," of so much consequence in ordinary traffic.

On the race track the problem is for the horse to get *himself* over the ground; on the road, especially with loaded teams, the surface which offers least resistance to the rolling wheels is best, and is least wearing on the horse when we consider the horse as an entirety. The ideal road, perhaps, would be the one having a yielding surface for the horse and a steel rail for the wheels.

One of the principal objections to the rail is that teams must travel at many different speeds, constantly passing and repassing each other, thus using the entire width of the road.

We belive that a very much needed improvement is a practical flexible horseshoe, which will enable the horse to carry his soft road with him over the hard pavements.

A Direct Appeal.

You may pray with all the strength you've got
To save a poor, cold sinner,
But it will not touch the vital spot
As would a good, warm dinner.

AN IMPRESSIVE LESSON.

The death of W. S. Nesbit, a member of the Alleghany county (Pa.) bar, from an attack of spinal meningitis, which occurred last week, has attracted some newspaper comment which in a measure is unwarranted.

It is said that his doctor told him several weeks ago, when he was attacked, it was the result of too much cycling, against which Mr. Nesbit has been frequently warned. He paid no attention to



New Clipper Bicycles...

are made by a reliable maker; they are sold by reliable retailers, at reasonable rates—$75.00, $85.00 and $100.00) are the prices, and worth every cent of it. A Tandem at a hundred is the feature of the line. Those who have seen it say there's none finer.

Catalogue is Being Mailed.....

to those who would like to know more about the only genuine and original Business Bicycles.

...MADE BY THE...

GRAND RAPIDS CYCLE CO.

GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark,"

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

the warning and continued "scorching" with his back bent over the handlebar.

More than one physician told him he would contract a disease of the spine. Had Mr. Nesbit not bent over his machine when riding, it is asserted, he would not have contracted the disease.

On frequent occasions the L. A. W. BULLETIN has said things intended to discourage scorching and the "bent over" style of bicycling. It is the general impression that the scorching position is inelegant and injurious.

One of the unfortunate results of a happening of this nature is that it is made to reflect on bicycle riding in general, and all sorts of troubles are attributed to it.

A great many cases of spinal meningitis proved fatal long before the bicycle was invented. It is believed that it has since cured many more cases than it has caused. People will have bodily ailments sooner or later, wheel or no wheel. It is an established fact that if they will ride the bicycle properly, they will, in most cases, live longer and happier.

We may even assert that there are thousands of "scorchers" who are comparatively happy, healthy men. But the scorcher burns the candle at both ends.

A DISEASED liver has often given a man the reputation of being pious.

THE WIDTH OF TREAD.



The universal tendency to make narrower treads, leads to the interesting question of *how* narrow is narrow *enough*.

Knowing that the L. A. W. BULLETIN would naturally be expected to settle it, we have taken the following pains:

We measured a number of skeletons and found them to be from 7 to 7½ inches wide, measuring from centre to centre of the hip joints. Our mechanical instinct makes it look reasonable that the thrust of the leg should be as nearly as possible in a direct line from its fulcrum. As the bended leg straightens, it acts as a "toggle joint," pressing downwardly upon the pedal and upwardly upon the hip joint.

The point on the foot which seems to be central so far as strength of muscles is concerned, is not exactly in the middle, but is nearer to the inner or "great toe" side. So it is safe to consider that the central bearing point of the average foot is from 1¼ to 1½ inches from the inside of the great toe joint.

A few Representative Dealers

Stanley B. Huber, Detroit, Mich.
Logan, Gregg & Co., Pittsburg, Pa.
Gray-Dudley Hardware Co., Nashville, Tenn.
Western Electrical Supply Co., Omaha, Neb.
Novelty Bicycle Works, Rochester, N. Y.
C. C. Crooks & Co., Baltimore, Md.
Jacob Rech & Sons, Philadelphia, Pa.
Holley, Mason, Marks & Co., Spokane, Wash.
St. Paul Cycle Co. St. Paul, Minn.

Same Old Story==

Jones thinks he can not afford $100 for a bicycle, and buys one for less.
The "story" begins.
He takes the wheel home.
In the evening he goes for a ride.
Goes about five miles—slips on a car track—falls.
Result—both he and the wheel laid up for **Repairs.**
His machine was not "Built Like a Watch."
Had it been, things would have been different.
You will make no mistake when you buy a **Sterling—$100.**
Our New Art Catalog is ready. Send for it.

STERLING CYCLE WORKS

General Offices,

274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, N. Y. C.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.

This means that theoretically the insides of the feet as they rest on the pedals should be about 4½ to 5 inches apart. The only element which tends to alter this calculation is the saddle, and this would call for more or less variation, according to the physical construction of the rider.

Practice as well as theory tends to prove that the tread should be as narrow as possible, consistent with mechanical fitness. We do not believe, however, that the gain by an *extremely* narrow tread is sufficient to warrant the sacrifice that must be made to obtain it.

TANDEM CRANKS AGAIN.

We are criticised for our explanation of why the cranks on a tandem are set so as to have the same dead center, and the locomotive is again cited.

The power of steam and the power exerted by the human or any other animal muscles, are two decidedly different propositions. The force of steam is not spent by exerting a pressure of many tons against the end of the boiler, so long as the part pressed against does not yield to the pressure. while it will tire the human leg just as much, possibly more, to push against a stationary pedal as to push the same amount on one that is moving;

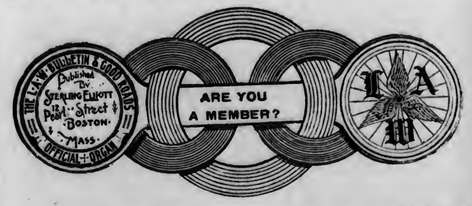
It is only necessary to disconnect the forward chain of any tandem and the pedals may be set "quartering," then the riders will be in a position to discount any amount of theory.

One at a Time.

Oh, the man who may feel quite as proud as a king,
While he works his way up to the top,
When his necktie endeavors the very same thing
Will try to induce it to stop.

THE L. A. W. PUZZLE.

The puzzle is to take off the three rings without bending the bar. It is easy, of course, when you know how, but up to the moment when you know how it is a puzzle of no ordinary interest. *do*



As you will notice, one end of it is a little ad. for the L. A. W. BULLETIN. The cut is about one-half size. You may have one of these for a two cent stamp. Address us at the old stand.

IF you don't see the good streets you want ask for them, and insist on getting them.

Dead men's shoes seldom wear well.

The Grand Triumphant Tour of....

The Fowler Sextuplet

And the.... TRADE (The Frame tells the Name) MARK

DAILY FOWLER TRUTH

Will commence immediately following the New York Cycle Show. It will embrace in its route the following cities, and probably many more: Philadelphia, Denver, Salt Lake City, San Francisco, Los Angeles, Minneapolis, Omaha, St. Louis, Kansas City and City of Mexico.

Stops of from three days to a week will be made in each city, and when we get through we intend it to be admitted by all that **Fowler Agents are Treated Right.**

Fowler Sextuplet, matched against the famous Empire State Express, of the N. Y. C. & H. R. R. R., half mile, flying start. Race to be run in April.

FOWLER CYCLE MFG. CO.

142-148 W. Washington Street, Chicago.

NEW YORK BRANCH:
307 Broadway, cor. Duane St.
JAMES H. ROBLEY, Mgr.

NEW ENGLAND BRANCH:
8 Park Square, Boston, Mass.
CHAS. H. LARSEN, Mgr.

Easiest Way Out.

Thousands of men have died, they say,
And gone their graves to fill,
Rather than gain their health and pay
The awful doctor's bills.

A NEW DOOR MAT.

This is a first-class perforated rubber mat 24x36 inches. The initials are of a colored rubber different from the mat. It is just the thing for League clubs, League hotels, bicycle stores, etc.



We have made arrangements with a large rubber concern to furnish these mats at a low price, and we will sell them at no profit, for the sake of advertising the L. A. W. Send $3 and we will forward the mat by express.

ADVICE TO THE NOVICE.

A page of the Flower City Cycles catalogue, issued by Hamilton & Matthews, Rochester, N. Y., is devoted to the following pertinent lines: —

The proper care of a wheel is more than repaid in the better service obtained, and when rightly adjusted and kept so, will save its owner money.

None of the nuts or fastenings should be allowed to work loose. Bearings too loose are as bad as bearings too tight, and a "happy medium" on chain tension is better than either extreme.

All bearings should be so adjusted that but very little side play can be detected, and at the same time have enough play to run perfectly free. A few drops of oil frequently in the bearings is far better than a lot of oil occasionally. Don't oil the chain excepting possibly the joints, and these not more than once a month. Lubricants specially prepared are much better to use where the chain comes in contact with the sprockets.

Keep tires well inflated, a soft tire punctures easier and propels harder than one that is hard.

A general rule for the height of saddle, is to adjust it so that when pedal is at the lowest point, a low heel will rest on it without having to bend the knee. The handle bar should be low enough in the different positions (upright, semi-racing and racing) to allow the arms being nearly straight when hands are on the grips. A clean, bright wheel is observed of all men. A muddy and dusty wheel is a discredit to its possessor.

Cranks are moving things the world over, but a positive crank and one yet readily detached is widely appreciated.

Bicycle cranks, like Uncle Sam's dollars, require to be on a thoroughly solid basis. We have used the simple crank pin for years — every cyclist knows it on sight. It is a good thing, the best to date. We have respect for good things, and retain them.

UNION CRACKAJACK II

is full of "good things," all tried and true.

If the serial No. is in bronze it is a ∴ ∴ UNION

Union Cycle Mfg. Co.

239-243 Columbus Avenue,
BOSTON, MASS.

Fairy Stories.

Oh, when I was a little boy
And on my mother's breast,
Strange fairy stories she'd employ
To fill me with a quiet joy
And soothe my heart to rest.

And now, when very late and still
Into the house I creep,
And find my wife's awake, I fill
Her mind with "fairy stories" till,
Thank goodness! she's asleep.

BICYCLING IN FLORIDA.

H. P. KITTREDGE.

PERMIT me to give to the wheelmen coming to Florida from distant points the fact that there are good roads in Florida. I speak now of the east coast of Florida. The sea coast furnishes a good route, a distance of seven hundred miles of smooth, hard sand, hard as a floor. This is very popular.

The sandy roads have been improved and made good for the wheel on the east coast, by the local and visiting wheelmen.

In this country are found large mounds or hills of sea shells, some fifty to seventy-five feet high. They consist of oyster, conch and clam shells. History tells us they have been here for ages, placed by mound builders or Indians, but never theless now is the time for use, for when trod they make a good, hard roadbed.

During the past week the local and visiting cyclists made the connecting link of a distance of three miles of road, connecting the towns of New Smyrna and Hawks Park, Fla. When finished no less than twelve wheels made a run of seventy-five miles over this shell roadbed.

Wheels are popular in this vicinity. The winter tourists and visitors are bringing their wheels with them this winter and find plenty of opportunities for use.

HAWK PARK, FLA.

MISSIONARY MATTER.

EDITOR L. A. W. BULLETIN:

I find the best use to make of the Bulletins after reading them is to give them to my customers. I already have the promise of two to join the L. A. W. this season.

CHAS. N. KISECKER, No. 87,018.
GREENCASTLE, PA., Jan. 13, 1896.

A CYCLE SHOW will be held the first week of March next, in Harmanus Bleecker Hall, Albany, N. Y. This building is in the heart of the most fashionable part of the city, and is the largest and finest theatre and convention hall in the State outside New York City. It is easy of access to and from all railroads.

Combination Detachable Pneumatic Tire 49

Patented Jan. 30, 1894.



Is attached to the Rim by a small string, cord or wire.

Simplest, Best and Fastest Tire.

No Pneumatic Tire has ever yet been made which will not puncture.

The riders of our Detachable Tires has a decided advantage over those who use other forms of tires, because he can open his tire and extract the inner tube, and make a permanent and perfect repair in a few minutes. For further information, address . . .

The Combination Roll and Rubber Co.

BLOOMFIELD, N. J.

Tempus Fugit.

Ah, we have learned why Time, alas!
Is ever so quickly gone,
He must ride swiftly since he has
The spur of the moment on.

A PENNSYLVANIA ROAD.

The illustration published herewith was sent to the L. A. W. BULLETIN as "an example of the good (?) roads of Luzerne Co., Pa. This picture was taken in the spring of 1895. The road is traveled ordi-



narily by four hundred or five hundred teams daily, and is in the condition as shown, for two or three weeks every spring, notwithstanding the fact that three men and a one-horse team are at work on a four mile stretch for about eight months of the year."

The words of this correspondent as given would indicate that the Keystone State division of the L. A. W. has plenty of work yet to perform.

PASSING THOUGHTS.

EDITOR L. A. W. BULLETIN:

Why are the words *passing* and *meeting* used synonomously? or at least many say "*passing* a person" when they mean *meeting* a person. If the words are used ambiguously the directions, "how to turn out," become confusing instead of helpful.

If the directions say "turn to the right when passing," using the word *passing* as many do, the instructions are dead wrong. If it is said "the right when *meeting*," *i. e.*, coming to the same point from opposite directions, or "to the left when *passing*," *i. e.*, going in the same direction, no one need "lose their head," or collide, unless they never went to school, or are riding too fast.

THOS. G. SAYRE.

NEWBURGH, N. Y.

ILLINOIS CYCLING CLUB laid the corner-stone of its new club house, 1215 Washington Boulevard, Chicago, last Saturday.

LEAP year gives a girl the right to jump at a chance to marry.

Selling to the Rider Direct...

With one profit, and a small one at that, is no longer a question of doubt, but a positive fact and a success. Our experiment is no longer an experiment, but some thing that has come to stay.

If You Want a $75.00 Bicycle for $50.00...

Get in line. We are selling direct to the rider a "'96" pattern, $75.00, light, up-to-date Wheel, with Barrel Hubs, Large Tubing, Tool Steel Bearings, and fully guaranteed for one year, for $50.00 for the Gents', and $55.00 for the Ladies'.

Don't Buy a Pig in a Bag...

We are willing to ship either Ladies' or Gentlemen's Bicycle, C. O. D., with privilege of examination, upon the receipt of $5.00, to cover express charges. Send stamp for cut of the

LADIES' AND GENTLEMEN'S PENNSYLVANIA

PENN BICYCLE CO. H. D. LE CATO, President

1343 Arch Street, Philadelphia, Pa.

A Men's Girl.

Men like a modest, gentle sprite
Who, when her fair cheek flushes
Turns very low the parlor light
That she may hide her blushes.

EXPENSE OF A CANADIAN TOUR.

DR. WHEELER K. DOTY.

IN response to the question propounded by No. 81,219, regarding expense attending the Canadian Tour described in issue of Nov. 22, 1895, would say that it cost us a trifle over three dollars per day. The trip could be made sort of on the camping-out plan for two dollars, and a grand success can be made of any tour on five dollars per day, and not be very extravagant either.

Some of the members of our club (The New York Tourist Wheelmen) have made an especial study of American tours, routes, hotels, etc. We have garnered our information from any and every source and like "Little Oliver" we want more, at the same time, what we have is freely "on tap" to all members of the L. A. W.

We feel that while the wheel is a grand institution around home, it is only when one strikes out for a tour of say one, two, three or more weeks that the real value of the machine becomes appreciated. The greater part of humanity are by nature members of a nomadic tribe, and how can so full an expression be given to this enjoyment as a tour a-wheel—like the gypsies, or the circus; "here to-day, gone tomorrow." Then when you return, if your tour has been well planned, and the weather favorable, strange as it may appear, your little two weeks will seem at least four. When you think of all the grand bits of nature you have gazed upon, of the strange faces, peculiar customs, mannerisms of speech, and funny incidents that you have been brought in contact with, of how "Bobbie" beat the queen on her own ground; of how "Tom" wrestled with the canal mule and the wet result; of how "Dick" took the never-to-be-forgotten header landing at the feet of his "best girl"; of that squabble between "Harry" and the Frenchman over the dog, neither knowing what they were saying; and lots more with six or seven hundred miles easily rolled off, you can but ask yourself if all could have happened in so short a time.

I know I am giving a very long answer to a very simple question, but I am wound up now, and want to say a word on L. A. W. hotels.

Now and then some "recent addition" gets funny about "cut rates for wheelmen" but I suppose they don't know that all we ever got, or expect to get are *regular commercial rates* which are no especial favors to wheelmen as a class. Then as to the "hungry crowd" that's just what we are, and proud of it too, and I know that it costs not as much to care for the wants of a hungry, healthy cycler, as it does to satisfy the dyspeptic,

An Honestly Built Wheel
....Sold at An Honest Price

THAT DESCRIBES THE

Elmore Bicycle

IN A NUTSHELL.

And the agents who handle it are allowed live-and-let-live discounts. Would you like to become one of them?

EDW. OLIVER & CO.

21 Park Row, New York.

New York Show, Stand 151.

·1896·

THE HENLEY

...HIGH GRADE...

BICYCLES HENLEY RICHMOND, IND.

Henley Bicycle Works,

RICHMOND, IND.

New York Agents, Peerless Rubber Mfg. Co., 16 Warren Street.

crochety old crank who eats ten cents worth, wastes ten dollars worth and makes one hundred dollars' worth of trouble.

All hotels should be proud to be designated by the L. A. W. We may have some black sheep in our large membership but the greater part are of "the salt of the earth"; not with "money to burn" exactly, but with enough to pay for what they order.

Along the Hudson River Valley are a number of hotels whose proprietors are politic enough to hang out a good, plain sign with the mystic letters prominent therein, but the great majority throughout the country have nothing upon their outer walls to direct the wayfarer. In the city of Hudson are two "up-to-date" houses "The Worth" and "The Lincoln" and I say to the tourist, don't miss stopping at one of them on your way through that town. You will have a "swelled head" immediately and imagine from the attention you receive that the proprietor thinks you are at least the president of the League or some other "big man," but sit by the window a moment and see them meet the next dusty traveller,—the same care and attention; does it pay? Well, I guess yes—for every man who stops there once goes miles out of his way to repeat the operation.

The members of the N. Y. T. W. are always ready to "give and take" all possible information regarding domestic or foreign tours a-wheel, so, as our "count" says, "Smoke up."

413 Lexington Ave., NEW YORK.

An Expert Definition.

A bachelor's one, so a study of life
Has led us to fully decide,
Who has no wife, nor wants a wife,
Nor couldn't get one if he tried.

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Fowler.

"Fowler Facts for '96" is the title of the very neat 36-page catalogue, issued by the Fowler Cycle Manufacturing Company, Chicago. Its 36 two-color pages present every kind and part of the wheel in pictures and pen descriptions. The numerous thumb-nail sketches scattered through the pages show every phase of transportation to be found in any and all lands. The cover pages are a credit to the artist.

Warwick.

The Warwick Cycle Manufacturing Company, Springfield, Mass., has issued an attractive, 32-page description of the "Warwick" bicycles. Inside of the striking two-color cover pages are illustrations showing every feature of the wheel

FALCON

Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch.

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

A Humber Agency means
Reputation—Profit—Satisfaction

THE HUMBER TRADE MARK HUMBER & CO AMERICA LTD NEW YORK LONDON PARIS

1.40⅗

World's Record for 1 Mile.

Made by Berlo on ¼-mile track, at New Orleans; his mount an 1896 Humber, weighing 24 lbs., fitted with Humber Hose Pipe Tires.

HUMBERS...

Hold All World's Records from ½ mile to 1800 miles.

"Humbers are the best that skilled cycle engineering can produce."—*London Cyclist.*

HUMBER & CO., America (Limited)

WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.

Brooklyn Salesroom, 545 Fulton St.

and especially of the "points" of the "Warwick." An interesting page is the one devoted to hints to cyclists on the care of the wheel.

Flower City.

Flower City Cycles are attractively discussed in a neat, modest 16-page catalogue, issued by Hamilton & Matthews, Rochester, N. Y. "Some Advice to Novices" occupies a page that will be found of value to beginners on the wheel.

Wilhelm.

The attractive sixteen-page catalogue issued by W. I. Wilhelm, Harrisburg, Pa., U. S. A., presents in clear and pleasing type the advantages claimed for this particular make of wheels. The cover page is modestly beautiful.

Pierce.

This being leap-year, Cupid will no doubt play an active part in affairs. This may be why Geo. N. Pierce & Co., Buffalo, N. Y., gives the sly god a place of honor on the attractive three-color cover of their neat and comprehensive 32-page catalogue.

Wynnewood.

A. M. Scheffey & Co., New York, have issued a 32-page catalogue relating to the "Wynnewood" bicycles and bicycle sundries.

Colonial.

John McClave & Sons, New York, makers of the Colonial Bicycle, known as the society wheel, have issued a catalogue, the cover of which is a credit to the printer's and the embosser's art. The 32 pages of the book are well illustrated and contain the insert relating to the L. A. W., and the application for membership blank.

Meacham.

The E. C. Meacham Arms Company, St. Louis, Mo., have issued a unique and elaborate catalogue of bicycles made by them. The many full-page reproductions of cycles in several colors, on tint blocks, are very effective and attractive. The catalogues are sent to dealers only and are not intended for general distribution.

Howard.

The E. Howard Watch and Clock Co., Boston, send out a neat, small booklet descriptive of the bicycles bearing that company's name. This will be followed by their complete catalogue which will be issued soon.

Smalley.

The Plymouth Cycle Manufacturing Company, Plymouth, Ind., issues a 32-page catalogue, in two colors, with a very catchy cover in three colors. All in all it is a neat, comprehensive bit of printers' work.

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

We will exhibit at New York Show in space 179.



Makers of **Peerless and . . . Triumph Bicycles**

THE PEERLESS MFG. CO.

CLEVELAND, OHIO

Send 2c. stamp for our New Booklet, "The Story of the Bicycle."

Iver Johnson.

Iver Johnson's Arms and Cycle Works, Fitchburg, Mass., have issued a small, advance catalogue in two colors descriptive of their catalogues. Their complete catalogue will be out later.

Folding Bicycle.

The Folding Bicycle Company, Bridgeport, Ct., have issued a small, 16-page, illustrated booklet regarding their novel folding wheel.

Palmer Tires.

The Palmer Pneumatic Tire Company, Chicago, are sending out a neatly-printed, 32-page booklet, illustrating the methods of making tires and describing materials used.

Three in One.

G. W. Cole & Co., 111 Broadway, New York, issue a neat booklet regarding their "three-in-one" preparation as advertised in this paper. Humorous illustrations regarding "Betsey Jane on Wheels" occupy a considerable portion of the book, a page of which is devoted to the advancement of the L. A. W.

"Just a Moment"

Is the catch line on the cover of a neat, small catalogue of bicycle sundries issued by the Victor Mfg. Co., Detroit, Mich.

Bicycle Machinery.

"The Bicycle Repair Shop" is the title of a comprehensive and attractive catalogue of machine tools employed in the repair of wheels, issued by the Prentiss Tool and Supply Company, New York and Chicago. It is a book of practical worth to the many now engaged in repairing and building bicycles.

Bicycle Advice.

The Boston Woven Hose and Rubber Co. have issued a neat book of many pages, in two colors, which is called "Bicycle Advice." The book contains general information regarding the various points of a bicycle and the opinions of many dealers and makers regarding them. Its real purpose is to advertise the "Vim" single-tube tires.

INFORMAL MAIL VOTE.

The informal mail vote ballot will be published this week and the week following, appearing for the last time in the issue of the L. A. W. BULLETIN of Jan. 31. The polls will close Feb. 4, at 5 o'clock P. M., and the result of the vote will be announced in the L. A. W. BULLETIN of Feb. 7.

THE pugilist's hands are his striking features.

THE girl who powders the most is likely to bang her hair the loudest.

..PUNCTURE PROOF BICYCLE TIRE.



Our Tire Prevents Punctures.
No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.

Catalogue and Sample section of Tire free upon application. Address,

The PUNCTURE PROOF TIRE CO., Quincy, Ill.

Lovell Diamond Cycles

...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers.

BOSTON, MASS.

Agents Wanted. **Catalogue Free.**

SEE US AT SPACES
157-159 New York.

"THE L. A. W."



is what I'm wishin' fer,
An' me an' many a pard
Is allers keepin' on the stir,
To wear 'em smooth an' hard.

We watch the birds upon the wing;
We travel with the lark,
And with the robins of the spring
You'll find us in the park.

We tramp from Maine to Texas,
An' from Texas everywhere,
With not a thing to vex us
If the trampin 's only fair.

We hate the narrow wagon wheels,
They shouldn't be allowed,
Fer we're — as every member feels —
A hollow-tired crowd.

If there's a care to trouble you,
It's purpose you can balk
Come join our L. A. W.,
Which means we Loaf And Walk.

AN umbrella is no good till it's used up.

THE BICYCLE IN COURT.

BY MALCOMB TAYLOR.

So recent has been the introduction of the modern bicycle that in the Century Dictionary a bicycle is still defined as a two-wheeled machine, one wheel of which is of great size, and propelled by pedals attached to the axle of the large wheel — a definition which would hardly be acceptable to a believer in the modern "safety."

But whatever its shape, the bicycle has presented to the courts some new questions, which, however, have been solved without difficulty, and with a unanimity rather unusual in the early decisions on a new and novel question.

When the bicycle was first brought to the notice of the courts they were inclined to regard it as a toy or scientific plaything, and not of sufficient importance to be considered when its use interfered with the general public convenience. Thus restrictions as to its use were upheld on the ground that a bicycle was often a public nuisance. But as the bicycle passed into the sphere of general use, it could no longer be regarded as a nuisance, and the former positions of the courts were abandoned, and the rights of the bicycle rider recognized and enforced; and at the same time his liability under statutes and ordinances passed before the introduction of the bicycle clearly defined.

There have as yet been but few decisions in the higher courts on the rights and liabilities of bicy-

THE LEAGUE TIRES

CHOOSE THE BEST..

The League Inner Tube is the perfect tube tire. No butt ends. A continuous tube circuit. Repaired in a minute, and while on the wheel. Endorsed by experts on sight.

The League Hose Pipe is the leading tire. Purest Para Rubber. Special fabric. Every detail of manufacture perfect.

NOTE.—A pump and "Minute" repair outfit supplied with every pair of tires.

NEW YORK BELTING & PACKING CO. LTD.
15 PARK ROW NEW YORK CITY.
PIONEERS & LEADERS

RUB IT IN...

That the..... "Orient"



BUILT LIKE THIS

Is the Finest Wheel for '96.

BIG BALLS. PEDALS THAT FIT.

Ahead of Everything at the Shows.

Our Advance Catalogue gives the other New Features; write for one.

THE WALTHAM MFG. CO.

240 Broadway, New York, N. Y.

BRANCHES:

Chicago Boston Brooklyn New York
Waltham, Mass. Omaha Detroit

clists, but several important principles have been laid down.

Is a Bicycle a Carriage?— The courts have been frequently confronted with the question as to whether a bicycle or tricycle can be considered a carriage, so as to come within the statutory provisions regarding the use and management of vehicles. The officials of the Treasury Department at Washington have not hesitated to subject bicycles to the duties imposed on carriages, and have held that bicycles cannot be considered as personal effects.

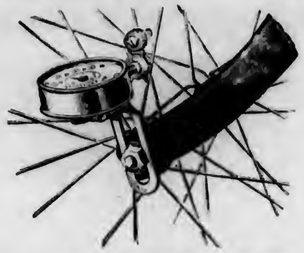
The earliest case is that of *Taylor v. Goodwin*, where the question arose under a statute forbidding fast driving on a highway. The defendant had been indicted for riding his bicycle on the road in question at a very rapid rate, but the objection was made that he did not come within the provisions of the statute. It was contended that a bicycle is not a carriage, and cannot be driven in the ordinary sense of the term. Bicycles were unknown when the act was passed, and it was argued that the mere fact of a bicycle having wheels did not make such a machine a carriage. The court in affirming the judgment of conviction said: "I think the word 'carriage' is large enough to include a machine such as a bicycle, which carries the person who gets upon it; and I think that such a person may be said to drive it. He guides as well as propels it, and may be said to drive it as an engineer may be said to drive an engine. The furious driving of a bicycle is clearly within the meaning of the statute, and it seems to me within the meaning of the words, giving them a reasonable construction."

But the doctrine here laid down was somewhat modified in the case of *Williams v. Ellis*. A turnpike act imposed a toll on certain kinds of carriages — enumerating them — and on "every carriage of whatever description and for whatever purpose, which shall be drawn or impelled, or set or kept in motion by steam or other power or agency." The toll was held illegal on the ground that "the carriages here referred to must be carriages *ejusdem generis* with the carriages previously specified. The learned judge considered the purpose of the turnpike act, and distinguished it from the purpose of the act in *Taylor v. Goodwin*, thus reconciling the cases.

Parkyns v. Preish does not bear directly on the question under discussion, but it was there held that a bicycle with a small steam motor by which it could be propelled, but which did not emit any steam or smoke, came within the provisions subjecting to certain regulations "every locomotive propelled by steam, or any other than animal power on any turnpike road or public highway." It was so held, although the act was passed before the invention of bicycles.

In *State v. Collins*, in an action for damages resulting from a collision between a bicycle and a wagon, by reason of the failure of the latter to turn

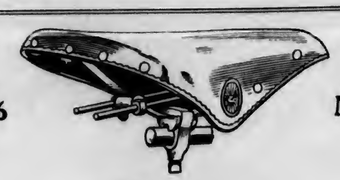
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Registers One Thousand Miles and Repeats.
Weight 4 ounces. Absolutely Reliable.

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The Zenith

WILL NOT SAG.

Can be made hard or soft in 10 seconds without removing from the wheel...

Best Philadelphia Oak Tanned Leather Fully Guaranteed.

SPECIAL OFFER (ninety days only).— In order to introduce this superb saddle, we will fill orders for single one on receipt of two dollars and fifty cents.

ZENITH CYCLE SADDLE CO.

Disston Building Front and Laurel Streets, Philadelphia.

seasonably to the right, as required by statute, the court held a bicycle to be a vehicle, and entitled to the rights of a carriage or wagon. "The word vehicle," said the Judge, "is certainly broad enough to include any machine which is used and driven on the travelled part of the highway for the purpose of conveyance upon the highway."

Again, in *Mercer v. Corbin*, decided in 1888, a bicycle was held to be a vehicle within the scope of a statute forbidding riding or driving on sidewalks.

A late case is that of *Thompson v. Dodge* (October, 1894), where it was held in very emphatic language that a bicycle was a vehicle, and the riding or driving of one upon a public highway was not unlawful, and, in the language of the learned judge, "they cannot be banished because they were not ancient vehicles, and used in the Garden of Eden by Adam and Eve."

In *Commonwealth v. Forrest* (Pa.) it is held that under a statute providing that any person who shall wilfully "ride or drive any horse or any other animal" on certain sidewalks, taken in connection with another act providing that bicyclists shall be subject to the same restrictions as are imposed on persons using carriages drawn by horses, a person riding a bicycle on such sidewalks is guilty of a violation of the act. A driver of a carriage and a rider of a bicycle have the same rights and are subject to the same restrictions and penalties.

How Far May the Use of Bicycles be Restricted?— It has been held that reasonable restrictions may be put upon the indiscriminate use of bicycles in public places.

In *State v. Topp*, a statute forbidding anyone "to use upon the road of" a particular turnpike company "a bicycle or tricycle, or other non-horse vehicle, without the express permission of the superintendent" of the road, was upheld. The defendant, in an indictment against him, contended that such statute deprived him of the use of his property, when such use was not injurious to others. The court held, however, that he was not deprived of the use of his property; that he might have gone another way, or at another time, with the permission of the superintendent; and that, in any case, he had no right to use his bicycle at the peril of other people. As the decision in this case was based primarily on the ground that "no man has a right to use his property so as to produce a nuisance, or to have property which is a nuisance, where it may be situate," the case would now have but little weight, unless a bicycle were held to be a nuisance, which, in the face of its general use, is scarcely probable.

In *Tinlley v. Perkins* it was adjudged that a rule forbidding persons to ride bicycles across a bridge was authorized under a statute giving commissioners power to make rules and regulations for the use of such bridge. The rider was not deprived

Your Bicycle should be fitted with the...



(Shows pelvis as it rests on the Christy Saddle).



(Shows pelvis as it rests on the ordinary saddle.)

Christie... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by all physicians who are cyclists. It is made of aluminum, has thick cushion pads, where pads are needed, cannot possibly wear out, and will last a lifetime.

Pronounced perfect by the medical profession. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women riders. **Price, $5.00.**

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It has no substitute!

The '96

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BICYCLE LANTERN

is as far ahead of any other as the **"'95 Search Light"** was ahead of its nearest competitor of last season. It will pay you to *wait for it.*

Correspondence solicited.

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Or 19 Murray St., New York. BRIDGEPORT, CONN.

of the use of his property, as he might dismount while crossing the bridge, and such a regulation is not unreasonable.

The case of *Mercer v. Corbin*, which is a leading one on bicycle law, is authority for a dictum, to the effect that an ordinance forbidding the use of a road by bicyclists, is void as depriving citizens of the use of a public highway by a new but now ordinary mode of travelling. This case also decides that a defendant is liable for riding his bicycle on a sidewalk under an ordinance forbidding riding and driving on sidewalks.

The New York Park Commissioners who have authority to provide for the direction and management of the parks in the city, have power to pass an ordinance that no bicycle or tricycle shall be used therein, and such an ordinance has been upheld in a bicycle case.

The case of *Swift v. City of Topeka* was decided upon a side issue in the interpretation of an ordinance. The learned judge, however, in his opinion remarks, that if the ordinance meant to forbid the use of a roadway — in distinction from footway — over a bridge by bicycles, it was void, as depriving citizens of the use of a public highway, when they were following one of the new but now ordinary modes of travel.

Liability for Frightening Horses.— It may be regarded as a settled principle that the rider of a bicycle is not liable for injury caused by horses becoming frightened while passing him upon the road.

In *Holland v. Bartch* the learned judge remarked that the use of a bicycle is no more unlawful because it tends to frighten horses than that of a locomotive for the same reason, and that no recovery could be had under such circumstances. In this case the court further held that the rider of a bicycle and the driver of a carriage have equal rights upon a highway, and that allegations that the defendant rode a bicycle in the centre of the road, at the rate of fifteen miles an hour, up to within twenty-five feet of the faces of the plaintiff's horses, whereby they became frightened and ran away, and injured the plaintiff, did not state a sufficient cause of action.

In *Thompson v. Dodge* (October, 1894) it was held that a person riding or driving a horse upon a highway has no right superior to those of a person riding a bicycle; and, further, that it is not the duty of a party lawfully travelling upon a public highway with a bicycle, when he sees a horse and carriage approaching, to anticipate that such horse will become frightened and turn out of the road.

Liability to Pay Toll.—The leading, and in fact the only, case in the higher courts upon the liability of bicyclists to pay toll, is that of *Geiger v. President, etc., of P. & R. Turnpike Road,* (April, 1895). It was here held that turnpike companies

"None Other Just as Good."

The reason why:

Gendron Bicycle

Most Rigid Frame
Truest Bearings
WHICH MAKES IT
Easiest Running

Our Catalog is ready; yours on request.

"'T will hold thee safe."

GENDRON WHEEL CO.
Toledo, Ohio.

WONDERFUL PROGRESS

In one hour by the use of our LETTERED FINGER-BOARD and SIMPLIFIED INSTRUCTOR. Latest Musical Invention, which can only be had with the

"PREMIUM"

GUITARS, MANDOLINS, BANJOS, VIOLINS.

We carry a full line of Autoharps, Concertinas, Accordeons, Flutes, Cornets, Zithers, etc.

Our Free Catalogue will tell you all about them. Write for it to-day.

FINEST ON EARTH.

Sold Direct from the manufacturer to the user. You save 50 per cent, the Dealer's Profit.

PRICES RANGE FROM $8.00 UP.

The United States Music Co.
CINCINNATI, O.

The **Rialto** is the...

BEST BICYCLE ON EARTH.

...Made by **Continental Cycle Company,**

15th Street and Western Avenue,

...CHICAGO...

When ordering your wheels REQUEST that they be fitted with

Hunt

BICYCLE SADDLES

WESTBORO MASS.

incorporated before the invention of bicycles, and authorized to maintain a public highway and collect tolls from those who travelled thereon with horses, cattle and certain named carriages, "or other carriages of burthen or pleasure, and every other carriage, under whatever name it may go," might collect toll from a bicyclist who used its road, notwithstanding its charter, which authorized the tolls to be computed only by "wheels and horses." And further that a toll charged upon bicyclists for using such road, which did not exceed the toll lawfully charged drivers of two-wheeled carriages, was lawful and proper.— *Virginia Law Register.*

BROOKLYN, N. Y.

WHEELS CARRIED FREE.

Assemblyman Fred A. Robbins, of Allegany County, Chairman of the Judiciary Committee, has introduced a bill to compel the railroads of N. Y. State to carry bicycles as baggage without extra compensation, and without conditions such as signing a release from all claims for damage in case of injury to the machine. He says he sees no reason why bicycles cannot be carried as easily and without extra charge as a baby carriage. They are no more liable to injury and take no more space in a car.

A bill to allow bicycles the *free* use of the Brooklyn carriage way has also been introduced in both Houses of the Legislature.

Not the Waterman Ideal.

There is a fountain filled with ink
Drawn from the usual source
And sinners who would like to think
Can only swear, of course.
At first one's heart with joy is filled,
He buys the thing, and then
He hopes the man is shot and killed
Who made the fountain pen.

WORDS TO WHEELMEN.

The following hints to the cyclist on the care of his machine are to be found in the catalogue sent out by the Warwick Cycle Company, of Springfield, Mass.

Keep it clean. This is most important of all. It does not require skill, but exercise of a little energy, perseverance and application of elbow grease.

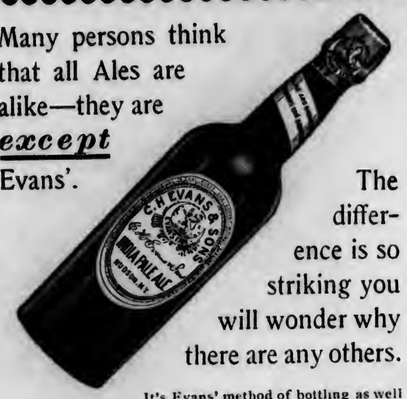
Keep the bearings perfectly adjusted, but do not attempt any mechanical work that you do not understand. Take it to your repairer. Don't experiment with it.

The bearings need thorough lubrication, but it is not necessary to oil them for every ride. It is a good plan to have your repair man occasionally open the bearings, clean them and fill with vaseline.

Keep the chain thoroughly free from dirt and well covered with graphite.

See that every nut and screw is tight.

Many persons think that all Ales are alike—they are *except* Evans'.



The difference is so striking you will wonder why there are any others.

It's Evans' method of bottling as well as brewing that makes the distinction.



"Ball-Bearing" Bicycle Shoes

For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,
CHICAGO, ILLS.

Do not leave your bicycle out over night, nor in a damp place. Keep it where neither moths nor rust do corrupt, nor thieves break through and steal.

Do not lend it.

Keep the tires well filled with air; neither flabby, nor as hard as possible to pump them. If the tires are cut by the edges of the rim or by sharp objects on the road, the dealer will not sympathize with your claim for free repairs.

If your tire punctures, have it thoroughly repaired; if you cannot do it well yourself, take it to the repairer. A bad job never fails to make the tire porous.

If you unconsciously or accidentally ride into a stone wall, curbing, or any other obstacle which causes you to suddenly part company with your bicycle, it is well to have it taken apart by an expert repairer and thoroughly examined; otherwise you may sooner or later come to grief on the proverbially smooth road.

Have the handle bars and saddle post adjusted to fit you.

ADAM and Eve must have dwelt in Paradise, for they had no servants nor no neighbors.

THE bicycle needs care while in the shed as well as while on the road. See that it is being properly wintered.

THE CRANK BICYCLE PUMP.



ONE of the lightest in weight in the market. It is as powerful as a foot pump, and at the same time so small that it can be carried without inconvenience in the vest pocket, the tool bag, or attached to the clamps (which are left permanently on the front and rear forks of the wheel). So simple in its mechanism that it is not liable to get out of order. There is practically no friction in its operation, therefore no wear-out to the parts. The leverage obtained by use of the crank is such that five pounds of physical effort will produce eighty pounds of air pressure in the tire. Ask your dealer for it.

S. E. HOWARD'S SON & CO.,
21 and 23 Mercer Street - - NEW YORK.

Time Tells All.

A man can make believe he has wealth and until
He must die he can keep up the bluff,
But the truth of the matter comes out in his will
It's a dead give-away, sure enough.

A NEEDED REPAIR.

S. B. MURRAY.

Pennsylvania wheelmen and all others, especially the L. A. W. members of the Keystone State as well as other States, who are interested in good roads, are kindly requested to assist us in any way they can in the repair of road and route No. 118 in Pennsylvania road book.

This road or route through what is known as the Narrows that connects Lewistown and Mifflintown as well as the eastern and western parts of our State, is now and in fact always has been in an impassable condition, and unridable for wheelmen as well as other conveyances or ways of travel. And since our big flood in 1889 ruined the last resort, the towpath of Pennsylvania canal, we have at last concluded to repair some with whatever influence and contributions we may receive from the friends of the good roads cause.

All names of contributors and amounts will be properly acknowledged in one of our county papers, from time to time as the work proceeds. This is a good and worthy cause, as any wheelmen or travellers that have had occasion to use this road

DIXON'S 679 CYCLE LUBRICANT

You will coast farther and ride easier by using it.

NOTHING EQUAL TO IT.

Sample will be sent for 15 cents.

WORTH DOUBLE THE MONEY.

DIXON CRUCIBLE CO., Jersey City, N. J.

See the **Vanguard Hill Climber** at the New York Cycle Show, Space 261.

VANGUARD CYCLE Co.

Temporary address...

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"A high and low gear, a coaster and burglar proof wheel."

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Send stamp for sample of League cloth and price-list of uniforms.

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A RECORD BREAKER

THE AMERICAN WHEELMAN

Annual edition issued during, and including a full report of the New York Cycle Show, January 23rd, will be a "Record Breaker," fully illustrated, and news and articles on cycling from all parts of the world by eminent writers. It will weigh two pounds. Order copies through your newsdealer, or send ten cents in stamps or silver to **American Wheelman Publishing Co.**
23 Park Row, New York, N. Y.

P. S.—You had better order early.

Lyndhurst

"Can't be Stolen" that

The up to date bicycle that **Locks like a Door.**

Why ride a wheel that may be stolen
When it costs no more to ride a wheel that can't be stolen.

Call and examine. **McKee & Harrington,** N. Y. Cycle Show, Spaces 22 and 23

A. J. RAYMOND, 1784 B'w'y. MANUFACTURERS.

A.W.A.A.A. IN THE A.W.A.A.

American Wheelmen are Assured Against Accidents in the American Wheelmen's Accident Association.

An accident association made up of wheelmen.

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3 in 1

Prevents Rust, Cleans entire Wheel, Lubricates Chain and Bearings, and will not gum. Sample of "3 in 1" sent in this oil can for 10 cents. One trial will convince you. Ask your dealer for it.

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HENDEE'S SILVER KING BICYCLES.

$75.00 Agents wanted. Get Catalogue. Hendee & Nelson Mfg. Co SPRINGFIELD, MASS.

RUBBER GOODS BY MAIL

For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. I. Betts & Co., 120 Water St., Toledo, O.

WANTED—Purchaser for two second-hand Bicycles, **Hummer, No. 1,** and **Lenox, Model A,** both 1895 model, and have been run moderately one season; high grade machines, light running, first-class condition; Morgan & Wright, and New York Road tires, 28-inch wheels, wood rims, 24- and 25-inch frames. Will sell **Cheap,** as I wish to dispose of them at once. Also one **Ladies' Crescent, No. 5,** brand new, 1895 model, never used; a bargain. Those who mean business send for terms, etc., **now.** Address,

Box 54, Winslow's Mills, Maine.

can fully vouch for. It will make the most pleasant and enjoyable route that a person can find, and will be largely used, as it is the main road connecting the east and west. Being of a level nature, fine scenery, fine natural springs and streams of pure mountain water, and the distance only twelve miles with about seven miles of road to repair. We should receive a hearty support from all. Parties wishing to assist us can address Mr. T. Van Irwin, Cashier Juniata Valley Bank, Mifflintown, Pa.

MIFFLINTOWN, PA.

THE man who doesn't like a good road — but is there such a man?

HOW is the street in front of your house?

WE don't have to give the devil his due. He collects it.

Rainy Day Friends.

Any heart can bring us gladness
When the world holds naught of sadness,
But the ones who help to smooth life's rugged way.
Are the beings who can lighten
All our burdens and can brighten
The shadows of a dark and gloomy day.

DON'T abuse a bicycle on the ground that it has no feelings. It will appreciate and reward you for good care.

THE political party that says the best things in favor of good roads and bicycling in its national platform may catch the wheelmen's votes.

WEAR a pleasant face, speak a pleasant word, do a pleasant deed and don't worry about your soul.

A ROADBED should not be too soft.

Trenton Cyclometers



⅔ SIZE
MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz.

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The Automatic Bicycle Balance.

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.



"BALANCE APPLIED."

Notice.—In ordering Single Balances, give diameter of this tubing.

Write for Descriptive Circular and Trade Prices.

Weighs only 2 ounces; entirely nickel plated; adjustable to any bicycle. Single Balances expressed on receipt of price or C. O. D., with privilege of examination. **PRICE, $1.00.** Manufactured by

Bicycle Chain Lightning Co.

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Have you seen it?
Don't miss it . . . .

A thoroughly well built, high quality bicycle, comprising every practical improvement, and a record breaker.

Price, $100.00.

ALBERT & J. M. ANDERSON, Makers,

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FACTORY, SO. BOSTON, MASS.

The Improved Automatic Cycle Saddle

As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



Dr. W. T. DODGE, Surgeon to St. Mary's Hospital, Big Rapids, Mich.

"I like your saddle very much. It is made on the correct principle."

Manufactured in Cane, Wood, Leather or Padded Seat, with or without springs. Send for circulars, to the

AUTOMATIC CYCLE SEAT CO.

441 Rood Block, Grand Rapids, Mich.

"I TOLD YOU SO."

NIXON WATERMAN.

We one and all have met the man
Who, ever since the world began,
The gods with knowledge have supplied
Which to the rest has been denied.
But who to a benighted world
His fund of wisdom has unfurled,
For naught can come of weal or woe
But he declares "I told you so!"

Religion, politics and all,
On any subject great or small,
It doesn't matter what or where,
You cannot take him unaware.
He nothing new or startling hears;
He's "been expecting it for years,"
And marvels that you did not know
'Twould happen, since he "told you so."

He'll cherish his peculiar trait
While life his form shall animate,
And show us with his parting breath,
The "ruling passion strong in death."
And when his doctor shall have said
To mourning kindred, "He is dead!"
'Tis certain he will not forego
The chance to say "I told you so!"

BICYCLE campaign clubs will be a novel feature in this year's political struggle.

THE bloomer habit is one not easily shaken off.

THE year can now be divided into two seasons—icicles and bicycles.

LOTS of men keep from telling bare-faced lies by wearing whiskers.



THE Elwell European bicycle tour starts from New York June 20. For full particulars address F. A. Elwell, Portland, Me.

MR. CHANNING ELLERY of 228 W. 38th street, New York, will organize a small party for a bicycle tour abroad during the coming summer.

THE Continental Cycle Co have secured the services of Mr. A. L. Collins, who has had long experience in the bicycle business, and who will represent them in the east. The headquarters of this company during the New York show will be at the Hotel Imperial, at which place Mr. Collins will hold forth from the 18th to the 27th inst., with samples of the "Rialto," where he will be pleased to welcome all callers.



Hard and Soft.

Oh, rocks are hard and so is gravel,
And yet we sadly find, full oft,
About the hardest road to travel
Is one that's very, very soft.

RAILROADS AND WAGON ROADS.



MANY of the railroad companies of the land have expressed their friendly interest in the good roads movement by offering to transport materials and machinery, for the improvement of highways, at reduced rates.

We should always give the devil his due, and, furthermore, we should not look a gift horse in the mouth. As a rule, railroad corporations are not often troubled with big-heartedness.

This seeming liberality of the railroad companies is merely a display of good sense and good business. But the incentive for their acts, like "the flowers that bloom in the spring, have nothing to do with the case," except it is a hopeful sign that business, and not sympathy, prompts them to do as they are.

It is a well understood fact that the distance to market should be measured largely by the dynamometer rather than by the surveyor's chain. Hence the better the roads, the larger the area from which a railroad will derive patronage, and the less likelihood of competing, or other lines being asked for and constructed.

Produce that cannot be hauled to the railroad, with profit to the farmer, is so much business lost to the railroads.

On ordinary roads the cost of hauling produce to the local railway station, is several times as much as the railroad charges for conveying it to the metropolis or sea board.

It is clear that bad roads may make the marketing of much produce unprofitable and unwise, whereas, good roads would make it worth transporting, and thus they would greatly increase the railroad's income, and at the same time benefit the farmers.

Under present conditions, railroad traffic in many sections of the country depends on every change of the weather that may effect the wagon roads. In very muddy times, no produce is marketed, and a sudden freeze-up may precipitate a rush, which proves inconvenient to the railroad company. Good weather-proof roads would insure a more regular shipment of farm products and a more even market for the same.

All in all a thorough system of good roads would benefit the railroads very greatly. Every wagon road is a feeder to a railroad. The better and more extended the former, the more business will be done by the latter.

It is simply good business for the railroad companies to do all they can to encourage and materially aid in the improvement of highways.

GOOD ROADS.

The issue of the New York *Independent* for Feb. 6 will contain a symposium on good roads. The *Independent* has given a great deal of space to this subject, and it now proposes to present its readers with a series of communications from some of the ablest and best-posted writers in the country upon it; among others the following:

"Massachusetts Road System," Prof. N. S. Shaler, chief of Massachusetts road commission: "Good Roads and Forestry," Prof. P. E. Fernow, chief U. S. bureau of forestry; "Farmers and Good Roads," ex-Governor Roswell P. Flower: "An Instance of Good Roads," Maurice Thompson, poet, literateur and geologist; "The Development of American Roads," George E. Walsh, agriculturist writer; "American Wheelmen," Isaac B. Potter, chief consul New York Division League American Wheelmen: "The Use of Asphalt For Roads," James W. Howard, civil engineer; "How Roads Should Be Made," G. A. Roullier, civil engineer: "Old Roman Roads," Prof. J. R. S. Sterrett, explorer in Asia Minor; "Village Improvement Societies," Helen E. Smith, author; "What Bicycles Have Done for Good Roads," Col. Albert A. Pope.

Every farmer, every owner of a horse and vehicle, every bicycle rider, every producer, and—more important than any or all of the above—every consumer, is deeply interested in the subject of good roads, there being no doubt that they tend to lower the prices of all articles consumed.

ALLEGHANY county, Pa., has levied a $400,000 tax for the improvement of the county roads.

NOW is the time to get ready to get a good start at road-making in the spring.

"THERE is plenty of room at the top" of a good road.

League of American Wheelmen
Official Department

Boston, January 24, 1896.

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12 PEARL STREET, - - BOSTON, MASS.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below

ALABAMA.—Chief Consul, M. T. Stradford, Box 768, Birmingham.

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ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

COLORADO.—Chief Consul, Geo. L. McCarthy, 1756 Stout St., Denver. Secretary-Treasurer, Harry M. Booth, Box 1427, Denver.

CONNECTICUT.—Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DELAWARE.—Chief Consul, S. Wallis Merrihew, 19th and Tatnall Sts., Wilmington.

DISTRICT OF COLUMBIA.—Chief Consul, W. T. Robertson, 429 10th St. N. W., Washington. Secretary-Treasurer, C. E. Wood, 1325 14th St., N. W., Washington.

ILLINOIS.—Chief Consul, L. C. Jaquish, 15th st. and Western ave., Chicago. Secretary-Treasurer, George D. Locke, 119 West Pearl St., Jerseyville.

INDIANA.—Chief Consul, Maro R. Thompson, 944 No. Alabama street, Indianapolis. Secretary-Treasurer, Chas. G. Mueller, 667 Virginia ave., Indianapolis.

IOWA.—Chief Consul, E. Kostomlatsky, Oskaloosa. Secretary-Treasurer, A. C. Miller, East 6th and Locust streets, Des Moines.

KANSAS.—Chief Consul, W. W. Webb, Copeland Hotel, Topeka. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, John W. Clendening, 1614 Scott St., Covington. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson St., Louisville.

MAINE.—Chief Consul, C. S. Hichborn, Augusta. Secretary-Treasurer, Percy H. Richardson, 31½ Exchange street, Portland.

MARYLAND.—Chief Consul, Conway W. Sams, 206 Courtland St., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law Building, Baltimore.

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Alonzo D. Peck, 727 Tremont St., Boston.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E. Minneapolis. Secretary-Treasurer, J. I. Willson, Winona.

MISSISSIPPI.—Chief Consul, D. S. Wright, Vicksburg, Secretary-Treasurer, Geo. F. Bauer, Jackson.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St., Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, A. R. Edmiston, 1233 O St., Lincoln. Secretary-Treasurer, W. M. McCall, Kochler Hotel, Grand Island.

NEW HAMPSHIRE.—Chief Consul, G. H. Phinney, Hanover St., Manchester. Secretary-Treasurer, F. E. Gale, 50 State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter. Secretary-Treasurer, W. S. Bull. Office of the Division, Vanderbilt Building, New York, N. Y.

NORTH CALIFORNIA.—Chief Consul, F. H. Kerrigan, New City Hall, San Francisco. Secretary-Treasurer, Stanley G. Scovern, 1590 Fulton St., San Francisco.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr. Wilmington.

NORTH DAKOTA.—Chief Consul, Oscar S. Chenery, Jamestown.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

OKLAHOMA.—Chief Consul, Charles L. Wenner, Perry.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's Office, Philadelphia. Secretary-Treasurer, John J Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence

SOUTH CALIFORNIA.—Chief Consul, C. C. Monaghan, Santa Ana. Secretary-Treasurer, J. A. Kelly, 211 New High St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 221 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager Memphis Savings Bank, Memphis.

TEXAS.—Chief Consul, E. W. Hope. Sherman. Secretary-Treasurer, C. F. Wilmans, 179 Elm St., Dallas.

UTAH.—Chief Consul, C. N. Butler, Box 884, Salt Lake City. Secretary-Treasurer, W. S. Evans, Box 487, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

..... **State,** .....

Cycle Club, ...

References, ...

.....

*Write plainly, printing preferred, or enclose personal card.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

REDUCED RATES TO BALTIMORE.

I announce in the next issue of the BULLETIN, that application for reduced rates to the national assembly meeting is now pending before the traffic associations, and is being pushed as rapidly as possible; just as soon as a decision is reached, notice will be given in the BULLETIN.

Yours truly,
W. M. BREWSTER.

PHILADELPHIA, PA., Jan. 13, 1896.

ILLINOIS DIVISION.

Annual Meeting, Board of Officers, L. A. W.

The annual meeting of the board of officers of the Illinois division, League of American Wheelmen, was called to order at three o'clock, Saturday afternoon, December 28th, in the Great Northern hotel, Chicago, with Chief Consul Jaquish in the chair. The roll-call showed the following members present: Chief Consul L. C. Jaquish; Vice Consul John L. Misner; Secretary-Treasurer George D. Locke; Representatives C. L. Steen, H. P. Walden, A. J. Marrett, E. J. Porter, W. A. Davis, Fred Gerlach, W. A. Connelly, A. G. Woodbury, T. R. Bunting, J. R. Brown, M. X. Chuse, H. C. Morse, C. F. Vail, A. A. Billingsley, C. H. Robinson, J. F. O'Loughlin, F. R. Gadd, H. K. Allen.

Chief Consul Jaquish made his annual report.

Chief Consul's Report.

TO THE MEMBERS OF THE ILLINOIS DIVISION, L. A. W.:

I deem it proper to make a brief report of the affairs of the division for the year 1895. While the increase in membership of the division during the year has not been satisfactory, I believe that a statement of the conditions under which the division labored will offer a satisfactory explanation for not having brought about more satisfactory results. In common with the league at large, Illinois division began the year 1895 suffering from the effects of the virtual discontinuance of the BULLETIN in the year 1894.

It is not necessary to go into the conditions which brought about these disastrous results, as I believe they are familiar to every well informed League member. Suffice it to say that with the stoppage of the BULLETIN, there was a marked decrease in interest in League matters on the part of its members, and a falling off of at least fifty per cent. of the membership.

Under these conditions we began the year 1895, with $70.39 in the treasury, with 1612 members on the books. In 1893 the division officers borrowed $500, and in 1894 they borrowed $400 to carry them over to the time when they would receive their remittance from the secretary of the League. This plan was thoroughly discussed at a meeting of the division officers and others interested in the matter in April of the present year. Various plans of raising the money were discussed, and it was finally decided to get along the best way we could without borrowing money, and did so.

In addition to other difficulties we inherited a legacy debts, amounting to $363.61, all of which we have paid during the present year. We have expended about $300 in the printing work, and have taker in 595 new members; of the old membership of 1612, 975 renewed, the balance dropping out for reasons best known to themselves, though renewal blanks were sent to every member by the secretary-treasurer, a surprisingly large number of which were returned unclaimed at he will show in his report.

It will thus be seen that during the year we have lost 637 members by failure to renew. It is believed that a large percentage of the loss of membership is due to the fact that not half of the members received their BULLETIN dur-

ing the year of 1894; therefore, had no incentive to report their change of address to headquarters when they moved, also due to loss of interest in League matters by failure to receive the BULLETIN, and perhaps the balance is due to both, because of a lack of work among the members on the part of the local consuls, whose duty it is to inspire wheelmen generally and League members in particular with a live interest in League work.

How to remedy the existing state of things is the chief problem of the hour. My experience teaches me that when the question of good roads is properly and forcibly presented to wheelmen, they at once become interested in the League, and wish to join it. If you convince a wheelman that the League of American Wheelmen is the largest and strongest organization in existence today, which is working for the building of permanent highways, you will awaken his interest and he is ready to join hands with you.

On the other hand, wheelmen are like the balance of humanity, selfish, and they raise the old question, "What do I get for my dollar?" It seldom occurs to them that the proper question is, "How much good can I do with my dollar?" If this question were asked by every wheelman, the answer would be, "Give it to the League to be expended in the cause of good roads;" and every wheelman would join the League, but not long in this direction would wheelmen be benefited by belonging to the League. If every cyclist in the United States were to join the League, that body would exert an influence, which it would not be possible to resist. They could virtually control legislation, and compel the enactment of laws in every state for the building of permanent roads, and could secure without difficulty such other proper legislation as might be desired.

It would also make it possible for each division to place guide boards at every prominent road crossing for the guidance not only of wheelmen alone, but every traveller on the public highway. The influence of the League would be so strong that the railroads could not carry into effect the plan of charging for carrying bicycles on their trains. Better arrangements than now obtained could be made at hotels throughout the country for the accomodation of League members. In short, it is not possible, in a report the length of this to enumerate all the benefits that would accrue to wheelmen if they should join the League in a body.

It is not possible for the division officers to reach all the wheelmen in a division personally, and present to them in the proper light arguments and reasons for joining the League, and for always remaining in it when they once have joined it. A large portion of this work must be delegated to others, as it is well known that far more can be done by personal effort than can possibly be done through circulars, letters, and other mediums of that kind. We must look to the local consuls to perform this personal work in their respective localities, and to that end it is desirable that only live, energetic members of the League should be appointed local consuls, those who take principal interest in League work, and who will whenever the occasion presents itself, say something that will induce wheelmen to become members.

It has been my policy in the past year, as it will be in the coming, to appoint as local consuls only men who will work for the interests of the League, believing it to be better to leave the office vacant rather than have it filled with dead timber. For this reason not half the local consuls have been appointed that should have been. Whenever I have discovered a man who was sending applications for membership, and showing an interest in League members, I have him appointed local consul, and shall continue to do so. Also I have acted on every recommendation that I have received, making such appointments that I believe in the main those positions are occupied by fairly good men, but it will be my endeavor the coming year to make better appointments than those of the past year, if possible.

I shall briefly outline the work for the coming year. First, last and all the time, every member of this division is requested to talk good roads, and to ask every wheelman of his acquaintance to become a member of the League. If this is done, substantial results can be shown. Wheelmen from every part of the state are requested to make recommendations for the appointment of local consuls, and only to recommend the names of live, energetic wheelmen. Local consuls are requested to confer with the best hotels in their locality, with a view of making concessions to League members, and to report the results of their efforts to me.

It is extremely necessary that our hand book should be revised this year, bringing it down to date, making it as brief as possible and at the same time omitting nothing of importance. This should be attended to at the earliest possible moment. It is also desirable, as soon as the condition of the treasury will warrant it, to revise our old road book and republish the same at an early date. Our road books are all sold, and we have frequent calls for them. I would not advise taking this step, however, until we have money enough to enable us to publish the book without distressing ourselves financially.

Chief consul's report accepted.

Report of Secretary-Treasurer Marrett.

THE CHIEF CONSUL AND REPRESENTATIVES OF THE DIVISION:

Gentlemen:—During the year that has just ended the League in Illinois has not made the progress that we looked for in the earlier months of the year. The membership, now 1,570, has slightly decreased. We did very well with new applications, but the loss by members failing to renew was very great, the number of letters returned marked gone away was a great surprise. On consideration, this is explainable, in a great measure, owing to the fact that members last year had no incentive to report their change of address. The majority had not subscribed to the BULLETIN, and had practically no communication with the League, consequently no track could be kept of their movements. After the last assembly meeting, we knew that the proportion to be received by the division would be less than previous years, consequently we had to keep in mind the expenditure. We have conducted the business of the division on as economical basis as possible, every branch except the recruiting has been carried on at a less expense than the previous year. We have also paid a considerable sum left over from that year.

There has not been anything startling in the division during the year. The chief consul in his report deals with most of the work done by us. We have kept out of law. Several times it looked as though we should have some experience in that line, proposals to tax cycles being suggested in various places, but always died out. The chief consul, division attorney, and myself watched the matter and were prepared to take the matter up in the interest of cycling generally.

We discontinued the plan of paying cash bonuses for obtaining members, offering, instead, prizes in other forms, a tandem for the greatest number during the League year, a cycle for any one bringing in 100 or more, books for smaller numbers. Several members stated their intention of competing, but to up the present time no one has sent in sufficient names to obtain the reward.

In my successor you have elected a man who has the interest of the League at heart, and is a thorough enthusiast in cycling matters, and I am sure will fill the office much better than I have been able to. I have to thank all members with whom I have come in contact for their kindness, and trust next year we may see more interest taken in the League. There is certainly a lack of it at present. Cyclists do not realize that they receive any direct benefits by joining beyond receiving a weekly newspaper, and many, perhaps the majority, do not care for a cycling paper. They ride just for the pleasure of exercise, or business purposes, or economy, never going beyond the boulevard or city streets. Good or bad roads in the country have little interest for them. If the farmer wants better roads he is the man to look after it. They take no interest in racing. So long as they possess a good wheel, or think they do, and can ride without much discomfort, they are perfectly satisfied. How are this class to be induced to join us?

We have received during the year:		
Balance on hand,	$ 70 39	
595 Applications,	767 05	
975 Renewals,	341 25	
Fines and Transfers,	1 34	
Road Books and Miscellaneous Receipts,	162 90	
		$1,362 93
And expended as follows:		
Chief Consul,	$ 80 05	
Secretary-Treasurer,	418 00	
Recruiting,	293 00	
Annual Meet	147 20	
(This amount was left over from last year, owing Quincy).		
Board of Officers,	110 75	
Road Improvement,	93 95	
($50 of which was last year).		
Reward,	25 00	
Election,	36 75	
National Assembly,	113 17	
Balance on hand,	45 25	
		$1,362 93

You will see that the disbursements during the year amounted to $1,317.67 against $1,889 12 (leaving out the loan which was paid back) for 1894. We did not borrow any money this year, being out of pocket until the remittances were received from Boston.

Motion that a vote of thanks be extended to the officers of the past year for the faithful performance of their duties. Motion carried.

Report of A. C. Woodbury, Chairman of the Road Improvement Committee.

TO THE CHIEF CONSUL, OFFICERS, AND MEMBERS OF THE ILLINOIS DIVISION, L. A. W.:

Gentlemen,—Your committee regret to report so little accomplished. At the last meeting of the division board in this city so much gratification was expressed about the information gathered as to road taxes of Illinois that your committee hoped to use it to good purpose. The first idea advanced was that a pamphlet should be issued for general distribution, containing this road data. The treasury being unable to bear the expense, it was suggested that advertising among cycling, vehicle, and road-making implement people be secured. Later this was dropped, because the book was to be principally for farmers, and it was agreed that advertising of such a character would injure the cause. As the time was passing, a condensation was made and kindly issued by the *Chicago Herald*. This article was plate matter used more or less in Illinois papers. Two hundred copies of this paper were bought and mailed to various people. Later two hundred more were purchased, a number yet being on hand. The article called "Conditions" was also published in the last number of *Good Roads* Magazine. This was an excellent place to preserve figures, and if previous notice had been given, a number could have been contracted for, as only forty were secured.

At the December meeting a year ago a road bill was presented which was drawn by the division attorney. It was endorsed by the members present, and its passage by the legislature urged. Early in January a conference was held of three interested parties in this question. Mr. C. F. Kimball of Chicago represented the carriage builders; Mr. A. C. Baldwin of La Salle county, as a farmer and a county supervisor, took part in a lengthy letter, giving his views; and the wheelmen present were L. C. Jaquish, T. F. Sheridan, and the chairman of this committee. It was there decided to hold back the prepared bill, and await the action of the State meeting of the supervisors on the 17th of January. Mr. Baldwin was placed on the road committee at that convention, but failed to secure favorable action. Further delay was occasioned by the opinion of interested parties that our bill would not receive favorable action, and Chief Consul Jaquish said he would try and have Division Attorney Arthur prepare a bill on other lines, and after a short delay this was abandoned, and the original was introduced by Hon. William Bines of Vermillion county, himself a member of the road and bridge committee, as House Bill, No. 253, Feb. 7. The division, represented on the ground by Mr. Billingsley of the legislative committee, had had several conferences with Mr. Bines. When the bill came before the committee, Mr. Billingsley was given a hearing, but he reports no assistance excepting from Mr. Bines, the majority of the members giving little attention to it, and it failed to carry, being killed in the committee room. Previous to this, early in the session, a detailed road law, House Bill, No. 77, was introduced by Representative Ely of Grundy county. It covered twenty-two pages and showed much care and study. He is an advanced farmer; and would there were more like him. The striking difference in the bills was that where ours left the matter to townships, his left it to counties. Although himself a member of the road and bridge committee, he could not get his fellow members to report favorably (see Tribune report). This bill, fathered by a farmer, getting such a defeat showed us what we might expect our bill to come to. We saw no hope of immediate success, but concluded to keep up with the agitation, and at the urging of Mr. Billingsley and with the consent of Chief Consul Jaquish, the chairman of this committee went to Springfield. He found that eighteen of the twenty-one members of the road and bridge committee were farmers; three, and possibly four, were all that could be called good road advocates. After a personal interview with several members this committee was given up for the time being. And after a talk with the president of the senate, Charles Bogardus of Ford county, it was decided to bring a new bill before the senate. Following vexatious delays it was introduced as Senate Bill No. 488, May 9. The bill is not an ideal one. It is for a county system of hard roads, whereas the Massachusetts plan of State supervision is probably preferable, but it was prepared to meet the case and had a good reception. On May 27 Senator Bogardus wrote that the bill was reported out by the committee with the recommendation that it be passed. The chairman of the senate committee was hardly in favor of it. Mr. C. F. Kimball wrote May 24, "It seems to me, under the circumstances, this covers the ground well. I have written to the people from Cooke county urging action." Representative Fletcher said, "It meets my hearty approval." On June 6 Bogardus again wrote, "It is so late in the session. If I had the bill a month earlier I have no doubt I could have passed it." These comments show that we should certainly keep trying. Whenever we get a chance to vote, let us try for more men like Bines, Ely, and Bogardus. Aside from the three different mentioned bills, there were no others of a general nature introduced. The legislators were afraid to touch a road bill, especially one forming a State board of commission, as that meant more money, and the State was already so far short in the treasury that it was certainly not an opportune session for a road bill. May 16 two hundred circular letters were sent to various parties over the State, asking them to write their representatives to assist the bill, but, as Mr. Bagby Hall replied, "It will be equivalent to pounding my head against a stone wall." And, as Mr. O. W. Moore of Monticello wrote, "Our representatives being farmers are dead against any legislation." A little favorable legislation did get through. See House Bill, No. 705. Also the bill dividing each township into three parts. Hereafter each highway commissioner will be elected from, and look after, his division. A bill introduced by Senator Dunlap of Champaign to decrease country roads to forty feet failed to pass. And as Chief Consul Billingsley well says, "If Illinois L. A. W. shows less results, it is because our soil is harder to build roads over, our farmers more prejudiced, and all the factors against us are greater here. It is a fact that there are thousands and thousands of farmers who have never seen a hard road, who have lived on the prairie since their birth, and cannot comprehend the value and luxury that macadam affords. How are you to appeal to such men? They are not all illiterate men either. A good roads movement presents greater difficulties in this division than in any other." This committee concludes that he is correct. Since the adjournment of the legislature very little has been done. As our division is now on solid finan-

cial ground, definite work should be outlined by our successors. And right here let it be said that more active work must be done by each wheelman. Each depends too much on the enthusiasm of the other fellow. Only those acquainted can believe the neglect of some prominent cyclists in answering inquiries about roads and taxes. Other States are securing road laws. So should we. Connecticut has just passed one, not so good as Massachusetts has, but it will lead to a better one. It was the good fortune of the chairman to call on State Highway Commissioner Perkins in Boston. From him it was learned that the first spirit of antagonism on the part of the farmer has vanished. They have on file applications for road service through 230 towns out of the 234 in the State. It is catching. Nothing like an example for any and all of us. What we need is skill and experienced supervision. Take the money we now use, with a small annual draw on posterity, expended properly, we would soon have roads and good ones. We allow too many experimenters; do not forget to provide the road machinery after the road is built. The day of the motor vehicle is on. The good road has got to come, the road which rain will not effect, the road which can be travelled every day and every month in the year.

Report of chairman of road improvement committee accepted.

Legislative committee by its chairman, Mr. Billingsley, made a brief report. Report of the rules and regulation committee. Motion to defer the action on amendments to by-laws to be taken up under new business, was carried. The bill of Galesburg Cycle Club, $89.50, for championship medals at the State meet, one of George D. Locke, of Jerseyville, for expenses, $26.15, and one of A. G. Woodbury, of Danville, $34.51, were presented. On motion bills were referred to executive and finance committee, with power to act. Election of delegates to the national assembly. The following were placed in nomination: Fred Gerlach, A. G. Woodbury, F. R. Gadd, E. J. Porter, C. H. Robinson, and W. A. Connelly. The following named gentlemen were declared elected; Fred Gerlach, E. J. Porter, and F. R. Gadd. On motion those holding proxies were allowed to vote them, J. H. Dunn's proxy in favor of F. R. Gadd, and F. E. Sparks, in favor of C. L. Steen. Also to dispense with order of business, and take up report of rules and regulation committee was carried. Motion that Mr. Gerlach's amendment to Article Sect. 1 of the constitution, by striking out "three" and inserting "or more," be adopted, and was carried. Motion that Mr. Gerlach's amendment to Article IV., Sect. 8, by cancelling Sect., Article IV., and substituting therefor the following: "Racing boards shall consist of a chairman and two or more members of the division, and shall have charge of all division championship racing, shall allot time, place, and conditions for running the same, and may at any time alter the number and distance of the same. It shall have the management of all other matters for promoting the interest of cycle racing in this division," be adopted. Motion carried. Motion that a nominating committee to select standing committees for the ensuing year be appointed by the chief consul, consisting of himself and two other members. Motion carried. Chief consul appointed J. L. Misner and W. A. Connelly on this committee. Nominating committee reported the following appointments for the ensuing year: Executive and Finance Committee, L. C. Jaquish, chairman, Chicago: J. L. Misner, Peoria; W. A. Davis, Chicago. Rules and Regulation Committee, A. A. Billingsley, chairman, Springfield; A. D. Black, Jacksonville; W. J. Matern, Bloomington. Recruiting Committee, George D. Locke, chairman, Jerseyville; 1st district, E. M. Newman, Chicago; 2d, M. R. Brock, Highland Park; 3d, Frank Henrich, Danville; 4th, H. K. Allen, Galesburg; 5th, John A. Bush, Peoria; 6th, Charles H. Robinson, Springfield; 7th, Loren C. Cox, Quincy; 8th, O. W. Moore, Monticello; 9th. Dr. L. F. Schussler, Alton. Road Improvement Committee, A. G. Woodbury, chairman, Danville; F. R. Gadd, Galesburg; W. A. Connelly, Danville; and the other members to be selected by the chairman. Racing Board, J. L. Misner, chairman, Peoria; T. R. Bunting, Quincy; Bert Custer, Danville. Handbook Committee, C. L. Steen, chairman, Chicago; chairman to select the other two members.

Motion that report of nominating committee be adopted, and that chairman of the racing board have power to add to his committee if necessary. Motion carried.

Applications for the state meet. Peoria Bicycle Club, Peoria, Ill., presented its application. Motion that the state meet be held in Peoria in 1896 at such time before July as shall be decided by the State Racing Board and and the Peoria Bicycle Club. Motion carried.

Motion that all past chief consuls shall be members of the board of officers, and entitled to all the privileges thereof, but no ex-chief consul be allowed to be represented by proxy, and that the same be referred to the rules and regulation committee for their consideration. Motion lost. Motion that this board refer to the rules and regulation committee that all ex-chief consuls of the division be given the privilege of the floor, and not entitled to a vote. Motion carried. Also that the Illinois delegation be instructed to take such steps as will enable us in the next National Assembly to amend Section IV, Article 3, of the National Constitution, "That all secretary-treasurers of division be authorized to retain from the initiation fee and dues received by them that part of the amount which belongs to the division." Motion carried.

Motion that the delegation of this division be instructed to vote at the National Assembly that the League of American Wheelmen retain control of racing. Motion was lost,

Resolved, it is the present sense of this body that the League of American Wheelmen continue the control of racing. Which was adopted.

On motion, meeting adjourned at 8 P. M.

GEO. D. LOCKE, *Sec.-Treas., Ill. Div., L. A. W*

ARIZONA DIVISION.

I have appointed Mr. T. J. Moyer consul at Flagstaff Arizona.

Fraternally,
W. L. Pinney, *Chief Consul.*

PHOENIX, ARIZ., Jan. 15, 1896.

IOWA DIVISION.

Board meeting of the Iowa division. L. A. W., held at Marshalltown, Iowa, Dec. 18, 1895, in the parlors of the Tremont hotel. Meeting called to order by chief consul E. Kostomlatsky, of Oskaloosa, Iowa.

Those present were: E. Kostomlatsky, chief consul, Oskaloosa; A. C. Miller, secretary-treasurer, Des Moines; Dr. A. C. Whelply, Cedar Rapids, R. S. Phillips, Sioux City, W. W. Anderson, Jefferson, representatives at large; J. F. Rall, representing Cedar Rapids L. A. W. club; J. B. Green, representing Capital City L. A. W. club of Des Moines; J. A. Gallaher, representing the Jefferson L. A. W. club; H. B. McCreary, representing the Centreville L. A. W. club; and by proxy, F. B. Thrall, vice consul and Joe Beeson, representing the Oskaloosa L. A. W. club.

Minutes of former meeting read, and on motion approved. We then listened to the report of the retiring secretary, which was as follows:—

Report of Secretary-Treasurer.

TO THE BOARD OF OFFICERS IOWA DIVISION L. A. W.:—

Gentlemen:—I herewith submit my report of the condition of the Iowa division.

In some respects our condition at the present time is very encouraging but there are plenty of places for improvement.

At this time last year our membership was 548, at present it is 734, a gain for the year of 186, and a gain in membership means a gain financially.

We have a balance on hand of $387.52 as against $228.75 a year ago.

Our gain in membership is very encouraging, though small, as we have lost over 200 of our members who have failed to renew.

I mailed notice after notice to local consuls and to individual members where we had no local consuls urging them to renew, and right here I wish to thank Mr. Fred Beach, our worthy chief consul, for valuable assistance given at this time when the secretary of a division is in the height of his misery.

Our present method of having an applicant's membership run a full year, will distribute the work of the secretary so the hard work of drumming up renewals will not all come in sixty short days. One, and the main cause why our membership dropped so during the renewal season, I attribute to the fact that the BULLETIN was stopped the first of February, and we had no official paper just the two months we needed it the most to reach our members, and compelling us to fall back on circular letters, an expensive and very unsatisfactory method of dealing with members.

I believe in personal solicitation, both for recruiting new and renewing old membership and think that the local consul method a good one and would favor the appointing of a local consul in every town in the State, no matter how small, and in the larger places two or three.

I would suggest the giving of a premium, such as a badge or button, for each person securing five or ten new members.

Each year the interest in our annual meet increases and as you all know, it is one of the most recruiting opportunities we have.

I would favor some plan by which we would oblige each place wishing to secure the meet, to first secure a stated number of League members, and then to make it strictly a League affair, and allow privileges to only a League member, even to an entry to the races.

Then to see that all prize lists are as advertised, and you will not lack interest or entries.

It has been several years since we have issued a hand book, and think in our present condition we can afford to issue another, something good.

Another matter for your consideration.

At the last meeting of the Iowa assembly, the Iowa division L.A W. was represented by Thos. F. Cooke, our chairman of the committee on improvement of highways.

Although he had a hard job before him, his report will show that he did the division good work, and I would suggest, if we have any money to spend, we can find no better way to use it than to work for good roads at the next meeting of the assembly. Now that we have started the movement, it is best to keep at it so as not to lose the ground we have already gained.

Statement of finances: Receipts, $887.42. Expenditures, $499.90. Balance on hand, $387 52.

Thanking you for your attention I am,

Fraternally,
E. KOSTOMLATSKY, *Sec.-Treas.*

OSKALOOSA, IOWA, Dec. 1, 1895.

On motion the report was accepted and placed on file. The retiring chief consul, Fred Beach of Muscatine, Iowa, being present, then presented his report, which was read by the secretary, and is as follows:

TO THE BOARD OF OFFICERS IOWA DIVISION L. A. W.:—

Gentlemen:—In making my last report as chief consul of the Iowa division, it is a pleasure to state that the affairs of the division are in an exceedingly prosperous condition.

The membership now is 734, being 113 more than the highest mark reached heretofore according to the secretary-treasurer's report of the past year.

It would be well to note the splendid success attending the annual meet at Jefferson. Our hearty thanks are certainly due the Jefferson cycling club for the splendid entertainment we received.

The reward of $30.00 offered for the return of stolen wheels belonging to members has not been claimed in a single instance.

I would suggest, if possible, it be made to include a provision for the payment of the amount of the reward to the owner of the wheel, if the wheel be not returned in six months, thus making a partial insurance.

It has been the aim of the chief consul to economize in the matter of expenditures as much as possible the past year in order to have funds sufficient to begin the work of a new road book.

The board should make a liberal appropriation for the commencement of the work at once, as it should be completed, if possible, next year.

Some complaint has been made regarding new by-laws, and particularly in regard to the method of holding election. While I am of the opinion that the system of electors is a just and sensible one, and would be a saving to the division in voting expenses by the mail vote, yet it might be well to return to the old method.

If the League is to continue in control of the racing interests of the country, every member should be informed on the rules, and a copy of the racing rules together with a copy of the constitution and by-laws, should be mailed to each member at the same time as the membership ticket.

If you see fit to send representatives to the national assembly, this is one thing that they should be instructed to bring before that body.

In closing my report, I wish to thank all who have assisted me in the work for the past four years. The help I have received and the many friendships offered, have made the work one of great pleasure, and I wish to pledge the Iowa division my hearty support in the future.

Respectfully submitted,
FRED BEACH, *Chief Consul.*

MUSCATINE, IOWA, Dec. 1, 1895.

Expenses of the chief consul, $36.30. Balance on hand, $13.70.

On motion the report was received, approved and ordered placed on file.

A report was then read from F. B. Thrall, chairman of the racing board, which was as follows:

TO THE CHIEF CONSUL AND BOARD OF OFFICERS IOWA DIVISION L. A. W.:

In making my report as chairman of the racing board, I wish to extend thanks to the officers, local consuls, racing men and race promoters, for the interest and courtesy shown me in applying for information during the past year.

There has been a large increase in racing in Iowa in 1895, and a more general interest taken by the public in racing, and racing men, and race promoters are giving their support to, and observing the rules of the L. A. W. racing board more than in former years.

There were a few race meets held in Iowa this year where the L. A. W. racing rules were not observed, but not as many as in former years.

I would like to suggest that when the chief consul issues his instructions to local consuls, to instruct them to report all race meets held in their districts to the chairman of the racing board.

Following are the track records for Iowa.

F. B. THRALL,
Chairman of the Racing Board, Iowa Division.

On motion the report was received and ordered placed on file. A motion was then made by J. F. Rall, of Cedar Rapids, that we proceed to ballot for a location for next year's meet and that vote be by written ballot, which motion carried.

Before voting, however, an opportunity was extended to outsiders to appear and present to us the inducements and advantages of the different locations represented by them, and that were desiring to secure the meet for 1896.

We listened to some very entertaining speeches from the delegation from Cedar Rapids, which was headed by their very worthy city official, Mayor Lincoln, who put before us

quite eloquently the many advantages of their location geographically, new athletic grounds, etc., offering as a special inducement that the Iowa division should not be at any expense whatever for the attendance of the officers of the division in attending the meet.

Mr. Green and Mr. Tones of Des Moines presented the advantage of Des Moines as the first city of Iowa; its central location, two good tracks, and railroad facilities for reaching all parts of the State. Including the "roof garden."

These two cities proved finally to be the only applicants to come before the meeting for the meet. Outsiders were then requested to retire, and we proceeded to ballot.

First informal ballot resulted, six for Cedar Rapids, six for Des Moines. First formal ballot, Cedar Rapids, six, Des Moines six. Second formal ballot, Cedar Rapids, seven, Des Moines, five.

J. B. Green of Des Moines then moved that the vote be made unanimous for Cedar Rapids, which was carried.

On motion of J. B. Green, the secretary was instructed to report the result of the doings of the meeting to the *Interstate Cycler* of Des Moines for publication.

A letter was then read from Thomas F. Cooke, secretary of the highway improvement committee, which was ordered referred to the highway committee.

J. A. Gallagher then offered the following resolution, which was adopted unanimously.

Resolved, by the officers of this division that the League of American Wheelmen should continue its control over racing.

George E. Tones moved that all L. A. W. members be asked to express their views on the control of racing by the League, by voting the blank in the BULLETIN. Carried.

On motion of J. F. Rall, Article II. of the by-laws was changed to read as follows:

ARTICLE II.

Sect. 1. The annual election of officers shall be held between the fifteenth day of October and the fifteenth day of November, as provided for in the constitution, and shall be by mail vote. Voting blanks shall be mailed to each member of the division by the secretary-treasurer, and ballot once handed or mailed to the secretary or treasurer can not be recalled.

Sect. 3. Nominations for the board of officers, consisting of the chief consul, vice-consul, secretary, treasurer, and representatives at large, shall be made at the regular annual meeting of the division, provided that additional candidates for office may be nominated in writing to the secretary-treasurer by at least twenty members; no member can sign for more than one candidate for each office. Carried.

J. B. Green moved to amend Article XIV. of the by-laws, by striking out the word "Railroad" in Article XIV., and inserting the words "Necessary expenses."

On motion the following was added to the first paragraph of Article XII. "Provide that no proxy shall be voted at meeting of the board of officers."

A letter was then read by the secretary from Isaac B. Potter, New York division, which on motion was referred to the highway committee.

Article VIII. was then amended by striking out the words, "from each of five districts of the division."

J. F. Rall moved that the division stands ready, and hereby pledges the amount of $——, towards the expenses of carrying up to the supreme court the case of Allen Cook *vs.* J. E Fogarty, the same to be expended under the direction of the chief consul, and whatever amount advanced to be refunded to the division, if suit ends successfully for the plaintiff. Carried unanimously.

J. A. Gallagher moved that the chief consul and secretary or treasurer be authorized to offer and pay a reward of $30 for the recovery of stolen wheels, and arrest and conviction of the thief, and further provide that in case the wheel be not returned after sixty days, that upon proper showing to the executive committee, that the member has not been careless in leaving his wheel exposed, and has kept the tag furnished him by the secretary-treasurer upon his wheel, showing that he was a member, then the secretary-treasurer be authorized to pay said member $25, to be refunded in case his wheel is recovered within a reasonable time. Motion carried.

A vote of thanks was unanimously and enthusiastically tendered Mr. Fred Beach, the retiring chief consul, for his long continued service and good work done for the League, and expressing the hope that in the future he would prosper and flourish "like a green bay tree."

Chief consul then announced the following committees:

Rights and Privileges. Chairman, 1, J. A. Gallagher, Jefferson; 2, W. G. Harvison, Des Moines; 3, A. A. Herring, Sioux City.

Improvement of Highways. Chairman, 1, Thomas F. Cooke, Algona; 2, W. G. Harvison, Des Moines; 3, Frank V. Friend, Montezuma.

Rules and Regulations. Chairman, 1, J. H. Kostman, Red Oak; 2, Geo. W. Prugh, Burlington; 3, Ed. Johnston, Sigourney.

Transportation. Chairman, 1, D. S. Crane, Atlantic; 2, J. T. Found, Newton; 3, Earle Barrows, Centreville.

Racing. Chairman, 1, F. B. Thrall, Ottumwa; 2, Ben. E. Miller, Cedar Rapids; 3, H. C. Hattenhauer, Council Bluffs.

On motion we adjourned.

A. C. MILLER, *Secy.-Treas.*

NORTH CALIFORNIA DIVISION.

The North California Division, League of American Wheelmen, is at present enjoying a boom and new members are seeking to gain admittance, for we are possessed of a very capable set of hustlers.

During the past few weeks we have been making the rounds of the various local clubs, and explaining the good of belonging to our League, with the very good result that our numbers are greatly advanced.

At the next monthly meeting of the board of officers the League meet will be awarded, and already several towns are fighting hard to possess it, and the division is benefited by their good work, as each have forwarded many applications.

As a starter for the new year, I would say that two new League Clubs are the result, namely the Petaluma Wheelmen of Petaluma, and the Terminal City Wheelmen of Stockton, and the chances are that the San Francisco Road Club and the Olympic Cyclers will soon put in their applications.

During the month the board will visit the California Cycling Club, Olympic Club Wheelmen, Olympic Cyclers, Liberty Cycling Club, and Imperial Cycling Club, and expect to gain many members from each club.

The secretaries of each club have aided us considerable, by sending out special notices, and from past visits the attendance at these meetings has been very flattering, so the seed once sown is bound to reap some fruit.

We have on hand some seven hundred road books, and members of this division can secure them by writing to the secretary-treasurer, whose address can be found in the official directory. Fraternally yours,

STANLEY G. SCOVERN, *Secretary-Treasurer*

SAN FRANCISCO, CAL., Jan. 13, 1896.

SOUTH CALIFORNIA COMMITTEES.

The first named in each committee is chairman.

Executive and Finance. C. C. Monaghan, Santa Ana; J. S. Thayer, Los Angeles; P. H. Lyons, Los Angeles.

Rights and Privileges. A. G. Hinckley, Los Angeles; Stanley J. Castleman, Riverside; C. L. Williams, San Diego.

Rules and Regulations. M. T. Owens, Los Angeles; George H. Frost, Pasadena; J. H. Sloan, Santa Paula.

Improvement of Highway. W. A. Correll, Riverside; J. A. Hankey, Santa Ana; C. R. Jordan, Santa Barbara; A. E. Higgins, San Diego; E. W. Kinzie, Los Angeles.

Touring. Fred Koch, Etiwanda; E. R. Braley, Pasadena; C. H. Olney, Santa Ana.

Racing. H. C. F. Smith, Los Angeles; C. E. Torrey Santa Ana; Jas. Patterson, Jr., Perris.

Transportation. E. A. Hornbeck, San Diego; C. C. Ashley, Los Angeles; H. E. Bundy, Santa Ana.

NEW YORK STATE DIVISION.

Road-Book Committee.

APPOINTMENT. I have appointed Mr. Arthur P. Stanley-Hyde, 32 East 84th street, New York, N. Y., a member of the road-book committee of this division.

ISAAC B. POTTER, *Chief Consul.*

Vanderbilt Building, NEW YORK, N. Y.

HEADQUARTERS NEW YORK DIVISION.

The office of the New York state division has been removed to room 811, Vanderbilt building, (corner of Nassau and Beekman streets, New York City). All matters relating to the business of the New York State division will be attended to at that office, where the secretary-treasurer is in constant attendance, and where chief consul Potter may be seen at 5 o'clock, P. M., daily. (Saturdays at 4 o'clock.)

W. S. BULL, *Sec.-Treas.*

KENTUCKY BOARD MEETING.

The regular meeting of the board of officers of Kentucky division was held at the home of the secretary-treasurer on Dec. 8, 1895, with the chief consul, Mr. J. W. Clendening, in the chair, and all the members present except the vice-consul, Mr. J. M. Cromwell.

The financial report to Dec. 1, 1895, being the same that was published in BULLETIN of Dec. 13, 1895, was read and accepted.

After discussing the necessity for revising the constitution and by-laws, the secretary moved the appointment of a committee to carry out the work. The motion was carried, and the chief consul selected Mr. W. W. Watts for the duty.

Mr. Croninger moved that a committee consisting of the chief consul, vice-consul, and representatives be appointed to revise and enlarge the road book and publish the same. Seconded by Mr. Dewhurst, and carried.

The chief consul announced standing committees as follows:

Road improvement, the secretary-treasurer.

Recruiting, the chief consul and secretary-treasurer.

Racing board, M. J. Fleck, of Louisville; C. O. Updike, of Lexington; J. W. Conn, of Covington.

Upon nomination by Mr. Dewhurst, Mr. Ed. H. Croninger was elected a delegate to the national assembly.

No other business being presented, the board adjourned.

OWEN LAWSON, *Sec.-Treas.*

CONNECTICUT DIVISION.

I must again call upon the members of the division for recommendations for the position of local consul, and as in many cases the consul has shown that he takes but little interest in the work of the division, it is necessary that the chief consul be informed of better men for the position. I will be glad to receive communications on this subject from any member of the division, and will consider them confidential.

Will also be glad to have names of members familiar with the roads in their sections who can be depended on for accurate information, and are willing to give a little time to the correction of maps and furnishing of data for our new road book.

A circular is being prepared, asking for information on the subject of League hotels, consuls, ordinances, etc., and I beg of every member or the division to do his best to reply to it, as there is no other way in which this information can be had, and without the aid of individual members, the chief consul must acknowledge that he is helpless to improve our conditions. Critics there are who say, why does not the division do this or that, when the conditions are absolutely unknown to the proper authorities, and who but you who know of these things are to blame for their existence?

Hoping that this will lead to a substantial increase in my mail, I remain, PHILIP W. WESTLAKE, *Chief Consul.*

IOWA.

Fred Beach of Muscatine is elected delegate to the national assembly from this division.

Fraternally,

A. C. MILLER, *Sec.-Treas.*

INDIANA APPOINTMENTS.

The following have been appointed local consuls at their respective points: Mr. H. R. Pickard, Fort Wayne; Mr. Charles M. Miller, Terre Haute; Mr. John W. Robertson, Summitville, and Mr. Elmer C. Pierce, Brazil.

MARO R. THOMPSON, *Chief Consul.*

ARIZONA.

I have this day made the following appointments as Consuls in this division; Geo. A. Bonelli, Kingman; P. B. Yates, Nogales; W. L. Van Horn, Tempe; Geo. A. Mauk, Arizola; K. L. Hart, Tucson; H. A. Thompson, Peoria; J. S. Griffin, Phoenix; L. L. Ferrall, Williams; S. A. Belinge, Willcox; Wm. C. Livingston, Whipple; John H. Gannon, Prescott.

Fraternally,

W. L. PINNEY, *Chief Consul.*

PHOENIX, ARIZ., Jan. 9, 1896.

DISTRICT OF COLUMBIA.

I have this day appointed Mr. C. E. Wood, 1325 14th st., N. W., secretary-treasurer of this division.

Fraternally,

WM. T. ROBERTSON, *Chief Consul.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Jan. 24, 1896.

Total, 199—39,013.

Alabama, 1—47

Unattached

91,833 Tullis, Clayton T. Eufaula

Connecticut, 2—961

Unattached

91,834 *Cone, Miss Marie B.* East Hampton

5 Bolton, James R., M. D., Box 98 Litchfield

District of Columbia, 2—80

Wash. Road Club

91,836 Patrick, Perry P., 452 Pa. ave Washington

Unattached

7 Lerch, Anton, 826 12th st., N. W. Washington

Illinois, 11 — 1588

Lincoln B. C.

91,838 Armstrong, Percy W., 268 Wabash ave — Chicago

S. S. C. C.

9 Jameson, Henry A., 268 Wabash ave — Chicago

Danville, C. C.

840 Stuebe, W. J., 425 Short ave — Danville

Unattached

1 *Elwell, Nellie E.*, 507 East 45th st — Chicago
2 Elwell, Will R., 507 East 45th st — "
3 Babcock, Dr. R. H. — Highland Park
4 Finney, John — "
5 Purdy, E. H. — "
6 Purdy, D. C. — "
7 Wolcott, Rev. P. O. — "
8 Myers, W. C., 318 Fifth ave — Joliet

Indiana, 10 — 259

Ft. Wayne C. C.

91,849 Mohr, Frank X., Hamilton Nat'l B'k — Ft. Wayne
850 Hirsch, David — "
1 Mungen, W. W., 2 East Columbia st — "

Wabash C. C.

2 Van Huss, H. M., 304 No. 7th st — Terre Haute
3 Hughes, Logan G., 329 Ohio st — "

Unattached

4 Katt, A. C. — Ft. Wayne
5 Keplinger, Frank E. D. — "
6 Clarke, E. E., 938 No. Alabama — Indianapolis
7 Liebel, William, 38 Court ave — Jeffersonville
8 Lester, Will T., Box 394 — Washington

Iowa, 2 — 746

Estherville C. C.

91,859 Johnston, B. M. — Estherville

Unattached

860 Richmond, R. M. — Swea City

Kansas, 2 — 465

Parsons, B. C.

91,861 Barton, Kirby, 3201 Johnson ave — Parsons

Unattached

2 Houston, Otis, Box 59 — Neodesha

Kentucky, 2 — 490

Unattached

91,863 Hardwick, F. W., Farmers Tobacco Warehouse, Louisville
4 Moore, Scott W., 2211 W. Walnut st — Louisville

Maine, 3 — 466

Portland W. C.

91,865 Ramsdell, Edw. P., 108 Exchange st — Portland

Unattached

6 Gardner, Walter H. — Bucksport
7 Mitchell, Geo. O. — "

Maryland, 14 — 686

Park C. C.

91,868 Semmes, Jno. E., 10 East Eager st — Baltimore
9 Steele, John N., Equitable Bld'g — "
870 Williams, N. Winslow, 1123 No. Charles st — "
1 Canfield, Dr. Wm. B., 1010 No. Charles st — "
2 Preston, Alexander, 215 Law Bld'g — "

Unattached

3 Fisher, J. Millard, 209 So. Charles st — Baltimore
4 Moore, Chas. E., 307 So. Charles st — "
5 Newcomer, Waldo, 1211 St. Paul st — "
6 Rawlings, J. S., Jr., 209 So. Charles st — "
7 Webb, Oscar E., Pratt and Commercial sts — "
8 Wilkens, R. J., 127 So. Charles st — "

91,879 McCormick, Thos. F., M. D., 1421 Eutaw pl, Baltimore
880 Birely, George — Frederick
1 Ranck, Chas. B., Box 9 — Hancock

Massachusetts, 12 — 5985

Waltham C. C.

91,882 Robinson, Henry W., 8 Crescent st — Waltham

Unattached

3 Matthews, F. H., 28 High st — Boston
4 Sawyer, Geo. A., 1637 Mass. ave — Cambridge
5 Fickett, Geo. E., 54 Heard st — Chelsea
6 Colman, M. Y., Overman Wheel Co. — Chicopee Falls
7 Lemay, Nazarie D., 278 Main st — "
8 Watson, John G., Box 287 — Concord
9 Woodworth, Henry P. — No. Chelmsford
890 Frost, Ward P., Box 7 — Tewksbury
1 Learned, Wm. T., 42 Franklin — Fall River
2 Hemenway, A. C., Warren ave — Waltham
3 Harper, Fred R., Box 65 — Wenham

Minnesota, 1 — 251

Unattached

91,894 Benton, Ben. S., 2316 Bryant ave, So. — Minneapolis

Missouri, 3 — 1575

Unattached

91,895 Flad, Edward, 118 Laclede Bld'g — St. Louis
6 McIntyre, E. V., 3202 Pine st — "
7 Silverton, Anthony, M. D., 5710 Maple ave — "

New Jersey, 8 — 2478

Lakewood B. C.

91,898 Smith, A. Jackson, 3rd st and Madison ave, Lakewood

Ocean Co. W.

9 Low, Geo. C. — Toms River
900 Holman, Robert F. — " "
1 *Probst, Mrs. E. B.* — " "

N. C. W.

2 Nale, J. Walter, 3 High st — Trenton

Unattached

3 Walker, Samuel H. — Hackensack
4 Jones, Edward H., 288 Garside st — Newark
5 Budd, C. F., Box 435 — Boonton

New York, 61 — 10,150

Columbia W.

91,906 Boe, D. M., 163 Clinton — Brooklyn

Bushwick W.

7 Anchell, Benj., 554 Central ave — Brooklyn

Crystal City C. C.

8 Drake, James A. — Corning

Mercury B.C.

9 Long, Fred R., 338 Amity st — Flushing

Colonial C. C.

910 Cromwell, Benj. F., 455 W. 162d st — New York

C. F. of N. Y.

1 Leal, Dr. Malcolm, 107 West 48th st, — New York

Century W.

2 Geuither, F., 492 8th ave — New York

Exeter Bi. Club.

3 Colton, Litchfield, 115 Broadway — New York

Unattached

4 Crosby, Geo. H., 10 Putnam st — Amsterdam
5 Cropsey, G. W., 82nd st — Bay Ridge
6 Brown, Harry C., 20 Utica ave — Brooklyn
7 Clarke, Dexter F., 70 Richmond st — "
8 Ely, Edward P., 264 Henry st — "
9 Hineson, Theo. F., 284 Penn st — "
920 Myers, Phineas B., 1131 Lafayette ave — "
1 Murphy, Henry, 99 Sackett st — "
2 Shephard, Henry W., 64 Newell st — "

91,923 Schumacher, Harry, 37 2d pl — Brooklyn
4 Cole, R. H., 16 Court st — "
5 Jones, Geo. F., 133 Penn st — "
6 Kirkham, T. W., 855 Marcy ave — "
7 Lott, Erskine H., 213 Montague st — "
8 Newman, Mark, 1076 Fulton st — "
9 Unger, John, 831 Fulton st — "
930 Wickes, W. F., 407 Adelphi — "
1 Venderveer, John H., 189 Montague st — "
2 Walter, Geo. J., 377 16th st — "
3 Hurlbert, Geo. F., Columbia Hotel — Fredonia
4 Griffin, Franklin H., 184 Amity st — Flushing
5 Haubeil, Jacob F., 12 Main st — "
6 *Roe, Miss Margeret H.*, 227 Amity st — "
7 Fisher, C. W., 47 East 76th st — New York
8 *Fisher, Mrs. C. W.*, 47 East 76th st — "
9 Gowdey, John C., 397 Hudson st — "
940 Morgan, J. P. Jr., 23 Wall st — "
1 Murray, Wm. I., 157 Third ave — "
2 Marcus, George E., Carnegie Studios — "
3 Murray, A. B., 218 East 115th st — "
4 Neeb, John, 203 East 89th st — "
5 O'Brien, Dr. Jas. A. J., 185 East 116th st — "
6 Van Gelder, M., 543 Fifth ave — "
7 Calder, J. D., 893 8th ave — "
8 Dryer, L. B., 26 West 91st st — "
9 Farrell, Edw. F., Jr., 331 East 88th st — "
950 Howells, David J., 73 East 115th st — "
1 Hitchcock, Bradford W., 5 Liberty st — "
2 Ker, Edmund T., 31 Washington place — "
3 *Lente, Miss Ellen K.*, 83 West 87th st — "
4 Musgrove, E. R., 156 West 47th st — "
5 Stewart, Ira B., 23 West 84th st — "
6 Titus, Wm. S., 25 West 84th st — "
7 Keen, Alexander, Co. B., 21st Infantry, Plattsburg Barracks
8 Ellsworth, Edward, 303 Mill st — Poughkeepsie
9 Rutland, Thomas C., 64 So. Regent st — Port Chester
960 Waterbury, Louis L., 14 Broad st — "
1 Danihy, Maurice F., *Sunday Star* — Rochester
2 Judson, Howard S., 152 S. Goodman st — "
3 *Opdyke, Miss Hattie*, 27 Federal — Saratoga Springs
4 Egert, Henry, 700½ Fifth ave — So. Brooklyn
5 Hageman, Fred L., 700½ Fifth ave — "
6 Shrive, Wm., 18 Main st — Yonkers

North California, 2 — 931

Y. M. C. C.

91,967 Fletcher, Thomas, 218 Noe st — San Francisco

Unattached

8 Hubbard, Geo. M., care of Hibernia Bank, San Francisco

North Carolina, 1 — 38

Unattached

91,969 Hollingsworth, J. G., Box 166 — Fayetteville

Ohio, 14 — 1856

Fostoria B. C.

91,970 Cunningham, Earl, 326 No. Main — Fostoria

Unattached

1 Baum, W. H. — Batavia
2 Frenkel, Jonas B., Johnston B'ld'g. — Cincinnat
3 Fleischmann, Julius, Avondale — "
4 Monteith, Geo., 2535 Elmwood ave — "
5 Rapp, Fred, Cor. Walnut and Canal — "
6 Snook, F. M., Whittier st., Walnut Hills — "
7 White, W. A., Browning, King & Co. — "
8 Sypher, Wm. R., Central Union Depot — "
9 Lewis, Chas. R. — Fern Bank
980 Backenstos, C. H., 155 E. Crocker st — Fostoria
1 Mergenthaler, C. M. — "
2 Hart, W. M. — Marietta
3 Mylander, H. C., Box 383 — Oak Harbor

Pennsylvania, 15 — 4,525

Centaur B. C.

919,84 Wiedersheim, W C., 919 Chestnut — Philadelphia

Renovo Ramblers

5 Carlson, Victor, 4th st — Renovo
6 Gilmon, J. K. — Westport

Unattached

7 Robinson, F. C. — Carbondale
8 Shaw, Arthur D., Wayne st and West. Germantown
9 Southard, E. A., 21 No. 3rd st — Harrisburg
990 Hartman, Milton H., No. Duke and Liberty, Lancaster
1 Mulliken, Edw. L. B., 3634 No. 16th st, Philadelphia
2 Tretbar, Wm., 3616, No. 16th — Philadelphia
3 Ramage, John B., 1619 Montgomery ave — "
4 Bateman, Albert, 1006 No. 5th st — "
5 Wurts, Edward V., 635 Drexel B'ld'g — "
6 Zimmerman, Geo., 105 Callowhill st — "
7 Zimmerman, Harry, 105 Callowhill st — "
8 Dean, Jno. H., Commissioners Office — Towanda

Rhode Island, 5 — 615

W. C. C.

91,999 Nash, A. N., 52 Mechanics st, W. S. — Westerly
92,000 Nash, W. H., 52 Mechanics st, W. S. — "
1 Weeden, Wm. E., Box 508 — "

Unattached

2 Freese, Chas. O., 129 Bridgman st — Providence
3 Edwards, Bernal C., 32 Moss st, W. S. — Westerly

South California, 1 — 247

Orange Co. W.

92,004 McCollum, E. W. — Anaheim

Vermont, 1 — 61

Unattached

92,005 Smith, W. C., care of A. F. Davis Feed Co., Rutland

Washington, 25 — 78

Unattached

92,006 Schofield, Geo. D., Box 164 — Montesano
7 Burrell, Wm. V., Union Club — Tacoma
8 Bell, John M., 1143 So. E st — "
9 Briggs, H. J., Nor. Pac. Hdq'rs B'ld'g — "
10 Caeser, P. V., 602 So. J st — "
1 Green, M. A., Box 821 — "
2 Hayden, A. V., Pac. Nat'l Bank — "
3 Hurley, Chas. B., 1013 A st — "
4 Jackson, L. G., 624 So. L st — "
5 Medlicott, Samuel, 1012 No. I st — "
6 McNaughton, A. W., 948 Pac. ave — "
7 Merrill, Jess, 50 C st — "
8 Maxwell, S. J., 225 So. G. st — "
9 Prichard, Arthur G., Prairie Nat'l B'k — "
20 Potter, H. C., 312 North Cliff ave — "
1 Ryan, W. A., *Tacoma Daily News* — "
2 Ray, I. L., 906 Tacoma ave — "
3 Sprague, Otis, 220 So. Tacoma ave — "
4 Sahse, W. L., N. P. H'dq'r's Building — "
5 Sinclair, Percy, 608 South J st — "
6 Towne, Chas., 307 Bank of Com. B'ld'g — "
7 Tillinghast, P., 732 North J st — "
8 Taylor, C. F., 515 South L st — "
9 Von Boecklin, Aug., 1906 South G st — "
30 Wheeler, F. R., 939 Tacoma ave — "

Wisconsin, 1 — 1115

Unattached

92,031 Koepsell, Arthur J., 1029 So. 8th st — Sheboygan

QUERIES AND ANSWERS

L. A. W., No. 91,699:

Consult your State road book and inquire of local consuls for information regarding best roads between Utica and Watertown, N. Y.

J. M., Greenville, Pa., asks:

Will an 80 gear with 7½-inch cranks run harder than a 68 gear with 6½-inch cranks, other conditions being equal.

Ans. An 80 gear would represent the resistance at the long end of a lever of 40 inches, which is to be moved by pressure upon the short end or crank, which would be 7½ inches. The 68-inch gear would present the same problem with one end of the lever 34 inches and the other 6½. In the latter case the rider would have a slightly greater leverage than in the former.

EDITOR L. A. W. BULLETIN:

Inform your questioner, whom you address as "New York Wheelman," that a strong movement is now being made towards doing entirely away with Nelson Hill road and using a valley to westward. This will give a nearly level road.

No. 66,320.

PEEKSVILLE, N. Y.

Informal Mail Vote.

Should the L. A. W. Give Up the Control of Racing?

YES
NO

Draw a line through the word which does NOT express your opinion.

*Your Name,*_____

*Address,*_____

*L. A. W. No.*_____

IN THE DARK NIGHT.

The mother's heart with grief was torn,
Her reason seemed to rack,
As far away her babe was borne
Upon an eagle's back.

Far, far above the sleeping town,
The eagle soared on high,
And to that mother floated down
Her helpless baby's cry.



Then from her lips, so strangely dumb,
There rose a startled scream,
That woke the sleeping mother from
A most peculiar dream.

Oh, fragile ship of dreams! Thy charms
Are sometimes in thy wreck!
She found her baby's chubby arms
Were close about her neck.

An Old Saw Reset.

"You can't eat your cake and have it too,"
But with an onion this won't hold true.

LOVE may be blind, but he generally invites the prettiest girls to a picnic.

THE man who begins by saying, "there's no use talking," usually keeps at it a long while.

DRINKING is a bad thing. It was a hot sling that killed Goliath.

IF the BULLETIN doesn't reach you regularly it is the fault of somebody, and we should be notified at once.

Paid in Capital $20,000,000
Factories, Hartford
Branch Houses,
221 Columbus Ave., Boston
12 Warren St., New York
291 Wabash Ave., Chicago
600 Main St., Buffalo
124 Baltimore St., Providence
344 Post St., San Francisco
Albert A. Pope, President
George H. Day, Vice President
George Pope, Treasurer
Arthur G. Pattison, Secretary

General Offices:
Pope Manufacturing Company,
Columbia Bicycles
Hartford, Conn. Sept. 30th, 1895.

Sterling Elliott, Esq.,
Pub. L. A. W. Bulletin and Good Roads,
Boston, Mass.

Dear Sir:-

We desire to compliment you upon the excellent character of the contents and makeup of the new L. A. W. Bulletin, and to congratulate you upon the success you are evidently meeting with in your undertaking. We feel that the Bulletin is an excellent means of reaching riders and clubs throughout the country.

With kind regards, we are,

Yours truly,

POPE MANUFACTURING COMPANY,
Wm. Dameroth
Advertising Manager.

A Mental Offspring.

If the wish is father of the thought
(Please pardon, if we're punny),
It's quite a-parent we had daught-
Er have the latter sunny.

A tramp would rather have the cook give him the cold shoulder than to have the dog give him a warm bite.

His Bad Turns.

The crank wouldn't be such a bitter cup
Nor merit our deepest frown,
If he wasn't forever turning up
And refusing to be turned down.

Stars of Hope.

The man who reaches forty-two
Without becoming thrifty
Is pleased to hear of mortals who
Grew wealthy after fifty.

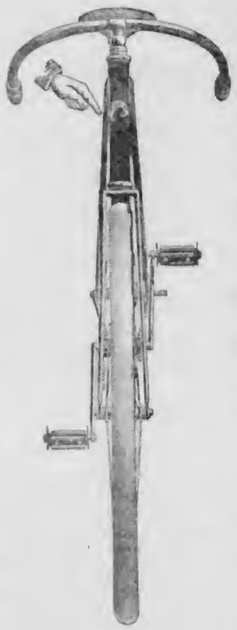
A zephyr's a pleasant thing, 'tis true,
But a cyclone makes a man feel blew.

Good to Himself.

The man who's "generous to a fault"
We should not over-much exalt,
Until we find out what it is,
For said fault may be one of his.

10 times out of 10

The New York Journal recently offered ten bicycles to the ten winners in a guessing contest, leaving the choice of machine to each.



ALL OF THEM CHOSE

Columbia

Bicycles

STANDARD OF THE WORLD.

Nine immediately, and one after he had looked at others. And the Journal bought Ten Columbias. Paid $100 each for them, too.

On even terms a Columbia will be chosen

TEN times out of TEN.

POPE MANUFACTURING CO.

1896 Art Catalogue free from the Columbia agent; by mail for two 2-cent stamps.

HARTFORD, CONN.

THE L·A·W BULLETIN AND GOOD ROADS

Vol. XXIII. Boston, January 31, 1896. No. 5.

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN



Heavy Traffic Barred.

These farmer folks have, as they say,
Just paused "to pass the time of day,"
For we can see such roads, alas!
Would not permit much else to pass.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts. *Entered at Boston Postoffice as Second-class Matter.* **Price, 5 cents.**

PAID CIRCULATION. 38,971.

"ON, STANLEY, ON."

FOR SNAP SHOTS use the

Stanley Dry Plate, "50"

FOR LANDSCAPE WORK

Where time exposures are required, use the **Stanley "35"**

Among professional photographers the Stanley Plate is the favorite on account of its speed and fine chemical effects . . . . . .

The Stanley Plate is sold by the principal dealers in photographic goods . . . . . .

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The Stanley Dry Plate Co.

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Factory, Kenosha, Wis.

Sterling Cycle Works.

269 to 275 Wabash Ave.

Cable Address "Sterrycle"

The Sterling — "BUILT LIKE A WATCH"

Chicago.

10/9/95

Mr. Sterling Elliott,
Boston, Mass.

Dear Sir:-

We are very glad to say a word in favor of the advertising value of the L. A. W. Bulletin and Good Roads. We have found the results very satisfactory, and shall continue our ad. permanently in your medium.

Yours truly,

STERLING CYCLE WORKS,

PREST.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

EASY TO DISTINGUISH
OUR QUICK REPAIR TIRE
ITS STEM IS RED
SEND FOR QUICK REPAIR PAMPHLET
ILLUSTRATED FROM LIFE

MORGAN & WRIGHT
CHICAGO

Attention, Cyclists!

The Harris Combination Wrench.



Combined Wrench, Pump, Oil Can and Screwdriver, all made of the best material and workmanship; forming a compact, attractive, light and handy article.

Discount to the Trade. **Write for Descriptive Circular.**

Electrotypes on application.

Manufactured by the . . .

Bicycle Wrench Mfg. Co.

988 First Avenue,
New York City.

CORRESPONDENCE

THIS ONE DOESN'T OBJECT.

EDITOR L. A. W. BULLETIN:

Your way of printing "L. A. W. BULLETIN" in nonpareil type reminds me of what Burdette wrote when asked for his autograph by a local publisher, i. e.

If you have a friend and love him well,
Let my advice in your friendship glimmer;
Print all his faults in NONPAREIL,
But publish his virtues in **BIG LONG PRIMER.**

In your case, at first sight, one would think that you wish to belittle your publication, until you stop to think of the meaning of nonpareil.

J. L. D.

BUT THIS ONE DOES.

EDITOR L. A. W. BULLETIN:

Of all infernal things to scratch out one's eyes (next to the bramble bush) the L. A. W. BULLETIN is the worst. I read along smoothly the text of your paper, and abruptly run into — what is it? A word or words badly printed — tops cut off, or what? Take it away! *Please* take it away!

No. 146,713,259.

ENDORSES A SUGGESTION.

EDITOR GOOD ROADS:

So many good and *new* ideas are advanced about good roads, how to make and preserve them, that it looks like Solomon was a little conceited when he said "there is no *new* thing under the sun."

The L. A. W. has published lots of *new* things on that line, but we don't remember to have seen mention of one plan of preserving roads, which is *not* new, but good as rare, *viz:* having four-wheeled vehicles *out of track*, so the tires cover *twice* their width.

Every wagon becomes a road roller by this method which should be compulsory.

THOS. G. SAYRE.

NEWBURGH, N. Y.

A CORRECTION.

EDITOR L. A. W. BULLETIN:

In my article on "The Valley Turnpike," in speaking of the hauling of the locomotives and freight cars from Martinsburg, W. Va., to Strasburg, Va., during the war, it would have been more strictly accurate if I had said that eighteen miles (nearly nineteen) of the "forty miles" was on the "Valley Pike" proper, that is from Winchester to Strasburg. I thank your correspondent "F. E. S." for calling attention to this in your issue of January 17. I have ridden over both

Much in Little



The No. 3 "Standard Midget"
Registers 10,000 and repeats.
Weight, 1¼ oz. Retail Price, $1.75.

In the No. 3 "Standard Midget," the Cyclometer reaches the acme of beauty in the superlatively good. It is, first of all, an accurate register; it is cunningly little and light; its lines are graceful and it is exquisitely finished, and the price is only $1.75. But also this: its accuracy and beauty and daintiness are backed by the unique guaranty which is behind *all* the products of the New York Standard Watch Company—if it is injured in a mishap to the wheel, or has any real *or imagined* fault, mail it to us and another will be sent in exchange immediately, without a whimper and without a penny's charge.

We know the material and workmanship that is put into the "Standard" Cyclometers, andguarantee them in this exact knowledge of their superior worth.

The New York Standard Watch Co.

roads, and I agree with "F. E. S." that the Winchester and Martinsburg Pike is, if anything, better than the Valley Pike for wheeling.

SAM'L M. BARTON.

KERNSTOWN, VA.

DODGING NELSON HILL.

EDITOR L. A. W. BULLETIN:

I am very glad to inform the New York Wheelmen who have been enquiring about the Nelson Hill near Peekskill, that a movement was started in October last to improve this piece of road and a new road has been surveyed that will run around this hill and will be comparatively level. This improvement is being done by subscriptions given by the driving and wheeling element of the population of that part of Putnam County in which the road lies.

It looks now as if this work would begin in a month or six weeks as only land damages have to be attended to before work can be commenced.

No. 87,020.

HOTELS—RACING—MAPS.

EDITOR L. A. W. BULLETIN:

There is an evident inclination on the part of some of your correspondents to decry the League hotel system. For my part, having saved on hotel bills during a three month's tour in California between forty and fifty dollars through League membership, I trust that that feature of the League will be further perfected and improved rather than allowed to die. To all intents and purposes I have in three months saved enough to pay my membership dues for the rest of my life. I would advocate a quarterly list of the League hotels in the BULLETIN as an inducement to the best houses in the country to receive a place therein.

And friend Elliott, you are a believer in advertising—don't let the only means of keeping the League constantly before the public, its racing control, be snowed under. In this connection let me say that I have not even spurting proclivities, and have never yet witnessed a cycle race of any description, and have absolutely no personal interest in that feature of cycling.

In regard to the many interests of the League I would like to suggest that a committee be appointed at the coming League meet to formulate a uniform method of division road maps. I believe that the present methods can be simplified and improved to such an extent that the routes or tours may be entirely omitted, being incorporated into the maps, and the latter made in a convenient form for reference even in a stiff breeze.

No. 44,682.

OF course we are not cannibals but must confess we usually enjoy the meal more and find there is more of it when we have a stranger for dinner.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

JANUARY 31, 1896.

PLENTY OF ROOM ON THE TOP.

This was true of Madison Square Garden last week, but on the inside it was crowded.

No better evidence of the substantial character of the bicycle business is needed, than the widely known facts in the matter of the two great shows which have just "held the boards."

It is pretty generally admitted by manufacturers that these shows are an unwarranted burden upon them and a strong effort will be made to prevent future exhibitions of this kind.

Whether such an effort succeeds is doubtful, so long as the manager of a bicycle show can fill the largest building with people at fifty "cents per."

The New York show which closed last Saturday night was fully equal in every way to the Chicago event.

The number of exhibitors was three hundred and sixty, arranged on the main floor and in two galleries. The larger portion of these exhibits consisted of finished bicycles and parts in various stages of manufacture.

No doubt some of these machines were better than others, but all looked so well that many of the visitors must have gone home with a headache, and whoever could look over the endless array of catalogues and souvenirs and decide which wheel to buy must be fit for a high place.

Total number printed this week, . . . 41,000
Sent to paid Subscribers, ... 38,971
Samples to Advertisers, Exchanges, etc., 2,029

Large tubing, narrow tread, and adjustable (i. e. swinging) handle bars are almost universal.

Paper Rims.

The wood rim has long since superseded metal, even the few makers who still list metal rims admit that the demand is small and growing smaller; now comes the paper rim to contest with the wood. To those who are skeptical about the paper rim we would say that it is well worth looking into.

"Bicycle Woodwork."

One concern mentions the above as one of its lines of manufacture. This would have been considered heresy a few years back, but now the rims, wheel guards and chain guards are all wood, with a strong chance that handle bars will be universally made of that material by the end of another season.

A New Pump

which works with a crank and gives a high pressure with moderate exertion; a ten thousand mile cyclometer which is only about the size of your thumb; a folding bicycle stand; an automatic bicycle steerer, and a locking bicycle support were among the novelties.

Two bicycles having triangular frames, i.e. having the stearing head running directly to the saddle, were being used on the street around the building; one of these had the handle bar behind the saddle and the rider sat erect with hands at his side, at least that part was commendable.

One bicycle was driven by connecting rods like a locomotive, instead of using a chain.

Saddles to Order.

One firm makes a specialty of building saddles "to measure." Such a plan should be hailed with joy by many people who cannot be suited by any of the ready-made saddles on the market.

Bicycles Without Brazing.

A new system of joining the parts of tubular frames was shown, which, if it proves to be what is claimed, will be a boon to manufacturers. The inner side of the connection is "knurled" or made rough, the tube is inserted and "expanded" by much the same process that has been employed for years in attaching boiler tubes to the head plates.

Freaks.

Though the number was less than had been previously shown they were still in evidence, and we will reserve them for a separate chapter.

IT is a polite person who listens with interest to things he knows all about when they are being told by a person who knows nothing about them.



Mr. Business Man

Has it occurred to you that a bicycle might be a good thing for you to own? A bicycle that will carry you safely to and from your office three times a day, every business day in the year, and to church 52 Sundays? Perhaps

You're the Fellow

who has worked yourself almost to death in an office, and live too far from business to enjoy the walk.

We're Laying for

you. We've got a remedy for you. It's a New Clipper Business Bicycle. $75.00 gets it from the . . .

GRAND RAPIDS CYCLE CO.

GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark,"

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

THE LAND OF THE LONG AGO.

NIXON WATERMAN.

There's a dear old home in the Far Away,
A soft, snug nest where the children play,
A realm of rest where the old folks stay,
In the Land of the Long Ago.
There's a dear old home where the roses twine
And the fruit hangs ripe on the tree and vine;
Where the Fates were good to me and mine
In the Land of the Long Ago.

Oh, never a map shall point that place;
Nor ever the drift of time erase,
But the hungering heart the lines shall trace
Of the Land of the Long Ago.
And ever the tide of my life's swift stream
Rolls back to the bay of a blissful dream,
And I live and laugh in the glint and gleam
Of the Land of the Long Ago.

On the north and south are the joy and rest
Of a sister's smile and a mother's breast;
And a father's love to the east and west
Of the Land of the Long Ago.
We shall all come back from the desert, "Sigh,"
We shall all come home to the "Soul's Reply,"
We shall all return in the "By and By"
To the Land of the Long Ago.

EVERY wheel should have a felloe and every fellow a girl and every girl a wheel.

A MAN'S self-conceit is the measure of what he doesn't know.

THE WORTH OF THE WHEEL.

"God made the country, and man made the town." And now man has made the bicycle so the people in town can get out into the country.

Do you realize the full worth of the bicycle?

Think of the coming of spring with all its charms of field and forest, and think how lonesome all the shady lanes and bloomy highways would be if the tens of thousands of bicyclists were deprived of their means of getting about.

The bicycle is the wizard's wand that changes the noise-shattered, soot-streaked, sewer-gassed city into a dappled vista of sun and shade, where every breeze comes cooled with fragrance and every breath brings joy.

The songs of birds, the babble of brooks, the breath of the pine hills, the mystic whisper of the forests, the glint and glory of river and lake, and the charm and color of the eternal hills are brought by the gracious wheel to the hungry hearts of men, as dew to the thirsting flowers.

Would life be as joyous without the wheel? Would the world be so happy?

"One impulse from the vernal wood
May teach you more of man,
Of moral evil and of good,
Than all the sages can."

SNORING is "sheet music."

A few Representative Dealers

Burtis & Zimmerman, State Agents, New Jersey.
Stanley B. Huber, Detroit, Mich.
Logan, Gregg & Co., Pittsburg, Pa.
Western Electrical Supply Co., Omaha, Neb.
Gerwing-Hilton-Kennedy Cycle Co., Denver, Col.
Minneapolis Cycle Company, Minneapolis, Minn.
Reuben Wood's Sons' Company, Syracuse, N. Y.
Kenyon-Cooper & Co., Des Moines, Ia.
Gray-Dudley Hardware Co., Nashville, Tenn.

Have you noticed

of late the many *sad* attempts to imitate the "**Sterling Fork**"? A good thing is appreciated by most people when seen. Hence the attempt to reproduce the "Sterling" features of "Built like a Watch" bicycles — Front Fork, Corrugated Hub, Olive Green Enamel, Crank Attachments, Name Plate, etc., etc.

"Imitation is the Sincerest Flattery," it has been said.

If interested in cycles, write for our new Art Catalogue.

STERLING CYCLE WORKS

General Offices,

274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, N. Y. C.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.

"WHERE ARE WE AT?" AND WHERE ARE WE GOING?

An Open Letter to the Members of the League and all Interested Outsiders.

IDA TRAFFORD BELL.

Brothers of the League:— We are only some fifteen hundred of your forty thousand membership. Only about two-and-a-half of us to your every thousand; but, as our one-half is always your "better half," as "a little leaven leaveneth the whole loaf," and as we are always with you from babyhood to youth, and ever ready to make life's journey by your side "for better or for worse," so we are with you in the League, and while smarting under the sporty stigma that was stamped upon your name by the force of circumstances surrounding your earliest youth, we would fain be the "little leaven" that shall help to eliminate it therefrom, and remove the only reason why our organization should not be raised to its proper place in the estimation of the great public, which is, upon the high plane with the strongest, best, most beneficial and influential organizations in our land.

While for the best of reasons we were not as early in the field, or upon the field as you, we have gradually come to know and appreciate the worth and beneficence of the wheel, have joined and worked in your ranks, and ridden by your sides in comparative silence until now, feeling (with a "woman's intuition," which is said to be "better than a man's judgment") that you have reached a critical time, we cannot but sound the warning that you have met a tide in your affairs that should be "taken at its flood;" that you have come to a point where two roads meet, and must take your choice. The one properly worked will lead you to the heights of prosperity and united power for public good and influence, in reaching which the people will be with and of you. The other leading to the race track where the great interests of a great organization are best served by racing, dining, wining and betting, while the people pay their money to see the show, and smile or scowl as they comment upon the success with which you sustain the early reputation accredited to you of being a band of sports.

"Racing is the backbone of the League," has been said in the past, and was repeated only a week or two since by a high official of that body, in one of our great dailies. In the League of the past it undoubtedly was, but if it is now, and must continue to be in the future, he must be blind who has witnessed the great bicycle exhibition in New York this week, who has not realized that such a "backbone" can be only the backbone of a dwarf and weakling; for it hardly seems possible that any intelligent, thoughtful person can have looked upon the solid stream of the thousand upon thousands of the intelligence, enterprise and wealth of

Every League Member Should Read the

SYMPOSIUM ON "GOOD ROADS"

. . IN THE . .

Independent

OF NEW YORK.

February 6th, 1896.

* * *

Single Copies, 10 cents each.

Orders if convenient should be placed in advance.

Annual Subscription to the Independent, $3.00.

Containing a series of communications from some of the ablest and best-posted writers in the country; among others the following:

"Massachusetts Road System," Prof. N. S. Shaler, Chief of Massachusetts Road Commission; "Good Roads and Forestry," Prof. P. E. Fernow, Chief U. S. Bureau of Forestry; "Farmers and Good Roads," Ex-Governor Roswell P. Flower; "An Instance of Good Roads," Maurice Thompson, Poet, *Literateur* and Geologist; "The Development of American Roads," George E. Walsh, Agriculturist Writer; "American Wheelmen," Isaac D. Potter, Chief Consul New York Division League American Wheelmen; "The Use of Asphalt for Roads," James W. Howard, Civil Engineer; "How Roads Should be Made," G. A. Roullier, Civil Engineer; "Old Roman Roads," Prof. J. R. S. Sterrett, Explorer in Asia Minor; "Village Improvement Societies," Helen E. Smith, Author; "What Bicycles have Done for Good Roads," Col. Albert A. Pope; "Highway Taxes from the Cross-Road Farmers' Standpoint," George G. French; "What Roads Horseless Carriages will Require," William Steinway, of Steinway & Sons.

THE INDEPENDENT, 130 Fulton Street, New York.

our land as it swept and surged through the aisles, galleries and every available floor space of the great Madison Square Garden, without seeing and feeling that the bicycle is no longer a sportman's tool and that the day of cycling leadership by the bent-backed rider and his backers or patrons is over.

That the wheel is no longer a fad, but is and will be the pride, pleasure and household necessity of every person of family in the land. That the manufacturers, in prompt obedience to the people's will have already relegated the "racing machine" to the rear, and brought to the front the light-running, heavier weight wheel; that they are abandoning their racing teams and are giving up their policy of catering to the "scorcher," and are moving on with the tide of progress and development.

And that the League of American Wheelmen will miss its opportunity and mission unless it rises to the occasion and assumes the responsibilities and duties of the hour and becomes as it well may, one of the greatest protective and development agencies of the day, and successfully continues the great work it began by catering to the now popular demand for good roads, the economical value of which, when completed, will be as inestimable as the necessity is vital to the riders of wheels of the present, and of motor-cycles and horseless carriages of the near future which are assured evolutions.

The L. A. W. BULLETIN has opened its pages to free discussion from all interested, and the writer begs that every woman belonging to the League or interested in cycling will communicate her views upon this subject and any other bearing upon the wheeling questions of the day, and particularly *what shall be done to prevent repetitions of the recent shocking exhibition of a lot of women clothed as racers, struggling, straining and fighting for a paltry sum of money, the butt and by-word of the mob?*

A TOO EFFICIENT GEAR.

Among the novelties at the New York show was a complication of gearing for which much was claimed.

The enthusiastic attendant was describing this wonderful device to an interested old man as follows: "You see this machine gives greatly increased speed with a much less outlay of force, for instance, with the same exertion, same number of revolutions, this will go twelve miles and a quarter where another machine would go but ten miles."

"Why," said the old man, "the place where I go is *only* ten miles, and I don't care to walk back two miles and a quarter every time."

THE reason why so few women stutter is because they have so much to say they haven't time.

Pneumatic Wisdom . .

Experience, as tern, harsh teacher of facts, speaks in no uncertain voice on the tire question. . .

Listen,—a bag of imprisoned atmosphere can only be valued by the financial standing of the manufacturer and the liberality of his guarantee.

Mr. Agent, we pin our faith to the tire with the "red stem" and our justification lies in the teachings of experience. It is a good tire applied to a good bicycle and vouched for by reliable people.

"Their guarantee is good as Gold."

Union Cycle Mfg. Co.

239-243 Columbus Avenue, BOSTON, MASS.

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Sterling.

The 32 three-color pages of the catalogue issued by the Sterling Cycle Works, Chicago, are among the handsomest of the season, and the cover pages are the acme of good taste and good printing. Inside and out the book is a "tickle and a tonic" to the lovers of the wheel. The page devoted to the L. A. W. is of interest to the well-wishers of the cause of bicycling. It is in order here to add that the hanger-poster issued by the Sterling people is also a pleasing work of art.

Emblem.

W. G. Schack, Buffalo, N. Y., has issued a neat, 32-page catalogue relating to "Emblem" cycles. The front cover page bears a reproduction in colors of the national emblem and seal. Two pages are devoted to the L. A. W. and means for increasing its membership.

Patee.

The Peoria Rubber and Manufacturing Co., Peoria, Ill., has issued an advanced catalogue of 16 pages, treating of the "Patee" bicycles and the Peoria single-tube tire.

Small but Good.

The A. F. Shapleigh Hardware Co., St. Louis, have issued a little 8-page booklet relating to "The Life of a Bicycle, and How to Care For It."

THE ROAD TO SUCCESS.

"Laugh and the world laughs with you;
Weep and you weep alone;"
For the crowd that stays while the organ plays,
When the hat is passed, has flown.
Think out some business purpose,
And then, if you are wise,
You'll spread that "think," with printer's ink,
Before a million eyes.

But mark ye how you do it,
For there are ways, alack!
You can waste your "mon" by the golden ton
And never a cent comes back.
If you to ample fortune
Would climb through thick and thin
Your purpose tell by an ad. in the L.
A. W. BULLETIN.

CLASS B men, many of them, are League members, but they are not amateurs. At present ours is an amateur organization. Which move shall we make?

MANY think that all racing men who compete under L. A. W. rules should be L. A. W. members. What do *you* think?

Combination Detachable Pneumatic Tire 49

Patented Jan. 30, 1894.



Is attached to the Rim by a small string, cord or wire.

Simplest, Best and Fastest Tire.

No Pneumatic Tire has ever yet been made which will not puncture.

The riders of our Detachable Tires has a decided advantage over those who use other forms of tires, because he can open his tire and extract the inner tube, and make a permanent and perfect repair in a few minutes. For further information, address . . .

The Combination Roll and Rubber Co.

BLOOMFIELD, N. J.

WISCONSIN HIGHWAYS.

BY E. Z. RHODES.

While there are many stretches of highway in Wisconsin that are anything but idealistic, there are many others that are a joy to every wheelman and horseman.



Main Street, Lancaster, Wis.

This state abounds in beautiful natural scenery. Its diversity of woodland and meadow is most charming, and presents to view a landscape not so quiet as to be monotonous, nor so rugged as to be tiresome.

Mr. Otto Dorner, of Milwaukee, Secretary of the Wisconsin League for Good Roads, and the other officers of the League, are doing much to call attention to the highways of the State, and to improve their condition, and the wheelmen of the State feel very kindly toward them.

Milwaukee is a delightful place for cycling, its many boulevards and parks, and numerous outlying resorts affording the best opportunities for pleasant outings. Waukesha, Oconomowoc, Madison, Neenah, Menasha, Appleton and scores of other cities are reached by pleasant rides through numerous shady country towns and pretty highways. The natural beauty of the State is such that wheeling will certainly be very popular here and the present year will no doubt add largely to the L. A. W. membership.

HOW TO CURE THAT NUMB FEELING IN THE HANDS.

BY L. B. T. K.

Whenever you come to a good piece of road:
Sit up.
Take your hands off the handle bars.
Put them in your pockets.
Or on your back.
Or let them hang by your side.
And ride with your feet.
This will also straighten out that kink in your back.

ORIENT CYCLES



LEADS THE LEADERS.

HAVE BIG BALLS AND BIG SPROCKETS.

GOOD THINGS TO PUSH ALONG.

THE WALTHAM MFG. CO.

BRANCHES: Chicago, Brooklyn, Boston, New York, Detroit, Providence, Waltham

240 Broadway, New York, N. Y.

WE WANT RELIABLE AGENTS.

THE LEAGUE TIRES

CHOOSE THE BEST . .

The League Inner Tube is the perfect tube tire. No butt ends. A continuous tube circuit. Repaired in a minute, and while on the wheel. Endorsed by experts on sight.

The League Hose Pipe is the leading tire. Purest Para Rubber. Special fabric. Every detail of manufacture perfect.

NOTE.—A pump and "Minute" repair outfit supplied with every pair of tires.

NEW YORK BELTING & PACKING CO. LTD.

15 PARK ROW, NEW YORK CITY.

PIONEERS & LEADERS

A SORRY MISFIT.

'Tis sad to get the marble heart
From one we meant to wed,
And from her presence rare, depart
With a double cross instead.

But life is full of sorry things,
For everywhere we go
We see its cruel thorns and stings
And signs of grief and woe.

Yet of earth's sorry sights, we feel,
'Mongst all that we recall,
A crape-draped widow on a wheel
Is the saddest thing of all.

She's out of place, we don't know why,
But it would seem no worse,
If Cupid, happy boy, should try
To make love on a hearse.

A TIMELY BOOK.

BICYCLE REPAIRING: *A Manual Compiled from Articles in The Iron Age*, by S. D. V. Burr, is a book of 166 pages, illustrated, that will prove indispensable to wheel repairers. It is a very thorough treatise on how to fit up and conduct a repair shop and with its aid even a careful novice could cure many of the ills a wheel is heir to. Published by David Williams, 96 Reade Street, N. Y., and sold for a dollar.

THE ship's "log" shows her "knots."

AN IMPORTANT R. R. FAVORS WHEELMEN.

The "stiffest" railroad with which the Massachusetts wheelmen have had to contend is the Boston & Albany. We are very pleased to note that this road has made reductions in the cost of carrying bicycles, which are very interesting to Massachusetts riders. We are pleased to receive in his own hand, the following from A. S. Hanson, General Passenger Agent of that road.

BOSTON & ALBANY RAILROAD COMPANY.
PASSENGER DEPARTMENT.

A. S. HANSON,
General Passenger Agent.

BOSTON, Jan. 17, 1896.

MR. STERLING ELLIOTT,
Publisher L. A. W. BULLETIN,
12 Pearl St., Boston, Mass.

Dear Sir,—I am in receipt of your favor of Jan. 16, and beg to advise you that the change in charge for bicycles is a reduction in the minimum rate. Our charge heretofore has been ½ cent per mile, with a minimum of 25 cents. We now carry them at the excess baggage rate, the minimum being 15 cents. For instance, the old rate from Boston to Albany was $1.00. The new rate is 75 cents. Where the ticket rate was less than $1.13, the old rate was 25 cents for a bicycle. Now the rate is 15 cents where the ticket is less than 40 cents, 20 cents where the ticket rate is from 40 cents to 74 cents, and 25 cents where the ticket rate is 75 cents to 99 cents.

Yours truly,
A. S. HANSON, *G. P. A.*

THE next president of this land may win his election on a bicycle.

An Honestly Built Wheel
....Sold at An Honest Price

THAT DESCRIBES THE

Elmore Bicycle

IN A NUTSHELL,

And the agents who handle it are allowed live-and-let-live discounts. Would you like to become one of them?

EDW. OLIVER & CO.

21 Park Row, New York.

·1896·

THE HENLEY

...HIGH GRADE...

BICYCLES HENLEY RICHMOND, IND.

Henley Bicycle Works,

RICHMOND, IND.

New York Agents, Peerless Rubber Mfg. Co., 16 Warren Street.

MISSIONARY TRACTS.

EDITOR L. A. W. BULLETIN:

I saw in an issue of the BULLETIN where the suggestion was made to have old BULLETINS around railroad stations to interest the public at large. Now the best use I have found for old BULLETINS was to distribute them among the farmers. Not long ago a farmer called at my office and was condemning the cycle on account of the low price of oats. A friend of mine in the office and myself talked to him awhile, and finally I gave him a supply of old BULLETINS and asked him to read them. Last week he came again and asked if I had any more of those books. After I gave him what I had he told me that all the farmers in his neighborhood were asking for them, and wanted to know if I would keep them for him. Then he commenced telling what an advantage it would be to the farmers to have such roads as the BULLETIN told about, as well as to cyclists; also how much it would save their wagons, and how much more they could haul to market, etc. I felt when he got through talking as if I could have sold him a cycle in ten minutes if I had had one to sell. These are the people to get interested and as soon as they are brought to see the advantage it is to them alone, regardless of the wheel so much despised by them, the sooner we will have good roads. I think that many times the cyclist is as much at fault by not treating the farmer with the same respect as he expects to receive from him, as the farmer—so often called the road hog. The weapon that always carries a man safest through this world is a civil tongue. Boys, don't always think that because you have a right to half the road, you must have it. If there is plenty of room to turn out, why, do so, and I have found from experience that you drive another tack in the farmer's coffin of objection to wheelmen every time. Give your old BULLETINS to the farmers.

No. 76,111.

APPLETON, WIS.

THE committee having in charge the arrangement for the horseless carriage race in France has decided that the race shall take place in June next, the course selected being from Paris to Marseilles and return. Among the conditions laid down are that the contestants are to proceed only during the daytime. The race is to be divided into two series, the first open to automobiles having from two to four places, and the second series for machines having greater accommodations.

The *Wheelman* of Sydney, Australia says: In sections of the country where thorns and cactus points cause trouble, it is suggested that instead of extracting the thorn it is better to snap it off flush with the tire. In this way the air will be retained and the tire will be more likely to carry the rider home safely.

Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

A Humber Agency means
Reputation — Profit — Satisfaction

HUMBER QUALITY

Now Holds All World's Records at Recognized Standard Distances from ¼ mile to 1800 miles.

HUMBERS never claim nor advertise records not made in the presence of, and under the auspices of proper racing authorities.

HUMBER QUALITY on a quarter-mile track establishes World's Records, while others fail on larger tracks—Why?

HUMBER QUALITY MEANS SPEED.

HUMBER & CO., America (Limited)

WESTBORO, MASS.

New York Salesrooms.
318 Broadway Fifth Ave. and 42d St.

Brooklyn Salesroom, 545 Fulton St.

CONVICT LABOR ON ROADS.

BY E. A. P. MILLER.

We hear a great deal about using convicts to build our roads, and to many this seems a panacea for the prison and road problems. A slight acquaintance with political economy warns us against panaceas. They are generally a snare and a delusion.

That convict labor is such a very serious factor in competition we have reasons to doubt; demagogues are always making it a bugbear. Convict labor has often been found unprofitable to employers. Convicts must be employed, and their work should be profitable to employers. I grant that road building would be very profitable to the State, and would compete the least with any of the regular callings of labor, there being now no recognized class of road makers, but there are reasons in practice as well as sentiment why convicts should not be placed at work on the public roads.

The sight of convicts is not one for children to see commonly. It might become too common, and pity might make their positions appear unfortunate rather than merited. Convicts should not be surrounded with luxury, but they are entitled to considerations of justice and humanity. The true principle of prison science to-day is the reformation, if possible, of the criminal, and his adjustment to normal life. A course in stone-breaking on the public road, with loaded rifle in the hands of an idle guard menacing him all the time, exposed to the frowns and undertoned remarks of passers-by, shunned by the children, far from reforming a man would make him an anarchist thirsting for revenge.

Prisoners assembled in prisons are fed and guarded at less expense than on the highways. Escapes are less frequent; nothing hurts a prison system so much as escapes. Prisoners are not classified as they should be, so that young criminals, young in crime, would be thrown in contact with hardened criminals, evidently to the younger ones' detriment. Rock breaking would prepare a man to earn an honest living less than many things done in prisons where the division of labor is carried to its fullest extent.

The sight to honest, unemployed men of convicts well fed and kept, would breed revolutionary feelings. Poverty is jealous.

However, convicts might be employed in preparing the material, the cost of the labor and transportation being borne by the State, and the county using the material.

The "bums" who commit petty crimes to secure a winter home in county jails should have a dose of rock breaking. It would certainly be a deterrent to that kind of vagabondage. Our roads need improvement, but let the road itself be built by *free* men, even if, perchance, there be a few uncaught knaves among them.

Toledo
Wants
The L. A. W. National Meet
... 1896 ...

Further Particulars at the National Assembly, Baltimore, Md., February 10. Toledo Headquarters will be at Hotel Rennert .. ..

TOLEDO NATIONAL MEET ASSOCIATION

SHRINKING A SWEATER.

EDITOR L. A. W. BULLETIN:

In a recent issue I noticed an article pertaining to F. D. Dusterdrich's sweater. It seems to be afflicted with a sort of obesity, as it were, and I would suggest that he soak it in lemon juice or vinegar.

Why is it that we don't hear more from some of the older boys? The "young blood" of our fraternity seem to ask the most questions, offer the most suggestions, and have the upper hand generally.

No. 74,193's suggestion as to disposing of old copies of the BULLETIN is good, and at the present rate of 38,688 paid circulation it would have 200,000 readers at least.

C. L. WILMOT, No. 47,821.

THE BICYCLE BRAKE PROBLEM.

The proposition of the board of aldermen to require that all bicycles be equipped with brakes suggests the terrible thought that the honorable city fathers may be so fat that they cannot enjoy cycling themselves, and that they are therefore trying to handicap others in having pleasure. Among wheelmen the opinion prevails that a brake is no more necessary than five wheels to a wagon. It simply adds that much weight, not great in itself, of course; but every little makes riding more difficnlt, and if the aldermen get it into their heads that their chief duty is to oversee cycling, they may pass ordinances requiring the use of mud guards and cowcatchers such as are used on locomotives.

It is this possibility of further aldermanic interference that makes action imperative against the first encroachment on the liberties of wheelmen. If brakes were required to insure safety, they would be used without an ordinance compelling their adoption; but as only amateurs find them necessary, the city fathers should take up some other problem with which to wrestle. Cable cars are more in keeping with aldermanic bulk than such a graceful machine as the bicycle; so it might not be a bad idea for the municipal legislators to turn their attention to fenders.

—*N. Y. Journal.*

REV. J. A. RONDTHALER, pastor of the Tabernacle Presbyterian Church, of Indianapolis, and a leading minister, has peremptorily tendered his resignation. The trouble dates back to the early summer, when Dr. Rondthaler became a devotee of the bicycle, and indulged in long rides. This gave offense to the conservatives of his congregation, and their criticisms caused a breach which gradually widened until Dr. Rondthaler determined upon the action taken. He is the founder of the church, and has served as pastor for many years.

Selling to the Rider Direct...

With one profit, and a small one at that, is no longer a question of doubt, but a positive fact and a success. Our experiment is no longer an experiment, but some thing that has come to stay.

If You Want a $75.00 Bicycle for $50.00...

Get in line. We are selling direct to the rider a "'96" pattern, $75.00, light, up-to-date Wheel, with Barrel Hubs, Large Tubing, Tool Steel Bearings, and fully guaranteed for one year, for $50.00 for the Gents', and $55.00 for the Ladies'.

Don't Buy a Pig in a Bag...

We are willing to ship either Ladies' or Gentlemen's Bicycle, C. O. D., with privilege of examination, upon the receipt of $5.00, to cover express charges. Send stamp for cut of the

LADIES' AND GENTLEMEN'S PENNSYLVANIA

PENN BICYCLE CO. H. D. LE CATO, President

1343 Arch Street, Philadelphia, Pa.

"PAP" RUFF'S BEQUEST.

The bequest of $1,000 to Kentucky division League of American wheelmen, made in the will of Mr. A. D. Ruff, who died a week ago at Owingsville, was a noble act on the part of that lovable old man and was thoroughly characteristic. Mr. Ruff has been a member of the League nearly ten years, and never missed a meet of Kentucky division. He always took a great interest in the business proceedings of the division, and frequently gave good advice to the board of officers. He was greatly interested in the steamboat excursion to Owensboro in 1894, and, while he enjoyed this trip thoroughly, he regretted its financial failure, and "chipped in" liberally to help make up the deficit.

His idea of this enjoyment was to tour on his wheel. He made a trip to Yellowstone Park, and rode nearly 5,000 awheel. Since then he had devoted most of his time to riding about Kentucky, thinking nothing of doing seventy or eighty miles a day.

When he began riding, he was the oldest wheelman in the United States, and when he died he was probably the hardiest of his age.

The money given by Mr. Ruff is in the hands of M. J. J. Nesbitt, of Owingsville, the executor of the estate, who will at the proper time pay it over to the accredited officers of Kentucky division.—*Louisville Courier Journal.*

MEN who know nothing usually tell it.

A NEW BRAKE.

A very modest member of the L. A. W., who resides at 218 So. 3d Street, Hamilton, O., has invented a brake and in the goodness of his heart gives the world the benefit through the medium of the L. A. W. BULLETIN.

He proposes to have the front wheel axle revolve and attach to its end a crank which will be connected to a piston working in an air cylinder. The rider would simply operate a valve which would close more or less the ends of the cylinder, and the air resistance would do the rest.

BICYCLE LAW.

There is no State law discriminating between bicycles and other vehicles. A bicycle, being a vehicle, is subject to the "law of the road," precisely as any other vehicle. There is nothing in the road laws forbidding vehicles to traverse sidewalks, though a fine is sanctioned for damaging them. In cities and villages, however, laws are generally made forbidding vehicles to traverse sidewalks. Townships might properly enact such laws, and to such a law bicycles would be subject unless specially excepted. But a fine imposed on the propeller of a vehicle where there is no law to sanction it would be, of course, illegal. — Chicago *Legal Adviser.*

A MAN'S note may come to time when he can't.

The Grand Triumphant Tour of....

The Fowler Sextuplet

TRADE (The Frame tells the Name) MARK

And the....

DAILY FOWLER TRUTH

Will commence immediately following the New York Cycle Show. It will embrace in its route the following cities, and probably many more: Philadelphia, Denver, Salt Lake City, San Francisco, Los Angeles, Minneapolis, Omaha, St. Louis, Kansas City and City of Mexico.

Stops of from three days to a week will be made in each city, and when we get through we intend it to be admitted by all that **Fowler Agents are Treated Right.**

Fowler Sextuplet, matched against the famous Empire State Express, of the N. Y. C. & H. R. R. R., half mile, flying start. Race to be run in April.

FOWLER CYCLE MFG. CO.

142-148 W. Washington Street, Chicago.

NEW YORK BRANCH:
307 Broadway, cor. Duane St.
JAMES H. ROBLEY, Mgr.

NEW ENGLAND BRANCH:
8 Park Square, Boston, Mass.
CHAS. H. LARSEN, Mgr.

A Mantle of Charity.

S. RAYMOND KITCHIN.

A man who is kind to his neighbor
At the last his pardon wins,
For we are told that charity
Covers multitudes of sins.

And snow is like to charity,
An important part it plays
In purging the road builder's soul,
For it covers his bad ways.

BICYCLES AS BAGGACE.

Assemblyman Wm. W. Armstrong of Rochester, New York, has introduced the bicycle-baggage bill, which is to be supported by Chief Consul Potter and the 10,150 members of the L. A. W. It covers the ground more completely than the Robbins bill, and will take its place. The bill is Assembly Bill No. 372; it amends the railroad law and its essential feature reads: "Bicycles are hereby declared to be and be deemed baggage for the purposes of this article, and shall be transported as baggage for passengers by railroad corporations and subject to the same liabilities, and no such passenger shall be required to crate, cover or otherwise protect any such bicycle.

§ 2. This act shall take effect immediately."

L. A. W. membership runs a year from the date of joining; all do not seem to understand it.

HIGH GEARS.

One of the cycle fashions of the fast approaching season of 1896 will undoubtedly be machines geared higher than any ever ridden by the ordinary cyclist before. Every indication points to the use of uncommonly high gears. Riders who have been content to push a 64 or 68-inch gear have determined to raise the figures to about 72 and in many instances to 80. This is due in great measure to the ease of running of the present day high-grade machine and partly in imitation of our racing men. The racing men of France were the first to adopt high gears.

When George Banker first went over to France he was surprised to see the riders there going around on machines geared as high as 80 and 90, but this last season he encountered some that rode gears high enough to take one's breath away. Two of the fast riders that boast of France as their home and the land in which they have the partially insane idea that they can vanquish any rider that hails from another heath ride around the tracks on wheels geared above 110. Vasseur, one of the foremost riders of the French class, rides a wheel that is geared to 120, and his side partner, Foussier, makes things hum on one geared to 112.—Chicago *Times-Herald*.

WE could control racing better if we didn't control it so much.

The Cream

of the trade is yours if you handle the wheel that will command it. The **WAVERLEY** is such a wheel. It is ridden by the best judges of proper cycle construction; by the riders who take a pride in the choice of their mounts, and by experienced riders who have learned to appreciate and know the bicycle which never goes back on its owner.

Manufacturers of . . .

INDIANA BICYCLE COMPANY, Indianapolis, Ind.



Waverley BICYCLES.

Eastern Distributing Branch
339 BROADWAY, NEW YORK.

EARLY MOTOCYCLES.

It is a curious circumstance that the horseless carriage is one of the most ancient of ideas. Homer tells us how, when Thetis went to Vulcan with her prayer for a shield for Achilles, she found the lame architect hard at work, bathed in sweat from the heat of his forges:

"That day no common task his labor claimed,
Full twenty tripods for his hall he framed,
That placed on living wheels of massy gold
(Wondrous to tell) instinct with spirit rolled
From place to place, around the bless'd abodes,
Self-moved, obedient to the beck of gods."

Milton speaks of:

" . . . . the barren plains
Of Sericana, where Chineses drive
With sails and wind their canny wagons light."

The Earl of Worcester, among his "century of inventions"— inventions which, like Keely's motor, always lacked the one prime element of practical success — may have had an automobile carriage. But if he had, it was in the same uncompleted state as the tripods of Vulcan. It never "went." It is certain, however, that in 1759 Dr. Robinson called the attention of Watt to the possibility of constructing a carriage to be driven by a steam-engine, and ten years later Cugnot, a French army officer, rigged up a gun-carriage and a big copper boiler so that it was driven by its own power. There was too much danger of the passengers being scalded to death to make the machine at all popular, and being convicted of an aggravated assault upon a stone wall, it went with other crude experiments

"Into a limbo large and broad, since called
The Paradise of fools."

Watt patented a road engine in 1784, and about the same time Murdoch, his assistant, completed and made a trial of a model locomotive driven by a "grasshopper engine." This is said to have run six to eight miles an hour. The earliest patent for road engines in America was that secured by Oliver Evans who obtained in 1786, from the Maryland legislature, a monopoly for his system of applying steam to the propelling of wagons on land. In 1804 he completed a flat-bottomed boat for dredging the Philadelphia docks, and, mounting it on wheels, drove it by its own steam-engine to the river bank. Launching the craft, he propelled it down the river, using the engine to drive the paddle-wheels. Thus Evan's "Ornkton Amphibolus," as he named his machine, was the first auto-mobile wagon and the first steam paddle-wheel boat in America. A reproduction of the "Ornkton Amphibolus," and of the Cugnot wagon also, may be seen at the Field-Columbian Museum in Chicago. Alongside of these curious relics of the past, in the splendid museum building of the future upon the Lake Front Park, now being constructed in the lake, another vehicle will be shown — a carriage with graceful quadrupeds attached; and the little ones of the next century will shout with astonishment and glee: "See, a wagon with horses on it!"

JOHN T. BRAMHALL, in *Leslie's Weekly*.

A Hundred Dollars for a Wheel!

... NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.



Makers of **THE PEERLESS MFG. CO.**

CLEVELAND, OHIO

Peerless and ... Triumph Bicycles

Send 2c. stamp for our New Booklet, "The Story of the Bicycle."

OUGHT TO RIDE A WHEEL.

The mayor of Somerville, Mass., in his recent address to the city council, said: "The advent of the bicycle was the harbinger of better highways. A man may drive a dumb beast day after day over the worst roads, and scarcely give a thought to their defects; but when his own muscles become the propelling power his voice is instantly raised in protest. The wheelman is first to detect rough places in the street, and to insist upon their repair. The bicycle has become something more than a toy, or a mere means of recreation. It is now almost universally recognized as an instrument of utility, and its usefulness would be greatly enhanced by the building of better roads. The day laborer, the artisan, the clerk, the merchant, the professional man and woman, find in the silent steed the best form of rapid transit, as well as a dispenser of health and happiness. I believe I am justified, in view of the present extended use of the bicycle by all classes and by both sexes, in urging upon your attention the claims of the wheelmen and wheelwomen for better roads in Somerville. I have sometimes thought it would be a good preliminary discipline for a superintendent of streets in our city to give him a bicycle, and compel him to ride about twenty miles each day along our principal thoroughfares."

In his retiring address to the legislature Gov. Werts suggests that it would be well for New Jersey, as she did in stone roads, to also take the lead in inaugurating a system of state street roads, and thus ascertain by actual experience whether it is the most efficient and economical highway. By steel roads is to be understood the use of steel rails laid along the highways and used for all purposes of transportation and carriage as ordinary highways are now.

Twin Sisters.

Mosquitoes and summer girls you know,
Are made of the self-same stuff
They are terribly hard to catch, but oh!
You can mash 'em easy enough.

THE fad of trying to see how much you can get on a postal card has died out; but the effort to see how much can be got on a brass watch at a pawn shop goes merrily on.

IT is suggested by several that professionals pay a higher membership fee than is charged amateurs. The professionals say they would be glad to do it. What do *you* say?

THE national assembly will have to consider seventy-four amendments; bring your "thinking cap" with you.

PERSONS wishing a clear "skin" should buy a gold brick.



Lovell Diamond Cycles

...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers.

BOSTON, MASS.

Agents Wanted. **Catalogue Free.**

At Madison Square Garden.

At first the public didn't feel
Real kind toward it, but now the wheel
Has triumphed over every foe
Until it has a splendid show.

A WORD TO THE WORD COINERS.

Word coiners in England and America have been racking their brains to find a name for the motor vehicle. Classic dictionaries have been searched and strange compounds triumphantly unearthed, and offered to the public as jewels of speech that should be eagerly seized and added to our store. In England we have such heathenish abominations as "autocar," "automotor," and "petrocar," while in America "motocycle" and "autocycle" have been set up to compete for popularity with terms already in vogue, such as "horseless carriage," "motor wagon," etc. These hasty inventions have been adopted by many editors and have attained considerable currency, but on analysis they are all found to be objectionable for one reason or another.

Making the fullest allowance for difference in usage between England and the United States, it seems incomprehensible that the word car can have the same meaning there as the word vehicle does here, and the prefix "auto" is not a synonym of motor, for it conveys the idea that the vehicle runs without human aid. Motor car would be properly employed with reference to some imposing vehicle used for processional or similar purposes, but as a general term for the new vehicle it is a misnomer. The other two verbal candidates for favor in England are still more inadequate. "Petrocar" might, from its etymological root, mean a car made of stone or used for hauling stone, or, if the first element of the compound be associated with petroleum, which was undoubtedly the idea present in the inventor's mind, the term is seen to be altogether too narrow, for motor vehicles are not all of the petroleum class. Automotor would seem to mean an automatic motor which requires no guidance or attention, and this term must therefore be excluded.

The American inventions are not more promising than the English. "Motocycle" is a specific and not a generic term. The word "cycle" is already in common use as an abbreviation for bicycle, hence in common parlance a motocycle is a mere euphemism for motor cycle, with little excuse for being, because the "r" in motor cycle is a connecting consonant which assimilates readily with the sounds preceding and following it, i. e., it is easily pronounced. Who would think of calling a motor coal wagon, truck or omnibus, a motocycle?

Such sorties into classical realms are not unprecedented. They have marked the introduction of other great modern improvements, but in few in-



THE CLIMAX

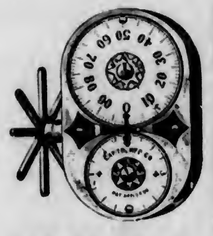
Ten Thousand Mile
Cyclometer

With . . . . . .

Independent Adjustable Trip Indicator

Is the only Cyclometer that enables the rider to keep track of trips or day runs without bookkeeping or trusting to memory . . . . . .

Price
Only $1.50



Easy to read from saddle.
Neat and absolutely correct.
Fully guaranteed.

CAPITOL MFG. CO.

125-137 Rees St., Chicago.

stances have they permanently enriched the language.

While the word-coiners are pursuing their little fads, the people are quietly settling this matter for themselves, according to the laws of language and the development of ideas in the human mind.— *The Horseless Age.*

BICYCLES AS BAGGAGE.

The devotees of the silent steed are likely to figure largely in the debates if not in the legislation of the present session. Already a number of bicycle bills have been introduced with the prospect of more to follow.

One of the chief objects of attack will be the rule of the railroads to require the release of liability and a fee for the transportation of bicycles. At present the fee charged is one-fifth of the amount of the railroad fare between the points covered. Mr. Armstrong, of Rochester, has introduced a bill giving the owner of a bicycle the option of signing a release or paying a fee equivalent of one-tenth of his railway fare. He believes that it is not just to require both the release and the fee. Another bill has been introduced declaring bicycles to be baggage and placing them upon the same basis in regard to railway transportation. Mr. Armstrong understands from Chief Consul Potter that the League of American wheelmen will urge legislation against release or fee either one, and that 75,000 signatures will be attached to petitions urging such legislation. It is said to be the opinion of wheelmen that Governor Morton, in view of his presidential aspirations, will not this year decline to sign such a bill.

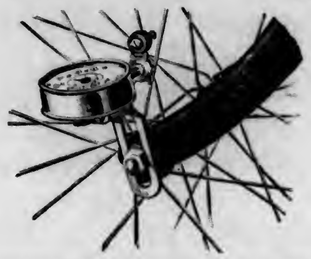
Meantime what of the baby carriage? That useful everyday vehicle of the younger generation is also subject to fee and the signing of a release, but no bill looking to its exemption has been introduced. Assemblyman Armstrong laughingly says he has a bicycle but no baby carriage. Where is the member of assembly or senator who has a baby carriage but no bicycle? Has not the Ancient and Honorable Order of Night Floor Walkers as much title to consideration as the League of American wheelmen?

And this at the hands of a legislative majority representing the party traditionally pledged to the protection of infant industries! — *Albany Argus.*

THE wheelmen of Brockton, Mass., are expecting much of the new mayor and the '96 committee on highways. They are already giving their attention to the making of permanent roads. In 1895 $33,000 was expended in the street department solely for repairing; $7,000 was expended for permanent improvements such as curbings and the like.

THE Czar of Russia is an enthusiastic cyclist, so is our Tom Reed.

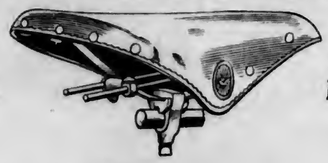
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CYCLOMETERS $1.00



Registers One Thousand Miles and Repeats.
Weight 4 ounces. Absolutely Reliable.

Send for samples and complete catalogue of Tally Ho Lamps, Bridgeport Handle Bells, Saddles, etc.

The Bridgeport Gun Implement Co., 315 Broadway, New York.

1896  Models

The Zenith

WILL NOT SAG.

Can be made hard or soft in 10 seconds without removing from the wheel...

Best Philadelphia Oak Tanned Leather Fully Guaranteed.

SPECIAL OFFER (ninety days only). — In order to introduce this superb saddle, we will fill orders for single one on receipt of two dollars and fifty cents.

ZENITH CYCLE SADDLE CO.

Disston Building — Front and Laurel Streets, Philadelphia.

SOME BLUE GRASS ROADS.

BY W. A. LEWIS.

One of the centres of good roads in this country is the Blue Grass region of Kentucky. But little attention has been given to this fact by those papers and magazines which have been discussing road improvement in the various sections, probably because in this part of the country they are not a novelty, and but little outside notice has been called to them of late years.

Long before the war the system was well developed. In fact, although the total number of miles in operation at that time was not, of course, so great as now, the number constructed each year was larger, and the attention devoted to the work greater.

The large stock farms which, then as now, dotted the whole country, caused a large number of men of enterprise and wealth, who, in other sections would have crowded into the cities, to seek their homes in the country. In addition to this, the famous distilleries, whose product made the names of "Kentucky Bourbon" and "Kentucky Hand-Made Sour Mash" known all over the civilized world, and some parts of it that are not civilized, were nearly all located in the country, and in most instances, some distance from railways.

The pikes are in the control of private corporations. The principal ones lead from one county seat to another, and, meeting in these common centres, form a chain or system, whose ramifications cover the whole of what is properly the Blue Grass section of the State. In nearly every county a separate corporation is in charge of the section of road which is in that county, even though the road in question may extend in an unbroken line through a half-a-dozen counties. An example of this may be had in the pike which leads from Louisville on the west to Maysville on the east. The whole distance is about 135 miles, and the route is practically one unbroken road, traversing the counties of Jefferson, Shelby, Franklin, Scott, Bourbon, Nicholas, Fleming and Mason. In this instance, one corporation may own that part of the road which extends from a county seat to the county line on one side, while another may own that part which extends to the county line on the other side of the county seat.

I have taken this particular road as a sample of the others, because it is the longest direct one in the State, and because it will, if the national meet should be held in Louisville, be a favorite with those contemplating a short tour after the races and other attractions in that city are over. But it is not by any means the only one of importance, and indeed, many sections of it are not so well kept as other more traveled, but shorter, roads. Should a tourist have plenty of time at his disposal, he could make many pleasant divergencies from the straight route given below,

Your Bicycle should be fitted with the...



(Shows pelvis as it rests on the Christy Saddle).



(Shows pelvis as it rests on the ordinary saddle.)

Christie... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by all physicians who are cyclists. It is made of aluminum, has thick cushion pads, where pads are needed, cannot possibly wear out, and will last a lifetime.

Pronounced perfect by the medical profession. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women riders. **Price, $5.00.**

• • •

A. G. SPALDING & BROS.

New York Chicago Philadelphia

SEARCH LIGHT

It has no substitute!

The '96

Search Light

BICYCLE LANTERN

is as far ahead of any other as the **"'95 Search Light"** was ahead of its nearest competitor of last season. It will pay you to *wait for it.*

Correspondence solicited.

Bridgeport Brass Co.

Or 19 Murray St., New York. BRIDGEPORT, CONN.

have equally as good, or better riding, and not have to double on his tracks, although the distance would be greatly lengthened. It is an open question if even one who was hurried to reach his destination would not find it profitable to take the longer route through Versailles and Lexington, as it is given underneath the main line.

Starting from Louisville, and naming only the towns of some size, the shortest way is:

Louisville to Shelbyville, 30 miles east; Frankfort, 22 miles east; Georgetown, 18 miles east; Paris, 18 miles east; Millersburg, 8 miles northeast; Blue Lick Springs, 13½ miles northeast; Maysville, 24 miles northeast.

Or, diverging at Frankfort, Versailles, 14 miles southeast; Lexington, 13 miles east; Paris, 18 miles northeast. Here take the main route again.

This route from Louisville to Maysville is, as I have said, the longest direct road, or rather series of roads, between two termini, in the Blue Grass country. It is macadam from start to finish. The surface is made of limestone rock, hand-broken, small enough to pass through a two-inch ring. It is not rolled, but when metal is freshly spread it is left for the traffic to pack solid. This has the disadvantage of leaving small ruts occasionally, but as a general thing it gives fair satisfaction. A premium is put on the use of broad tires by reducing the rate of toll as compared with that charged for vehicles of the same class using narrow tires. Travel is entirely free to the wheelman.

The roads are maintained by the tolls collected, but a dividend to stockholders is rare. I do not know of one having been declared for the past ten years. Before the war the State was a liberal subscriber to the capital stock of these companies, and at one time its holdings were worth a premium, but are now regarded as practically valueless as an asset. The private stockholders are generally those directly benefited by the operation of the road, who do not look for dividends. In the construction of new roads, the State is now prohibited by the constitution from subscribing to the stock, but the various counties may do so to the extent of $1000 per mile.

All these roads and many others which the limits of this article will not permit me to mention, are ridable at any season of the year. Of course there are days in all seasons when the sensible tourist will not care to venture out on any road, but no matter how bad the weather may have been on the preceding day, any pleasant day for riding will find the road surface in condition for touring without discomfort. The best season for the sport is in the fall, when the condition is superb, but there is a charm about touring in the spring that will amply repay any slight deficiency in this respect.

FRANKFORT, KY.

"None Other Just as Good."

The reason why:

Most Rigid Frame

Truest Bearings

WHICH MAKES

Easiest Running

Our Catalog is ready; yours on request.

Gendron Bicycle

"'T will hold thee safe."

GENDRON WHEEL CO.

Toledo, Ohio.

THE RIALTO sells readily—because
THE RIALTO has a trim appearance,
THE RIALTO has detachable crank,
THE RIALTO has adjustable handle-bars,
THE RIALTO is all right.

...THE **Continental Cycle Company,**

15th Street and Western Avenue,

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WONDERFUL PROGRESS

In one hour by the use of our LETTERED FINGER-BOARD and SIMPLIFIED INSTRUCTION. Latest Musical Invention, which can only be had with the

"PREMIUM"

GUITARS, MANDOLINS, BANJOS, VIOLINS.

FINEST ON EARTH.

We carry a full line of Autoharps, Concertinas, Accordeons, Flutes, Cornets, Zithers, etc.

Our Free Catalogue will tell you all about them. Write for it to-day.

Sold Direct from the manufacturer to the user. You save 50 per cent, the Dealer's Profit.

PRICES RANGE FROM $8.00 UP.

The United States Music Co.

CINCINNATI, O.

When ordering your wheels ***REQUEST*** *that they be fitted with*

Hunt

BICYCLE SADDLES

WESTBORO, MASS.

EULOGY ON THE MODERN RESTAURANT.

BY AL. E. GHENY.

"Backward, turn backward, O Time in your flight!"
Feed me on gruel again, just for to-night.
I am so weary of sole-leather steak,
Petrified doughnuts and vulcanized cake;
Oysters that sleep in the watery bath,
Butter as strong as Goliath of Gath;
Weary of paying for what I can't eat,
Chewing up rubber and calling it meat.

Backward, turn backward, for weary I am!
Give me a whack at grandmother's jam;
Let me drink milk that has never been skimmed,
Let me eat butter whose hair has been trimmed;
Let me once more have an old-fashioned pie,
And then I'll be ready to curl up and die.

COLLECT THE ASHES.

The bicycle clubs of Little Falls and Herkimer have adopted a plan which will not only benefit themselves, but their neighbors. They have agreed to assume the expense of collecting all the ashes of the towns during winter, and will use the material in constructing a cinder path from one town to the other for bicycles. Similar action by Rome and Oneida wheelmen is recommended. — Rome (N. Y.) *Republican.*

IT may be a joke to step on a tack in the dark, but the man who does it can't see the point.

ALDERMEN NEED A BRAKE.

City Magistrate Wentworth is credited with responsibility for the resolution offered by Mr. Hall in the board of aldermen on Tuesday, to compel the use of brakes on all bicycles ridden in this city. If the statement is true that Magistrate Wentworth advised the offering of such a resolution, then Magistrate Wentworth was guilty of a gross blunder.

The motive power of the bicycle is its best and safest brake. If Wentworth and Hall had taken the trouble to look into the matter they would have discovered that a very large proportion of the cycles sold by the best makers are not equipped with brakes, and that the percentage of the total number of bicycle accidents due to misuse of the brake is much larger than the percentage due to its absence.

It is absurd to attempt to legislate on a subject of which you know nothing. We imagine that this resolution will meet a peaceful death in the law committee of the common council, to which it has been referred. There are several gentlemen of common sense on that committee. If the resolution were to be adopted it would not prove that a bicycle needs a brake; only that a brake on the aldermen is imperatively demanded in the interest of the community. — N. Y. *Recorder.*

THE *best* time to join the L. A. W. is *any* time.

Trenton Cyclometers



⅔ SIZE
MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

The Automatic Bicycle Balance.

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.


"BALANCE APPLIED."

Notice.—In ordering Single Balances, give diameter of this tubing.

Write for Descriptive Circular and Trade Prices.

Weighs only 2 ounces; entirely nickel plated; adjustable to any bicycle. Single Balances expressed on receipt of price or C. O. D., with privilege of examination. **PRICE, $1.00.** Manufactured by

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

DIXON'S 679 CYCLE LUBRICANT

You will coast farther and ride easier by using it.

NOTHING EQUAL TO IT.

Sample will be sent for 15 cents.

WORTH DOUBLE THE MONEY.

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See the **Vanguard Hill Climber** at the New York Cycle Show, Space 261.

VANGUARD CYCLE Co.

Temporary address...

24 S. Pennsylvania St., Indianapolis, Ind.

"A high and low gear, a coaster and burglar proof wheel."

THE ANDERSON "TRANSIT"



Have you seen it?

Don't miss it . . . .

A thoroughly well built, high quality bicycle, comprising every practical improvement, and a record breaker.

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"Ball-Bearing" Bicycle Shoes

For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

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WANTED—Purchaser for two second-hand Bicycles, **Hummer, No. 1, and Lenox, Model A**, both 1895 model, and have been run moderately one season; high grade machines, light running, first-class condition; Morgan & Wright, and New York Road tires, 28-inch wheels, wood rims, 24- and 25-inch frames. Will sell **Cheap**, as I wish to dispose of them at once. Also one **Ladies' Crescent, No. 5**, brand new, 1895 model, never used; a bargain. Those who mean business send for terms, etc., **now.** Address,

Box 54, Winslow's Mills, Maine.

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & Co.,

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.



The Abode of Joy.

Regarding happiness, it's hard
To tell just where it's at;
Whether in a Queen Anne cottage
Or a Maggie Murphy flat.

BY raising the present low price of sanctions, the racing department might be made to pay a profit, and the money so obtained could be used for the more substantial objects of the League.

GEORGE WASHINGTON could not tell a lie, but Abraham Lincoln was a great story-teller; and somehow Lincoln seems more like one of us.

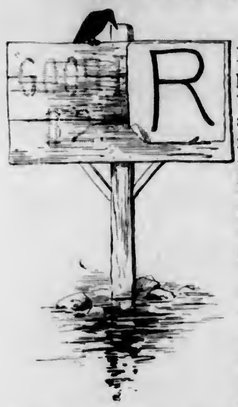


The Elwell European bicycle tour starts from New York June 20. For full particulars address F. A. Elwell, Portland, Me.

MR. CHANNING ELLERY of 228 W. 38th street, New York, will organize a small party for a bicycle tour during the coming summer.



THE WINTER CAMPAIGN.



RECENT and abundant press clippings show that the Farmers' institutes and other organizations for the purpose of improving the lot of the farmer, are devoting a great deal of earnest attention to the subject of good roads.

For many years the "Grangers" and other farmers' clubs devoted much time to securing reductions in railroad freight rates. Their time was no doubt well spent. There was a field which they felt they could do some beneficial work. They secured many of the reductions and readjustments in rates which they asked for. At the present time, the existing laws regarding freight rates seem to more nearly satisfy their demands.

Strangely enough during all those years, the farmers overlooked the important fact that the greatest barriers between their fields and the markets were the roads that lay along side of their own farms. At the present time the greater part of the transportation tax is levied upon the farmer by his own neglect. The wagon roads are the ones that need immediate attention. It is to the study of this very important topic the farmers are now turning. The result of a winter's campaign of education will be made happily apparent next spring in the increased amount of road building that will be done, and the better methods employed in the construction and maintenance of highways. Some of these days bad roads will become as unpopular as they are unprofitable.



THE softer the road the harder it is for the horse.

ONE good turn (-pike) deserves another.

MAIN STREET, MUDVILLE.

The illustration published herewith shows the main street of an important town in one of the Middle Western States, as it appeared on Christmas morning. The local paper commented on it as follows:—

"On Christmas day while a party of rescuers, in the act of extricating a member of the Archbold council from the river of mud, which had complete possession of the main street, an artist took a "snap shot" picture of them.

The party by the aid of a boat and pike poles, finally succeeded in securing one gravel road man, but the unfortunate anti-gravel man was allowed to perish, head down in the mud, with nothing left but his felt boots and hat to mark the spot where he met his untimely death.

This should prove a timely warning to members of the council who try crossing the river during "high tide."

A correspondent writes that "it rained briskly 4 days before Christmas, and the roads were so bad that people could not get in to do their trading, and every business man in the town did at least 50 to 75 per cent. less business, during the holidays, than they would have done had we had good roads, as we have one of the best business places in North Western ——, and are situated in one of the finest farming countries in the State, in fact, we have the best township in the State, and when the roads are good, 'that is in the summer,' we do more business than a great many towns twice or even three times the size, as we have the most prosperous class of farmers in our vicinity."



CYCLES

The result of scientific development in Bicycle construction of the highest class.

The 20th Century Wheel

O. J. FAXON & COMPANY,

MANUFACTURERS

Established 1850. BOSTON, MASS.

Write for territory. Mention L. A. W. BULLETIN.

What to Ride and What to Wear Awheel

Send 10 cents in stamps for the only Woman's Magazine on Cycling; Illustrated.

Wheelwoman Pub. Co., 131 Tremont St., Boston.

RUBBER GOODS BY MAIL

For Men, Women and Children. Catalogue free. Quick Sales. Big Profits to Agents. A. U. Betts & Co., 120 Water St., Toledo, O.

"Evans' first—
There is no second."

When You See This Label,



You'll know you have the best Ale or Stout.

3 IN ONE TRADE MARK

Prevents Rust, Cleans entire Wheel, Lubricates Chain and Bearings, and will not gum. Sample of "3 in 1" sent in this oil can for 10 cents. One trial will convince you. Ask your dealer for it.

G. W. COLE & CO., 111 Broadway, New York.

HENDEE'S SILVER KING BICYCLES.

$75.00 . . Agents wanted. Get Catalogue. Hendee & Nelson Mfg. Co SPRINGFIELD, MASS.

FOR SALE. — A Patent for New Automatic Cycle Brake. Does not wear tires; is operated by contact with driving chain. Does not wear chain; fits any wheel; can be applied gradually, or with great power. Weight, one pound or less. Cannot get out of order; mud has no effect on it. Neat in appearance, and sold at a reasonable price. Address,

C. O. LORENZ, Houston, Texas. 1413½ Congress Avenue.



Manufacturers and dealers, send for sample and prices.

HOW TO DO IT.

At last one community has found out how to improve its roads. The people living north of this city, from the city limits to Tropico and Glendale, have devised a way to get good roads out of their taxes. The plan is this: The taxpayers got together and all agreed to give so many days' work with a team or to pay so much money into a general fund. With this in hand they proposed to the supervisors that they would haul to the road any amount of good gravel, the board would shovel into their wagons and spread after it had been put in the proper place. An excellent bed of disintegrated granite was uncovered at Tropico, and the work was begun. The board of supervisors provide men to load the wagons and to level the gravel on the road. A big line of teams is at work, and most of three miles from the city limits to the store at Tropico has been covered with a good coat of this. The result is an ideal road.

The public-spirited people who conceived this excellent idea are now at work to get subscriptions to carry the good work on up Glendale avenue to Verdugo, up Central avenue to the foothills above Saint Hilda's Hall, and along San Fernando avenue to Burbank. If all this is done there will be in the district about twenty miles of really good roads.— *Los Angeles* (Cal.) *Times*.

THE Arkansas delegates to the Atlanta road parliament have recommended calling a good-roads convention at Little Rock, Feb. 25, to propose and present new laws and to arouse public sentiment in the good roads movement. Good results are promised.

Something Dreadful.

The doctors have found a new bicycle ill;
And the name? We'd be happy to tell it,
Since the awful disorder is certain to kill,
But we haven't the room here to spell it.

MEMBERSHIPS do not all run out March 31st, as formerly.

WE control the conduct of all racing men; shall we grant them membership? Think it over.

THE racing board of the L. A. W. is self-sustaining.

League of American Wheelmen — Official Department

Boston, January 31, 1896.

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12 PEARL STREET, · · BOSTON, MASS.

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W. C. F. REICHENBACH, box 205, Topeka.

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FRED GERLACH, Montauk Bldg., Chicago, Ill.
D. W. ROBERT, 2922 Washington Ave., St. Louis, Mo.

Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below

ALABAMA.—Chief Consul, M. T. Stradford, Box 768, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phœnix. Secretary-Treasurer, T. E. Irvine, Phœnix.

ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

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CONNECTICUT.—Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DELAWARE.—Chief Consul, S. Wallis Merrihew, 19th and Tatnall Sts., Wilmington.

DISTRICT OF COLUMBIA.—Chief Consul, W. T. Robertson, 429 10th St. N. W., Washington. Secretary-Treasurer, C. E. Wood, 1325 14th St., N. W., Washington.

ILLINOIS.—Chief Consul, L. C. Jaquish, 15th st. and Western ave., Chicago. Secretary-Treasurer, George D. Locke, 119 West Pearl St., Jerseyville.

INDIANA.—Chief Consul, Maro R. Thompson, 944 No. Alabama street, Indianapolis. Secretary-Treasurer, Chas. G. Mueller, 667 Virginia ave., Indianapolis.

IOWA.—Chief Consul, E. Kostomlatsky, Oskaloosa. Secretary-Treasurer, A. C. Miller, East 6th and Locust streets, Des Moines.

KANSAS.—Chief Consul, W. W. Webb, Copeland Hotel, Topeka. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, John W. Clendening, 1614 Scott St., Covington. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson St., Louisville.

MAINE.— Chief Consul, C. S. Hichborn, Augusta. Secretary-Treasurer, Percy H. Richardson, 31½ Exchange street, Portland.

MARYLAND.—Chief Consul, Conway W. Sams, 206 Courtland St., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 607 and 621 Law Building, Baltimore.

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Alonzo D. Peck, 727 Tremont St., Boston.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E. Minneapolis. Secretary-Treasurer, J. I. Willson, Winona.

MISSISSIPPI.—Chief Consul, D. S. Wright, Vicksburg, Secretary-Treasurer, Geo. F. Bauer, Jackson.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St., Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, A. R. Edmiston, 1233 O St., Lincoln. Secretary-Treasurer, W. M. McCall, Kochler Hotel, Grand Island.

NEW HAMPSHIRE.—Chief Consul, G. H. Phinney, Hanover St., Manchester. Secretary-Treasurer, F. E. Gale, 50 State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter. Secretary-Treasurer, W. S. Bull. Office of the Division, Vanderbilt Building, New York, N. Y.

NORTH CALIFORNIA.—Chief Consul, F. H. Kerrigan, New City Hall, San Francisco. Secretary-Treasurer, Stanley G. Scovern, 1590 Fulton St., San Francisco.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

NORTH DAKOTA.—Chief Consul, Oscar S. Chenery, Jamestown.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

OKLAHOMA.—Chief Consul, Charles L. Wenner, Perry.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's Office, Philadelphia. Secretary-Treasurer, John J Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence

SOUTH CALIFORNIA.—Chief Consul, C. C. Monaghan, Santa Ana. Secretary-Treasurer, J. A. Kelly, 211 New High St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 221 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings Bank, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, C. F. Wilmans, 179 Elm St., Dallas.

UTAH.—Chief Consul, C. N. Butler, Box 884, Salt Lake City. Secretary-Treasurer, W. S. Evans, Box 487, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

Cycle Club,.....

References,.....

.....

☞Write plainly, printing preferred, or enclose personal card.

RACING BOARD.

Temporary Suspensions.

F. F. Goodman, New York city, suspended from all Class A racing, pending investigation.

Records Accepted.

Two-thirds mile, Class A, tandem, unpaced, flying start, against time, by N. A. Pippin and A. B. Hughes, at Denver, Col., 1 minute 21 4-5 seconds, Dec., 21, 1895.

Half-mile, Class A, tandem, unpaced, flying start, against time, by N. A. Pippin and A. B. Hughes, at Denver, Col., 59 2-5 seconds, Dec. 21, 1895.

Three miles, Class A, unpaced, flying start, against time, by O. B. Hachenberger, at Denver, Col., 7 minutes 3 seconds, Dec. 13, 1895.

Four miles, Class A, unpaced, flying start, against time, by O. B. Hachenberger, at Denver, Col., 9 minutes 31 2-5 seconds, Dec. 13, 1895.

Five miles, Class A, unpaced, flying start, against time, by O. B. Hachenberger, at Denver, Col., 11 minutes 56 4-5 seconds, Dec. 13, 1895.

Transfers to Class B.

Hardy Downing, San Jose, Cal., under Article IV., Sec. 7, clause (c) of the By-laws of the L. A. W.

Floyd A. McFarland, San Jose, Cal., Article IV., Sec. 7, clause (c), of the By-laws of the L. A. W.

B. G. C. McEdwards, Holyoke, Mass., under clause (i).

Suspended.

O. O. Hayman, Grand Island, Neb., from all track racing until July 1, 1896, for false entry at Kearney, Neb.

L. L. Poak, Battle Creek, Mich., from all track racing until July 1, 1896, for false entry at Dowagiac, Mich., Oct. 10, 1895.

A. A. Hansen, Minneapolis, Minn., and W. E. Becker, Minneapolis, for three months from this date, for competing in unsanctioned races.

Sanctions Granted.

Feb. 4—O. P. Rollins, Jacksonville, Fla.

Declared Professionals.

H. L. Johnson, Holstein, Ia., under clause (i).

James Hansen, Minneapolis, Minn., under clause (a). Also suspended from all track racing, for one year from this date, for competing in unsanctioned races while under suspension.

C. O. Hiles, Sioux City, Ia., under clause (a); also suspended from all track racing for one year, October 23, for competing in unsanctioned races, while under suspension.

Lyman Meyers, Minneapolis, Minn., under clause (a); also suspended from all track racing for three months from December 31, 1895.

NEW YORK STATE DIVISION.

Annual Meeting of the Board of Officers.

The annual meeting of the board of officers of the New York State Division, L. A. W., was held at the Grand Union hotel, New York City, Monday evening, December 30, 1895. Chief Consul Isaac B. Potter presiding. There were present, either personally or by proxy, sixty-two members of the board as follows:

Personally present, I. B. Potter, chief consul; Dr. George E. Blackham, executive committee; W. S. Bull, secretary-treasurer. District Representatives M. M. Belding, Jr., Chas. B. Benson, Geo. R. Bidwell, J. H. Carpenter, Chas. T. Cole, L. P. Coleman, Chas. T. Cossum, J. D. Chism, Jr., H. O. Folger, F. M. Frobisher, Walter S. Jenkins, Arthur M. Jervis, C. L. Jones, Chas. E. Losee, G. M. Millspaugh, Dr. F. A. Myrick, Geo. C. Pennell, Will R. Pitman, J. E. Roosevelt, G. A. Roullier, Bernard Schmidt, Jr., C. A. Sheehan, G. E. Stackhouse, Robert L. Stillson, Henry Strugnell, Jas. D. Townsend, D. B. Van Vleck, Edward H. Walker, Dr. Henry E. Westbay. Club Representatives, Wm. M. Honig, Albany Bicycle Club; Jas. Bradford, Albany County Wheelmen; Wm. B. Phipps, Albany County Wheelmen; Warde J. Bingley, Century Wheelmen; Thos. W. Neary, Cohoes Wheelmen; Dr. M. L. Rhein, Freundschaft Bicycle Club; Chas. T. Raymond, Lockport Wheelmen; R. G. Betts, Manhattan Bicycle Club; R. J. Wulff, Prospect Wheelmen; John F. Fitch, Riverside Wheelmen; Jas. L. Miller, Riverside Wheelmen.

Present by proxy, W. E. Underhill, vice-consul; Vm. C. Vrooman, chairman highway improvement committee. District Representatives J. A. Barkhuff, A. P. Black, Will C. Greene, Wm. Pierson Judson, J. Stuart Kelley, Wm. R. Lansing, Edward Leonard, Andrew Peters, Guy E. Robinson, Geo. H. Stebbins, Walter F. Sykes, Fred G. Tyler, C. Edward Wood, Norman Wright. Club Representatives, Malcolm Gifford, Hudson Bicycle Club; Edward F. Hill, Van Cortlandt Wheelmen; G. Wm. Curran, Yonkers Bicycle Club.

Reading of the minutes of the last meeting was dispensed with.

Upon motion, duly seconded, the regular order of business was dispensed with and Secretary-treasurer Bull read his annual report which was, on motion, accepted and ordered printed in the BULLETIN.

Dr. Geo. E. Blackham presented the report of the executive committee, which was, on motion of Mr. W. S. Jenkins, received, placed on file, and the recommendations contained therein adopted.

At the request of the chief consul, Mr. Geo. R. Bidwell takes the chair.

Chief Consul Potter read his first annual report, which was, on motion, received, placed on file, and ordered printed.

Chief Consul Potter in the chair.

The report of the committee on rights and privileges was read by the secretary and on motion was received, placed on file and ordered printed.

Chairman C. B. Benson presented the report of the committee on rules and regulations. On motion the report was received and placed upon the table in order that the amendments contained therein might be taken up under unfinished business.

On motion of Mr. J. E. Roosevelt the report of the committee on improvement in the highways was ordered printed in the BULLETIN.

Chairman G. A. Roullier presented the report of the road book committee, which, on motion, was received and ordered printed in the BULLETIN.

On motion of Dr. M. L. Rhein the secretary-treasurer was empowered to cast one ballot for delegates to the national assembly as follows:

M. M. Belding, Jr., New York; J. E. Roosevelt, New York; Jas. B. Townsend, New York; Geo. C. Pennell, New York; Dr. F. A. Myrick, New York; A. G. Batchelder, New York; O. P. Wilson, New York; G. E. Stackhouse, Brooklyn; D. B. Van Vleck, Brooklyn; A. M. Jervis, Brooklyn; E. H. Walker, Brooklyn; Durant McLean, Brooklyn; G. A. Roullier, Flushing; C. F. Cossum, Poughkeepsie; C. B. Benson, Hudson; W. B. Phipps, Albany; W. M. Honig, Albany; A. D. Wait, Cohoes; W. C. Vroom, Schenectady; W. Pierson Judson, Oswego; W. M. Rebasz, Jr., Rochester; W. S. Jenkins, Buffalo; J. Stuart Kelley, Buffalo.

The secretary-treasurer deposited ballot and the gentlemen named were declared duly elected.

Mr. W. S. Jenkins. In view of that portion of the chief consul's report which touched upon the control of the cycle racing by the national body, I desire to offer the following resolutions:

Resolved, That the board of officers of the New York State division, L. A. W., recommend the national assembly of the League of American Wheelmen to take such action at its next meeting, appointed to be held on the second Monday of February, 1896, as will lead to the early relinquishment by the League of its jurisdiction and control over cycle racing on the track, and that with such recommendation we communicate to said national assembly the following statement of reasons which give rise to these resolutions:

First. That the League of American Wheelmen should be so constituted and its affairs so conducted as to make it in the fullest sense a body representative of the sentiments, opinions, and objects of which belong in common to the great mass of cyclists within the United States; that it should be devoted to the protection of their rights, the advancement of their interests, and the supplying of those material needs and conveniences which make the use of the bicycle more enjoyable and more beneficial.

Second. That the control of bicycle racing is not an object in which the great majority of American cyclists have a common interest and that the experience of our League in this department of its work, has not been such as to commend it to cyclists generally, but has, on the contrary, subjected the League to much adverse criticism and aroused much unpleasant and harmful contention within our own ranks.

Third. That the experience of the League in the control of cycle racing, while being distinctly hostile to its growth in many directions, has been in no sense a substantial factor in aiding its increase of membership even among racing cyclists themselves.

Fourth. That we believe that the true and certain success of the League will be found in an united effort for an enlarged membership and for the making prominent to all cyclists the announcement of those benefits and advantages which the League professes to supply.

Mr. J. E. Roosevelt, Dr. M. L. Rhein, Mr. James B. Townsend, Mr. M. M. Belding, Jr., Mr. C. F. Cole, Mr. C. L. Jones, Mr. H. O. Folger, and Mr. W. S. Jenkins spoke in favor of the resolution, and Messrs. Will R. Pitman and R. G. Betts against.

Upon an aye and nay vote the resolution was almost unanimously carried.

On motion of Mr. Chas. T. Raymond the following resolution was adopted:

Resolved, That the chief consul be, and hereby is, instructed to issue a standing reward of $25 to be paid from the division treasury, for the arrest and conviction of any person stealing a bicycle from any member of this division. The right shall be reserved to the executive committee to withdraw the offered reward on thirty days' notice.

Resolved, that this notice be printed at least once a month in the L. A. W. BULLETIN at the expense of this division.

On motion of Mr. Charles T. Raymond the following resolution was adopted:

Resolved, That the rights and privileges committee be instructed to consider the penalty provided by law for stealing wheels with a view to submitting to the legislature a law making the penalty more severe and stringent than it is at present.

On motion of Mr. Chas. T. Raymond the following resolution was adopted:

Resolved, That the section of the executive committee report referring to railroads carrying wheels free be adopted, and that the executive committee be instructed either to secure legislative action or to determine the rights of wheelmen by an appeal to the courts.

On motion of Mr. Chas. T. Raymond the following resolution was adopted:

Resolved, That the executive committee be, and hereby are, instructed to issue at as early a date as may be reason

ably practicable, a pamphlet containing the constitution of the L. A. W., the constitution and by-laws of the New York division, L. A. W., and the rules of the racing board, together with a brief history of what the L. A. W. has accomplished for wheelmen, a list of "what we get for our dollar," and a brief prospectus of the plans and projects of the New York division for the future.

Resolved, That an effort be made to secure enough advertisements to pay for the cost of printing the same, and that a sufficient number be printed to provide each member of this division with one copy.

Resolved, That the executive committee be authorized to draw upon the treasury of this division for any amount required to print and mail one copy of the above pamphlet to each member of the division, not provided for by receipts from advertisements.

On motion of Mr. Chas. T. Raymond the following resolution was adopted:

Resolved, That the matter of supervising side-path work and securing necessary legislation to protect wheelmen in their rights on paths, be left to the executive committee with power, and

Resolved, That the executive committee be empowered to associate with them in the procurement of side path work, such L. A. W. members from other portions of the State as they may deem best.

Resolved, That the entire committee so constituted be authorized to solicit special subscriptions for side path work, and that such subscriptions be kept separately in the division treasury, and be expended as directed by the committee.

Mr. Geo. R. Bidwell in the chair.

On motion of Chief Consul Potter the following resolution was adopted:

Resolved, That our executive committee be empowered and take immediate steps to effect and direct the local organization of resident League members in all cities and towns where the number of such resident members may seem to warrant; that such local organizations be limited in their work to the attainment of objects properly within the province of the League as declared by our constitution, and to the general advancement of the benefits and defence of the rights of members within the local body.

On motion of Mr. C. F. Cossum the following resolutions were adopted:

Resolved, That the delegates to the national assembly be and they hereby are instructed to vote for and to advocate the adoption of the following amendment to the L. A. W. constitution.

Amend Article V., Sect. 1 A of the constitution by adding at the end thereof the following:

"Provided, however, that whenever the board of officers of any division shall adopt a by-law or rule providing that the secretary-treasurer of the division shall hold office during the pleasure of the board, the secretary-treasurer thereafter elected shall perform the duties of his office until the board shall declare his office vacant, by resolution duly adopted at any meeting regularly called, and after thirty days notice of such proposed action shall have been given by mail to the division board of officers. In the event of the removal of a secretary-treasurer by the board of officers, the chief consul shall appoint a secretary-treasurer who shall serve until the next annual election thereafter."

On motion of Chief Consul Potter, the delegates to the national assembly from the New York State division were instructed to vote for the adoption of an amendment by which the L. A. W. shall eliminate from its constitution and by-laws all provisions with reference to control of cycle racing.

On motion the report of the rules and regulations committee was taken from the table and the proposed amendments adopted.

Chief Consul Potter: I move that the hearty thanks of the New York State division, through its officers, be tendered to the Cycle Board of Trade.

Carried unanimously.

Mr. C. S. Cossum — I move you, if in the opinion of the executive committee the finances of the division will warrant it, that the expenses of the delegates to the national assembly at Baltimore, or such proportion thereof as may be proper, shall be paid out of the division treasury.

Motion carried.

Mr. W. S. Jenkins — I think it is proper and I therefore move that this board of officers extend to the proprietors of the Grand Union hotel a vote of thanks for their courtesy to us.

Motion carried unanimously.

Upon a motion, regularly moved and duly seconded, the annual meeting of the board of officers was declared adjourned.

W. S. BULL, *Sec.-Treas.*

(To be Continued).

$25 REWARD

Will be paid for information leading to the detection and conviction of any person guilty of stealing a bicycle from any member of the New York State division. By order of the board of officers.

ISAAC B. POTTER, *Chief Consul.*

TO ALL NEW YORK MEMBERS.

Important and Immediate Legislation at Albany.

The Hon. W. W. Armstrong, member of assembly from Monroe County, has introduced a bill in the legislature declaring bicycles to be ***baggage***, and requiring all railroad companies within our State to check, carry and care for bicycles without additional compensation. For the past year several of the railroads have practiced a system of extortion in their dealings with the wheelmen, and the practice has become so obnoxious and burdensome as to be unbearable.

The fight is now on. The railroad companies are powerful, wealthy, dictatorial, and expert managers of the "black horse cavalry" (a familiar term in legislative circles). We ask every cyclist in the State to enlist in this contest and stand with us to the end. Write to the member of assembly representing your district *at once*, and urge him to support the *Armstrong Bill*. Get the wheelmen of your locality — of your club — to meet and take action. Write to me for *printed matter to aid and direct your efforts*. Tell every cycling friend to join the League and help along this effort for the wheelmen of New York State. Do all this *at once*, and keep it up. There is no time to be lost.

ISAAC B. POTTER, *Chief Consul.*

VANDERBILT BUILDING, N. Y. CITY.

NEW YORK ROAD BOOKS.

Free Gift of Cyclometers to Wheelmen Contributing Routes to the New "Fifty Mile Books."



To All Members of the New York State Division: —

Chief Consul Potter has contracted with the Standard Watch Company for a supply of new cyclometers (latest pattern and newest patent) to be given by our State division to those members who will render prompt and active assistance to the road book committee in preparing routes and maps for the new road books now in preparation. There will be eight books entitled respectively, "*Fifty Miles Around New York*" — "*Brooklyn*" — "*Albany*" — "*Troy*" — "*Syracuse*" — "*Binghamton*" — "*Rochester*" and "*Buffalo*." Each book will include maps showing all important routes, and descriptive text covering all roads used by cyclists within a radius of fifty miles from the city referred to in its title page. *We want all careful and accurate* wheelmen to contribute to this work. Every contributor will be credited in the books with the work done by him.

Now as to the cyclometers. If you wish to take part in this work *promptly and actively*, write to me at once and state your qualifications for this work—your knowledge of routes in your vicinity. Give your name, residence, and League number. I will send you a blank to be filled out, and on its return to me will make an order on the Standard Watch Company, directing them to send you a new cyclometer, and charge to our division account. *This offer will last for only a limited time*, and notice of its withdrawal will be published in these columns

G. A. ROULLIER,
Chairman Road Book Com.

FLUSHING, N. Y.

WASHINGTON.

Mr. E. G. Dorr of Tacoma is hereby appointed chief consul of the Washington sub-division, vice J. A. Drain, resigned.

Fraternally,
A. C. WILLISON, *President.*

COMMITTEE ON CREDENTIALS.

Geo. L. Cooke, of Rhode Island; Parker G. Reed, of Ohio, and Owen Lawson, of Kentucky, are appointed a Committee on Credentials for the National Assembly.

Fraternally,
A. C. WILLISON, *President.*

MISSOURI DIVISION, L. A. W.

By action of the Board of Officers, the rate of commission for recruiting for '96 has been fixed as follows:— For each new member, 20 cents; for each renewal, 5 cents.

All commissions are payable, not in advance, but at the end of the quarter during which the recruiting was done. This reduction has been made as a measure of economy, as the cost of commission in '95 was about $260.00, which the Board thought had consumed too large a part of the year's income.

W. M. BUTLER, *Sec.-Treas.*

St. Louis, Jan. 23, 1896.

CONNECTICUT DIVISION.

Mr. John R. Cotrill, of Wallingford, has been appointed a representative on the Board of Officers of this division.

PHILIP W. WESTLAKE, *Chief Consul.*

Bridgeport, Jan. 22, 1896.

IOWA DIVISION.

TO IOWA WHEELMEN: —

The board of officers of the Iowa division of the League of American Wheelmen makes the following liberal offer to its members for 1896.

First a reward of $30 is offered for the recovery of stolen wheels from its members, and in case the wheel is not recovered within 60 days, $25 will be paid outright to the owner.

A tag will be given each member, showing that he is a member of the Iowa division, which is to be placed and kept on the wheel.

A nice L. A. W. lapel button will be given to each of the first 150 new applications received after this date.

This is not a cheap button but something nice, and which any wheelmen would be pleased to wear.

Third, a new Hand Book of general information to Iowa wheelmen will soon be out, a copy of which will be furnished to each member. A nice certificate suitable for framing will be given for each State record broken.

All the above in addition to the usual benefits and privileges derived from being a member of one of the grandest and best organizations in existence, certainly gives one the worth of his money.

The board has adopted a liberal policy. Will you do your part by putting your shoulder to the wheel and help to push it along. It certainly is a good thing.

Personal solicitation is what counts. The Iowa division will show a membership of five thousand members, at the end of the season of 1896, if each one that we now have would only remember to speak to his brother wheelmen when an opportunity presented itself, and urge upon him the advantages of the organization. Tell him that he cannot afford to stay out, and not only tell him so, but take a little time to prove it to him, and nine times out of ten you get him.

How many are willing to work? Hold up your hands? —No, cut a blank application out of the BULLETIN, and go out and get one new name just for a starter. We must get them. We need them. They need us. It's a mutual arrangement, see to it that we get them, send for blanks and go to work.

A. C. MILLER, *Sec'y Treas., Iowa Div.*

OHIO DIVISION.

TO ALL OHIO MEMBERS:

At the request of the rights and privileges committee, Representative Mayer has introduced in the Ohio legislature "an act to provide against injuries, cuts and punctures to pneumatic tires," the full text of which was given in the report of the board meeting published in the BULLETIN, Dec. 27, 1895. I desire to urge all members of the Ohio division to at once write to their representatives in the legislature requesting them to support this measure when it is brought up for action. If you will all do this the bill will, undoubtedly, become a law. It will not take you long — not half as long as it would to repair a puncture.

Yours fraternally,
PARKER G. REED, *Chief Consul.*

CHILLICOTHE, OHIO, Jan. 27, 1896.

COLORADO DELEGATE.

At a meeting of the Colorado division board, held Dec. 20, 1895, Geo. M. Scott, Denver, was elected delegate to the National Assembly of '96. H. M. B.

KENTUCKY VICE CONSUL.

Mr. Marmaduke B. Bowden of Louisville has been appointed vice-consul of Kentucky division, vice John M. Cromwell, resigned.

By order of the chief consul.
OWEN LAWSON, *Sec.-Treas.*

LOUISVILLE, KY., Jan. 24, 1896.

ILLINOIS DELEGATES TO ASSEMBLY.

E. J. Porter, cor. Lake & LaSalle Street, Chicago, Fred Gerlach, 56 Montauk Block, Chicago; F. R. Gadd, Galesburg.

Fraternally yours,
GEO. D. LOCKE, *Sec'y Treas.*

ILLINOIS DIVISION.

Office of Secretary-Treasurer.

Certificates of election of Club Representatives from Peoria Bicycle Club, League No. 20, Peoria, Illinois, of Charles F. Vail and Henry C. Morse have been filed in this office.

GEO. D. LOCKE, *Sec'y Treas.*

JERSEYVILLE, ILL., Jan. 21, 1896.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Jan. 31, 1896.

Total, 306 — 39,324.

Arizona, 7 — 152

Unattached

92,032	Cameron, R. H.	Flagstaff
3	Fleming, Porter W.	"
4	Jasper, Thomas	"
5	Reid, Frank C.	"
6	Switzer, W. H.	"
7	Verkamp, John G.	"
8	Morford, N. A.	Phœnix

Arkansas, 4 — 244

Unattached

92,039	Gocio, W. E., 19th st. and Park ave	Little Rock
40	Dille, J. C.,	Pine Bluff
1	Patterson, J. A., Main st	"
2	Puddephatt, Wm., Main st	"

Colorado, 1 — 663

Pike's Peak R.

92,043	Hillhouse, John, 20 E. Bijou st.	Colorado Springs

Connecticut, 4 — 965

Unattached

92,044	Bryant, C. Leon, 259 Main st	Danbury
5	Punderson, Samuel F., 20 Gill st	New Haven
6	Stiebritz, Wm. R., box 236	Ridgefield
7	McEvoy, Frank P., 75 Abbott ave	Waterbury

District of Columbia, 9 — 90

Wash. R'd Club

92,048	Cook, Chas. H., 935 O st	Washington
9	Jose, Rudolph, 1515 Q st	"
50	Petze, C. Louis, 1325 14th st., N. W.	"
1	Prince, Wm. J., 1217 N st	"
2	Taylor, W. M., 45 D st	"
3	Wisner, Frank J., 3143 Dunbarton ave	"

Unattached

4	Palmer, Clarence L., 429 10th st	Washington
5	Pollock, R. W. K., 232 N. J. ave S. E.	"
6	Pratt, Geo. B., 218 8th st. N. E.	"

Illinois, 11 — 1599

Lincoln C. C.

92,057	Ainsworth, Guy R., 11 5th ave	Chicago

Unattached

8	Tice, James W., 103 State st	Chicago
9	Cotter, Lieut J., U. S. A.	Fort Sheridan
60	Whiting, C. J.	"
1	Marsh. H. F.	Highwood
2	Baker, C. H.	Highland Park
3	Brand, O. B.	"
4	Inman, E. J.	"
5	Raffen, R. C.	"
6	Sullivan, C. P.	"
7	Dole, F. D., (P. O. Northfield, Vt.)	Mattoon

Indiana, 6 — 265

Wabash C. C.

92,068	Davis, Chas. J., 527 N. 14th st	Terra Haute
9	Goodman, Isaac L., 410 Wabash ave	"
70	Meyer, Will H., 518 Main st	"

Unattached

1	Mutz, John Roscoe, box 12	Edinburg
2	Thompson, J. A., Jr., box 184	"
3	Imandt, Louis, Hyatt House	Washington

Iowa, 4 — 750

Unattached

92,074	Kennedy, Emery F., 1805 6th ave	Des Moines
92,075	Burnett, A. E., cor. E. 5th st and Locust,	De Moines
6	Cattell, Jas. A., Harris Emery Co.	"
7	Chapman, Geo. C., Harris Emery Co.	"

Maryland, 3 — 689

Park C. C.

92,078	Macgill, Dr. J. Charles	Catonsville

J. O. U. A. M.

9	Wetherill, Louis, 433 E. Lafayette ave	Baltimore

Unattached

80	Murrill, Jas. L., 1010 Mosher st	Baltimore

Massachusetts, 14 — 6001

Rox. Bi. C.

92,081	Burns, C. E., 1 T Wharf	Boston
2	Malone, E. A., 176 Atlantic ave	"
3	Wennerberg, John E., 2 T Wharf	"

Unattached

4	Cook, A. O.	Attleboro
5	O'Herron, James	Barre
6	Evans, Chas. F., Salem Pumping station	Beverly
7	Ames, William G., 47 Franklin st	Boston
8	Crocker, Ernest B., 64 Mt. Vernon st	"
9	McCormack, Frank W., 137 Worcester st	"
90	Kennedy, G. R., 235 Washington st	"
1	Perkins, Charles	Bridgewater
2	Dow, Wm. C., 85 Merrimack st	Haverhill
3	Bennett, Hon. J. C.	Lynn
4	Bloomenfield, J., Parker House	Stoughton

Michigan, 2 — 697

Unattached

92,095	Hudson, Philip S., 51 E. University ave,	Ann Arbor
6	Kaumeier, C. H., Box 972	Port Huron

Missouri, 4 + 1 = 1580

Monett W. C.

92,097	Gonten, A. V.	Monett
8	*Mills, Miss Nellie*	"

Mercantile B. C.

9	Farish, E. A., 617 Commercial Bldg.	St. Louis

Unattached

100	Haussler, G. W., 1225 Highland ave,	Kansas City

Nebraska, 1 — 259

Oriental C. C.

92,101	Powell, F. W., 622 W. John st	Grand Island

New Hampshire, 1 — 266

Unattached

92,102	Brown, Wm. H., Box B	Hampton Falls

New Jersey, 15 — 2493

Unattached

92,103	Young, W. E.	Anglesea
4	Quidort, C. F., 107 Jackson st	Cape May City
5	Woodruff, Thomas L.	Bridgton
6	Wagner, W. F., 13 Arlington ave	E. Orange
7	Garrison, Wm. V., 463 Bergen ave	Jersey City
8	Wardell, Chas. H.	Matawan
9	Burgess, Chas. E., 144 Montclair ave	Montclair
110	Hutchings, C. A. 171 Orange road	"
1	Ill, Charles, M. D., 132 Springfield st	Newark
2	Ill, Dr. Edward J., 1002 Broad st	"
3	Stirling, E. M., 36 16th ave	"
4	Ripley, Wm. D., 8 Penn ave	"
5	Pennington, A. S., Carroll st	Paterson
6	Patten, H. S.	Ridgewood
7	Outcalt, F. S., 122 N. Stockton	Trenton

New Mexico, 1 — 23

Deming B. C.

92,118	Simons, A. B., Box 28	Deming

New York, 147 — 10,298

Pequod Club

92,119	Brennan, Hubert, Hill st	Brooklyn

Coney Island W.

120	Gallagher, William L.	Coney Island

Fredonia B. C.

1	Reuther, B. F.	Fredonia

Quill C. W.

2	Macfarlane, M. B., 203 Broadway	New York

Nassau W.

3	Hughes, John J., Jr., 261 Hewes st	New York

Knickerbockers

4	Dreyfus, I., 163 Bowery	New York

Michaux B. C.

5	*Edwards, Laura J.*, 11 W. 47th st	New York

Century W.

6	Thompson, C. O., 401 E. 29th st	New York

Linwood W.

7	Afeld, Eugene L., 59 W. 11th st	New York

Unattached

8	Weeks, E. F.	Babylon
9	Mott, I. L. B.	Bellport
130	Winkler, A., 148 State st	Binghamton
1	Allen, James, Suburban st	Bedford Park
2	*Brennan, Mrs. Hubert*, Hill st	Brooklyn
3	Brown, F. A., 35 St. Marks pl	"
4	Carlisle, A. F., 472 Putnam ave	"
5	Cocks, Chas. P., 41 Brevort pl	"
6	Dodge, Edward, 206 St. Johns pl	"
7	Ehrhart, S. D., 32 Berkeley pl	"
8	Freeman, Reuben, 990 Butler st	"
9	Ferguson, James, 83 Keap st	"
140	*Garrett, Miss L.*, 152 Wilson st	"
1	Penfield, Thornton B., 41 So. Oxford st	"
2	Titus, Amos N., 984 Butler st	"
3	Van Dyck, Rev. Alex. S., 193 St. James pl	"
4	Essex, C. Fred, Chestnut st. near Glenmore ave	"
5	Phelps, Samuel F., 355a Clinton st	"
6	Schaefer, Christian, 17 Ditman st	"
7	Schweinert, M. Charles, 257 Snedeker ave	"
8	Dale, Jos. M., 60 So. Elliott pl	"
9	Derflinger, J. G., 303 Bradford st	"
150	Donigan, D., Blythebourn	"
1	Failmezger, Adolph, Jr., 621 Bushwick ave	"
2	Knorr, J. A., 244 54th st	"
3	McGerhan, Albert H., 55 Williams ave	"
4	Scall, H. O., 130 Prospect pl	"
5	*Terhune, Roberta*, 15 Suydam pl	"
6	Wright, Frank H., 251 Lexington ave	"
7	*Thompson, Helen J.*, 618 Main st	Buffalo
8	Bowman, Ralph, 225 Wash. st	"
9	Potter, E. Clifford, care Geo. N. Pierce & Co.	"
160	Smith, Geo. W., Box 2	Corona
1	*Fassett, Mrs. J. Sloat*	Elmira
2	Allen, Thomas, Jr.	Garden City
3	Scott, Arthur H.	" "
4	Ayres, Cap't J. C., U. S. A.	Governors Island
5	Feathers, Wm. C., 157 6th ave	Lansinburgh
6	Wright, Frank Marion, Fairfax Bldg.	Mt. Vernon
7	Allerton, David D., 47 West 82d st	New York
8	Bassler, Geo. L., 189 3d ave	"
9	Bersbach, Emil, 381 Broadway	"
170	Becker, Louis C., 1365 Lexington ave	"
1	Bunzl, E., 147 West 97th st	"
2	Best, Seymour G., 349 West 26th st	"
3	Beaumel, D. W., 17 John st	"
4	Cormack, G. A., 640 Madison ave	"
5	Chatfield, A. W., Riverside Bank, 57th st	"
6	Cunningham, W. R., Box 2629	"
7	Farwell, W. D., N. Y. *Tribune*	"
8	Guttag, L., 2893 3d ave	"
9	Huppmann, Anton B., 127 East 46th st	"
92,180	Hirschberg, Simon S., 20 East 91st st	New York
1	Harris, H. D., 51 East 79th	"
2	*Hitchcock, Mrs. E. M.*, 130 West 62d	"
3	Jaeger, Tony, 161 10th ave	"
4	Keyes, J. T., 231 East 9th st	"
5	Lotka, John, 51 East 9th st	"
6	*Lutz, Mrs. J. F.*, 208 West 70th st	"
7	Mattison, Joseph G., 463 West 147th st	"
8	Malaguerra, Pacific, 349 West 27th st	"
9	Mesa, Henry, 505 West 149th st	"
190	Miller, John R., 311 West 128th st	"
1	McIntyre, P. L., 528 West 112th st	"
2	McClave, S. Wood, 602 West 22d st	"
3	Morrison, H. Jr., 255 West 99th st	"
4	Manning, Richard F., 111 Liberty st	"
5	Marks, Frank R., 930 B'dway	"
6	McKee, W. A. Eutravella, M. D., 54 W. 93d	"
7	Noel, F., 95 Broad	"
8	Powell, F. D., 30 E. 14th	"
9	Patrick, E. H., 25 West 31st st	"
200	Streuli, Chas. A., 175 W. 81st st	"
1	*Streuli, Mrs. Chas. A.*, 175 W. 81st st	"
2	Simon, Morris, 21 E. 91st st	"
3	Tiffany, W. Rob Roy, N. Y. *Sun*	"
4	VanCott, Wm., 332 E. 14th st	"
5	Youmans, Vincent M. 1107 Broadway	"
6	Audie, George, Lyceum Theatre, 314 4th ave.	"
7	Bunce, F. D., Lyceum Theatre, 314 4th ave	"
8	Horn, James T., 2189 7th ave	"
9	Neulenbergh Chas., 270 W. 37th st	"
210	McKee, Joseph, 34 Grammercy Park	"
1	Norris, Dr. Henry S., 123 W. 34th st	"
2	Norton, Dr. Arthur B., 16 W. 45th st	"
3	Pitcher Fred'k W., 236 W. 14th st	"
4	Shaw, J. E., 108 Fulton st	"
5	Saltiel, Alfred, 14 W. 136th st	"
6	Waner, John T., 376 Park ave	"
7	Wright, Wm. R., 125 East 57th st	"
8	Brill, H. V., 1260 1st ave	"
9	Chauvean, Jean F., Jr., 31 W. 60th st	"
220	Connor, J. F., 38 Lewis st	"
1	Davis, E. H., 25 W. 119th st	"
2	DeWitt, Theo., 10 W. 30th st.	"
3	DeWitt, Geo. G., 70 E. 55th st.	"
4	Fisher, Dr. Edward D., 42 West 45th st	"
5	Heisser, Wm. H., 64 Cortlandt st	"
6	Hegeman, Wm. H., 201 West 55th st	"
7	*Hart, Miss Hannah*. 255 West 99th st	"
8	Hobein, Herman, 357 E. Houston st	"
9	*Jayne, Mrs. Edith*, 346 West 122d st	"
230	Kraft, Henry P., 75 St. Marks Place	"
1	Lyons, F. W., 115 Fulton st	"
2	Lyall, William L., 367 West 20th st	"
3	Lecher, George J., 618 Greenwich st	"
4	Perry, E. D., 133 East 55th st	"
5	Ralli, P. C., 167 West 88th st	"
6	Rothschild, J., 52 West 26th st	"
7	Roe, Frank O., 174 West 72nd st	"
8	Searls, C. A., 53rd st and Broadway	"
9	Wilkinson, Dr. George, (P. O. 274 Bergen avenue., Jersey City, N. J.)	New York
240	Tyndale, Hector H., 80 Washington sq	"
1	Warner, Franklin M., 250 Lexington ave	"
2	Weeks, C, Jr., 4 Warren st	"
3	Wakeham, F. H., 258 West 12th st	"
4	Woolson, John A., 878 8th ave	"
5	White, Norman, 96 Water st	"
6	Woodward, Dr. W. Dodge, 127 West 48th st	"
7	Maas, Pieter C., 127 East 56th st	"
8	Mackellar, Thomas, 46 Woodland ave,	New Rochelle
9	Salisbury, John, Jr., Box 95	Nyack
250	Wells, Clarence C.	Princes Bay
1	Jessup, Wm. H.	Quigue
2	Fisk, A. J., 40 East ave	Rochester
3	Gilman, A. B., 18 East ave	"
4	Eastman, Geo. W.	Roslyn

92,253	Weber, Peter	Schenectady
6	Fox, Elmer, Main st	St. Johnsville
7	Lindemann, Oscar, 134 St. Paul's ave	Stapleton
8	Wilkinson, Alfred, 807 James st	Syracuse
9	Peck, Arthur R., 432 So. Salina	"
260	Wallace, Charles G., box 239	Tarrytown
1	Kelly, J. H., 23 Douw	Troy
2	Hotaling, C. P.	Tuxedo Park
3	Jones, Frank L., 35 Genessee	Utica
4	Shulman, Edward A.	Watkins
5	Gwathmey, C. B.	Woodhaven

North California, 30+2=963

Petaluma W.

92,266	Anderson, Dr. A., 243 Petaluma st	Petaluma
7	Bryant, Geo. P.	"
8	Bauer, John Wm.	"
9	Crippen, C. P., 702 Prospect st.	"
270	Caldwell, C. E.	"
1	Conway, Edw. P.	"
2	Denman, Frank H.	"
3	Engelke, Louis	"
4	Fairbanks, D. B.	"
5	Hurd, Geo. W., box 324	"
6	Hamilton, Mark	"
7	Hill, A. B.	"
8	Hill, Jas. V.	"
9	Middagh, W. A.	"
280	Madison, J. H.	"
1	McNear, Geo P.	"
2	McNear, John A.	"
3	Nelson, F. V.	"
4	Putnam, W. F., box 12	"
5	Phillips, A. L.	"
6	Reed, C. E.	"
7	Steiger, Wm.	"
8	Simmons, Mark, Basset st	"
9	Stearns, F. R.	"
290	Simidean, M.	"
1	Turner, R. W.	"
2	West, F. C.	"
3	Wilder, Wm.	"
4	White, Jno. N., box 30	"
5	Zartman, B. F.	"

Ohio, 17+1=1874

Canton B. C.

92,296	Rice, James A., 290 No. Market st	Canton
7	Sechrist, J. M., 177 West 5th st	"

Fostoria B. C.

8	Beach, A. L., 138 East Crocker st	Fostoria
9	Portz, John	"
300	Severcool, Earl P., 127 Main st	"

Lobdell C. C.

1	Snyder, H. M.	Macksburg
2	McLaren J. W., 504 2nd st	Marietta
3	Smith, W. H., 919 Fort st	"
4	Williams, J. M., W. U. Tel. Office	"

Unattached

5	Snook, Geo. J., 544 W. Market st	Akron
6	Quick, T. O.	Jerry City
7	Swartz, Aaron	"
8	Turner, C. F.	"
9	Oglesby, W. Dickey, Main st	Middletown
310	Osborne J. E., 8 Elm st	Norwalk
1	Benn, Jesse P., Main st	Rawson
2	Keotz, S. S.	Risington

Pennsylvania, 6—4,531

Central C. C.

92,313	Scheanck, C. E., 18 Kennedy st	Bradford

Unattached

4	Fishblatt, I. S., 142 No. 12th st	Philadelphia
92,315	Moriarty, James E., 246 Madison st	Philadelphia
6	Wright, Joshua, 1926 Harlan st	"
7	Bateman, Chas. 921 Seltzer st	"
8	Driggs, C. M., Railroad st	White Haven

Rhode Island, 2—617

Unattached

92,319	McMillen, C. W.	Pawtuxet
320	*Seymour, Miss Annie G.*	Warren

South California, 6—253

C. C. C. C.

92,321	Palmateer, Albert, 109 E. Colorado	Pasadena

Unattached

2	Cuthbert, D. M.	Long Beach
3	Cleveland, B. G.	Compton
4	Judd, James S., 346 Markham ave	Pasadena
5	Klamroth, Henry H., box 285	"
6	Currier, C. W., care C. L. Parker, 939 6th st., San Diego	

South Carolina, 1—4

Unattached

92,327	O'Brien, John S., U. S. Lighthouse Inspector's Office, Charleston	

Vermont, 2—63

Unattached

92,328	Andrews, A. G.	Northfield
9	Burdett, E. A.	North Shrewsbury

Virginia, 1+1=116

Ports. Wheelmen

92,330	Chapman, W., 407 Middle st	Portsmouth

Wisconsin, 2—1117

Unattached

92,331	Lieberman, Chas., 104 West Water,	Milwaukee
2	Zaug, Frank L., box 322	Port Washington

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Missouri, 1

Unattached

92,333	*Waters, Mrs. Francis M.*, 3610 No. 9th st., St., Louis	

North California, 2

Petaluma W.

92,334	Crawford, Roy	Petaluma
5	Gray, H. C., drawer 398	"

Ohio, 1

Merrie Wheelers

92,336	*McDonell, Mrs. Laura A.*, 318 Wood st.,	Fostoria

Virginia, 1

Unattached

92,337	*George, Mrs. Harry A.*, 105 High st. E	harlottsville

RENEWAL LIST NO. 17.

District of Columbia,	1 New York,	
Massachusetts,	2 Washington,	1
	Total,	5

COMPARISONS.

January, 1894, 418.
January, 1895, 167.
January, 1896, 844.

QUERIES AND ANSWERS

Geo. Weaver, Albany, N. Y., writes:

I have had several discussions, also several kinds of advice as to how a tire should be wintered. Some say keep it blown up, others that air should be let out, and still others that air should be partially let out and wheel stood on seat and handle bar. Will you kindly give me the benefit of your experience.

Ans. A good many "hang up" their wheels during the winter. It is supposed to be the right thing to have the tires mildly inflated. The weight of the machine should not rest on the tires.

R. C. Kent, Carleton, Mich., wishes the address of any member of the L. A. W. who desires to make a wheel trip around the world, or the address of any member who has made the trip. No. 80,605, Pawnee, I. T., makes the same request.

Charles Butler, Omaha:

The racing board has accepted records made by Pete Berlo at New Orleans just before Christmas, as follows: Three-fourths of a mile, 1.17; Two-thirds of a mile, 1.00 2-5; one mile, 1.40 3-5.

EDITOR L. A. W. BULLETIN:

I lost my hand January 16, and would like to inquire through the columns of the BULLETIN if there is any device which a one-handed man can attach to his stump to grasp the handle of his bicycle? No. 80,241.

CARL H. SEELIG & Co., Newton, Mass., print the blank application for membership in the L. A. W. on the reverse side of their business cards. It is a good example for other bicycle dealers to emulate.

WILL "J. H. D.," Cleveland, Ohio, whose communication was published in the L. A. W. BULLETIN of Oct. 18, 1885, send his address to Joseph St. Onge, Nashua, N. H.?

A member, Baltimore, writes:

Kindly inform me whether it is best to have the head of a bicycle tight or loose — that is, working easily or not. I think if it is tight it will be straining the head, and if loose is liable to break off, as I had one do last year. Kindly settle this doubt to the best of your ability, and I will be content to abide by your decision.

Ans. It should be adjusted so as to be free, but with no play orloss of motion.

"MALCOLM" and not Malcomb Taylor is the author of the article on "The Bicycle in Court," re-published in the L. A. W. BULLETIN of last week from the *Virginia Law Register*. Mr. Taylor, who resides at Northport, L. I., is recognized as an authority on bicycle law.

J. R. S., New Jersey, says to wheelmen, "When about to pass anybody or any vehicle going your way, make it a custom to ring your bell. It is a note of warning, and an act of courtesy, and is more frequently appreciated than you imagine. Besides, it may often be the means of saving yourself from narrow escapes, if not accidents."

OUT OF PLACE.



"Order is Heaven's first law,"
'tis said, and, so, the human race
Should have a place for everything and everything in place,
That which in certain quarters may be thoroughly despised,
Amid correct surroundings may be blessings richly prized
And that is why the mean "road hogs," we meet with now and then,
Are not so much admired as the ones within the pen.

But, are They?

If women were level-headed,
We think it is safe to state,
In a half a day or so why they
Could get a hat on straight.

VIENNA has 150 bicycle clubs

RACING does not use any of the League money.

COLORED postmen should carry the blackmail.

A PLAIN groceryman may have a winning weigh.

THE ideal husband is kinder to his wife than he is to anyone else, and kinder than anyone else is to his wife.

Bicycle Economy

Before buying a bicycle said to be "just as good as a Columbia" it is well to compare the prices at which the machines sell second-hand.

The second-hand price of Columbias often equals or exceeds the NEW price of the "just-as-good."

If you look a year ahead, there is wise economy in

Columbias at $100

STANDARD OF THE WORLD

POPE MFG. COMPANY
General Offices and Factories,
HARTFORD, CONN.

The handsomest Art Catalogue ever issued tells of Columbias. You can secure it free by calling on the Columbia agent; by mail for two 2-cent stamps.

Reserve 80002.11

THE L·A·W BULLETIN AND GOOD ROADS

Official Organ of the League of American Wheelmen

Vol. XXIII. Boston, February 7, 1896 No. 6

A PSALM-PLE OF MUD.

Roads in slow towns run by misers
Get so full of ruts and holes
That the lazy supervisors
Should be "flattened at the polls."

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts. Price, 5 cents.

Entered at Boston Postoffice as Second-class Matter.

PAID CIRCULATION. 39,332.

L. A. W. Members Attention!

We claim to have the only Perfect Biycle Saddle in the world. An entirely new principle, ...

It Rotates on a Horizontal Plane.

No horn to straddle. Will you pay thirty cents for express one way for a week's trial to prove it? Send three dollars and saddle will be sent for week's trial, express prepaid. If not satisfactory, return saddle and get your money, less express one way. This offer only good two weeks, don't neglect it.

SEND FOR CATALOGUE.

VICTOR M'F'G. CO.,
DETROIT, MICH.

Attention, Cyclists!

The Harris Combination Wrench.



Combined Wrench, Pump, Oil Can and Screw-driver, all made of the best material and workmanship; forming a compact, attractive, light and handy article.

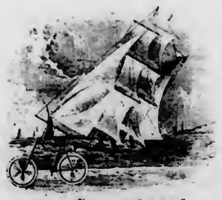
Discount to the Trade. **Write for Descriptive Circular.**

Electrotypes on application.

Manufactured by the . . .

Bicycle Wrench Mfg. Co.

988 First Avenue,
New York City.



THE OLD AND THE NEW "CLIPPER"
THEY BOTH SAIL ON THE WINGS OF THE WIND.

Grand Rapids Cycle Co.
MAK
OES
Clipper
ESTABLISHED 1889
T. WILMARTH, GEN'L MANAGER.
J. ELMER PRATT, SALES DEPARTMENT.
S. A. MORMAN, Treasurer.
A. B. RICHMOND, Vice President.
T. WILMARTH, Secy and Treas.
JULIUS BERKEY, Director.
J. ELMER PRATT.

Grand Rapids, Mich.

Oct. 1st, 1895.

Sterling Elliott,
12 Pearl St.,
Boston, Mass.

Dear Sir:-

The fact that we have given you a year's contract for a quarter of a page is, we think, sufficient evidence of our belief that the Bulletin is a valuable advertising medium. As this paper is not a trade paper, we cannot compare it with the other bicycle papers, but we are thoroughly convinced that it is in a field wholly by itself, and that we are reaching a class of people through the columns of the L. A. W. Bulletin which we cannot reach through any other bicycle medium. In other words, the Bulletin is a bicycle magazine.

We are well pleased with the results that we have had from the Bulletin. As soon as we issue our '96 catalogue, we will key our Bulletin advertisements, and we will be able to tell you in three months after we begin this just what the comparative results are. We think the Bulletin is a satisfactory medium in which to advertise "Satisfactory Business Bicycles."

Thanking you for past favors, we are,
Yours very truly,
Grand Rapids Cycle Co.

P to M.

J. Elmer Pratt

[*L. A. W. BULLETIN SLIP.* Please cut this out and mail it to The GORMULLY & JEFFERY MFG. CO.]

GORMULLY & JEFFERY MFG. CO.,
Manufacturers of Rambler Bicycles,

GENTLEMEN:

Please mail to my address, given below, copy of your "**1896 RAMBLER BOOK**" *free* of cost to me, on your assurance that it is the **Finest and Most Artistic Rambler Publication EVER ISSUED.**

In return, I agree to show it to at least **one** other person.

*NAME (sign here)*_____

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*COUNTY*_____

*STATE*_____

[Mail to nearest branches: either Boston, Washington, New York, Brooklyn, Chicago or Detroit.]

CORRESPONDENCE

A STRANGE CASE.

EDITOR L. A. W. BULLETIN:

I was interested in the letter of No. 42,572 in your issue of Jan. 10th, emphasizing the fact of the cure of paralysis by the use of the cycle. My case is peculiar and very interesting. I have been troubled with vertigo when I walk, since 1890. I have been under the treatment of many doctors, but up to the present time I failed to get any relief. Two years ago I asked my physician at that time if it would be prudent for me to ride horseback or a cycle. He wouldn't advise me to do it. However, soon after I had an opportunity to try a cycle and improved it. Much to my surprise I found the vertigo had vanished! I immediately bought a cycle and have been riding it at all times since.

The vertigo abides with me when I walk but the instant I mount my wheel and fly away, figuratively speaking, it vanishes. This is a plain statement of facts. How can it be explained? I would like to be rid of the trouble when I walk.

HORATIO S. LIBBY.

MELROSE, MASS.

A LIFE-SAVER.

EDITOR L. A. W. BULLETIN:

I am a member of the United States Life Saving Service, and have often wondered why some one hasn't suggested that the wheel be adopted to this service as well as the army. We could use them a great deal; for instance, this morning at five o'clock a large schooner came ashore three and one-half miles from here, abreast of Townsend's Inlet, L. S. S. All the crew had to walk except two, who made the distance on wheels in fifteen minutes, the rest were sixty minutes. Also I would like to say a word about charging for wheels on the W. J. R. R. I can buy a return ticket from here to Ocean View, two and three quarter miles, for fifteen cents, but if I wish to take a wheel it costs me just forty cents. I call this outrageous.

FRANCIS B. SHARP.

SEA ISLAND CITY, N. J.

BABIES AND BICYCLES.

EDITOR L. A. W. BULLETIN:

Until we poor wretches, the fathers, read the article in the L. A. W. BULLETIN of Jan. 24, entitled, "Those Cruel Fathers," we did not realize what cowardly, selfish mortals we were. No doubt but that some of us foolishly supposed that we were doing the little ones a kindness, as

Two and Two are Three?

Two weeks ago, in our advertisement in the L. A. W. BULLETIN, we stated that

"the wheelman who carries the perfect No. 2 'Standard' Cyclometer (which registers 10,000 miles and costs $1.50) pays one-and-a-half *tenths* of a cent for the accurate recording of each of the *first* ten thousand miles he travels — and nothing at all for its subsequent work."

Of course we were wrong — and some odd hundred of agile figurers paid two cents each for the pleasure of telling us so, by letter. The advertising man cheerfully acknowledges the "corn," and incidentally is gratified at the evidence that our advertisements are carefully read by the quick-witted. What we *should* have said is that the cost per mile for recording the first 10,000 miles registered by our No. 2 'Standard' Cyclometer is one-and-a-half *hundredths* of a cent.

Possibly there came into the mental process, in making our calculation, the doubt that we *could* furnish wheeling humanity so much fun for so little money — a mile of delight for one-and-one-half hundredths of a cent — and so we were led to err on the safe side. At least the conclusion may be drawn that our advertisements *understate* rather than *overstate* the merits of our products, and that the "Standard" Cyclometer is actually *ten times* better than our advertisements claim for it. Hereafter we shall hitch a "Standard" to our arithmetic, so that our calculations may be absolutely accurate.

THE NEW YORK STANDARD WATCH CO.

well as relieving the mothers, in taking the babies for an outing, giving them the fresh air and sunlight, and bringing the roses to their cheeks. Instead we learn that we are "thoughtless, ignorant and vain-glorious." We had seen infants of high degree bowling along the avenue in phaetons and landaus, and had not learned that the air on a bicycle level was so much more dangerous to their health. Perhaps we ought to be satisfied to leave them indoors, feeding them soothing-syrups, with an occasional prescription from an M.D., but unfortunately (?) we cannot all view the matter in the same light.

Has the writer of the article in question ever seen the fond parent on the maternal side leave her helpless infant asleep (or otherwise) in a baby carriage outside a dry goods store while mamma searches for a half yard of ribbon to match her last season's bonnet? Sometimes the cab rolls across the walk and is about to plunge into the gutter, but is stopped by a pedestrian in time to prevent a tragedy. Or suppose a frightened horse plunges up on the walk. Yet who has heard of any fatalities in this line? Did the lady ever read of run-away accidents in which children were killed or injured by being thrown from the carriages? But so far no one has suggested the passing of a law to prevent the transportation of children in vehicles propelled by horse power.

To be serious, and without any desire to become personal, we would like to ask whether the lady ever owned a half interest in one of those charming nuisances — a baby.

No. 60,543.

BATTLE CREEK, MICH.

WINTERING WHEELS.

EDITOR L. A. W. BULLETIN:

We who reside in Baltimore do not "winter" a wheel; we always have them ready for use. But last winter was an exceptionally rough one here and I hung my wheel by cords attached to handle bar and seat post so as to make a sling. The treatment of the tires depends on the make. All tires that are much too large for the rim when deflated should be kept inflated. With all that fit the rim snug it doesn't make much difference if they are not pumped hard. The reason the single tubes of the larger pattern should be kept inflated, is that otherwise they will draw away from the rim and will require recementing before using. If the riders would ask the dealer they purchase from, they would get the correct information. Different wheels require different treatment and no general law will apply to all.

H. C. KROMER.

BALTIMORE, MD.

The world owes you a chance to make your own living, but not to beg it.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.

Associate Editors:

NIXON WATERMAN. ABBOT BASSETT.

FEBRUARY 7, 1896.

OUR NEW DEPARTMENT.

It is a matter of tradition that there was no trouble on the earth until woman came, and yet it is safe to say that, as much as trouble is disliked, if its abolishment necessitated the absence of woman, the average man would at once become a very Job in patience, and the ability to put up with all sorts of adversity would immediately be as common as is the appetite for apollinaris water.

The man who scolds his wife because supper is ten minutes late, would, instead, congratulate himself on the fact that somebody thought enough of him to cook his supper *at all*, and the question of whether life is worth living would then become debatable with the odds on the affirmative side.

The L. A. W. BULLETIN management has often considered the advisability of running a woman's department; there have been requests for it and protests against it.

We were getting along very nicely, and, remembering the "Adamses" of long ago, we thought best to cope, with only a masculine force, against the serpents which have so often tempted us to try new and doubtful experiments.

Finally some lady reader wrote and said that she saw no reason why we should have a special department for the sisters, as they were in a minority and were interested as much as the men are in all that goes on, and so read the whole paper. This gave us a tip. Why not have a "woman's page" that the men would read?

Total number printed this week, . . . 41,000
Sent to paid Subscribers, ... 39,332
Samples to Advertisers, Exchanges, etc., 1,668

And it came to pass that we made an arrangement by which, if it seems desirable, we shall devote certain space each week to the discussion of things feminine, also bloomers.

The woman in the case is Ida Trafford Bell, and though she hardly needs an introduction, it may be proper for us to go through the formality.

Forty thousand League members, allow us to present Mrs. Bell.

We had intended to say here that this new addition to our staff is inclined to be cranky, but we withold the compliment and leave our readers to form their own opinions.

She asked what would be the limit to which she might go in expressing her views on the racing question.

After consulting a libel lawyer we gave her carte blanche, or at least she took it last week.

She has our permission to write about any "bloomin'" thing she pleases, but with the distinct understanding that the cost of defending any suit for damages which may grow out of her utterances, shall be withheld out of the princely salary which we promise to pay her.

All communications relating to the subjects therein treated should be addressed to "Woman's Department."

A BAD START.

When Adam ate the apple and "blamed it" on his wife
And thereby made her grapple with trouble all her life,
He should have been "suspended" from some tree about the place,
And let some nobler, better man begin the human race.

IN THE SAME BOAT.

Friends are better than foes.

Wheelmen and horsemen are coming to a clearer realization of the fact that their interests are very nearly mutual and that the battle for better roads is their common cause.

The better the road is for the wheel the better for the horse and vice versa, hence the seeming evidences of enmity that occasionally crop out in the expressions of wheelmen or horsemen are as unwise as they are unpleasant.

In many localities owners of horses and the riders of wheels are uniting in their efforts to secure better streets and roads. This is the proper thing to do. The horse isn't likely to pass away. The wheel seems to be here for keeps. Provision should be made for the highest enjoyment of both.

The highways are broad enough for both. Because two otherwise sensible men choose different means for enjoying an outing is no reason why they must glare at each other and say mean things.

In union there is strength. Pull together.

BICYCLES BUILT FOR BUSINESS

Those who can't afford to pay $100 for a bicycle worth but $75

Should pay $75 for a Business Clipper.....

worth $100

GRAND RAPIDS CYCLE CO.

GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

The Supreme Test.

The neighbors all declare that he
Is blissfully enraptured;
And likewise they declare that she,
(The lucky soul!) has captured
The kindest husband in the land,
And no one dares to doubt it
For he wears the home-made shirt she planned
And never swears about it.

THE PATH-MAKERS.

In the spring a young man's fancy is said to turn to thoughts of love.

We violate no confidence in saying that in the spring the minds of a whole lot of cyclers will turn to thoughts of wheel paths.

The work of building wheel ways promises to be vigorously pushed when the spring bicycling season opens. Already there are a good many important projects under way and scores of others being discussed.

At the present time all the athletic and bicycle clubs of Baltimore are being solicited for their signatures pledging their moral support to the scheme for bicycle paths between that city and Washington. The promoters of the scheme have already secured the sanction of nearly all the outdoor organizations in that city and will now canvass Washington.

Every bicycle path connecting important centers will be supplemented by numerous by-paths. The work will expand in a geometrical ratio. These popular wheel ways promise to become contagious. They promise to be good things to catch.

BICYCLES AS BAGGAGE.

Of Interest to all wheelmen, and especially New York State Wheelmen.

Particular attention is called to that part of our official matter, relating to a bill now before the New York Legislature. Don't fail to read it. It is on page 207.

TWO APPRECIATIVE MINISTERS.

While the L. A. W. BULLETIN does not claim to be in any sense a religious journal, (and if made, such a claim would doubtless be contested) it is pleasant to note that we often have said to us, kindly words by people whose lives are devoted to the cultivation of religious thought. We may be pardoned for printing the following letters:

CHRIST CHURCH CATHEDRAL,
LOUISVILLE, KY., Jan., 28, 1896.

EDITOR L. A. W. BULLETIN:

Please let me add my tribute to the many good words which are said of the L. A. W. BULLETIN.

As a clergyman my reading is naturally largely theological, but for recreation I thoroughly enjoy the BULLETIN. It is really a literary work. Its wit is only equalled by its wisdom, and general good sense, and its verses are charming bits of humor and philosophy.

I joined the League because I felt like many others that I had no right to the benefits conferred by it upon wheelmen, without doing my part to help as far as I might be able, and I now feel that the BULLETIN is worth more than the price of membership in the League. With every wish for your success I am Truly yours,

C. E. CRAIK, *Dean.*

PROTESTANT EPISCOPAL CHURCH MISSIONARY SOCIETY FOR SEAMEN.

NEW YORK, Jan. 21, 1896.

EDITOR L. A. W. BULLETIN:

I want to say, as I have just laid down my Jan. 17 number of the BULLETIN, it is grand and grows better and better.

I get from it many a good practical seed thought for sermons. I am heart and soul with you and proud of the day when the happy privilege was granted me to become an L. A. W. member.

I wish to commend the L. A. W. BULLETIN. I read it through and feel its force. My best wishes.

WALTER A. A. GARDNER,
Rector and Chaplain.

L. A. W. BUSINESS CARDS.

It has occurred to several L. A. W. business men to print a League application blank on the back of each business card.

This is not only commendable from our point of view, but is a very good stroke of advertising for the concern which uses it. The L. A. W. BULLETIN has a plan, the details of which will be announced as soon as decided upon, which will make it very much to the interest of business people to include an application blank wherever possible.

The widow mentioned in the Bible was religious with all her mite.

A few Representative Dealers

Burtis & Zimmerman, State Agents, New Jersey.
Stanley B. Huber, Detroit, Mich.
Logan, Gregg & Co., Pittsburg, Pa.
Western Electrical Supply Co., Omaha, Neb.
Gerwing-Hilton-Kennedy Cycle Co., Denver, Col.
Minneapolis Cycle Company, Minneapolis, Minn.
Reuben Wood's Sons' Company, Syracuse, N. Y.
Kenyon-Cooper & Co., Des Moines, Ia.
Gray-Dudley Hardware Co., Nashville, Tenn.

"All swell that ends swell"

applicable to bicycles, as swell as other objects.

A swell ending does not always follow a swell beginning.

Take the case of a **fine looking** wheel, but one that is bought for less than $100—the beginning may be a fine one, but what of the ending?

Take a "Built Like a Watch" Sterling—we 'll guarantee it as good in the end as in the beginning. Does not this protect you?

Send for our new Art Catalogue.

Palmer tires for '96, unless you say different.

STERLING CYCLE WORKS

General Offices,

274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, N. Y. C.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.

A BICYCLE PATH MACHINE.

How many country roads we have seen which were *almost* good enough for the bicycle, but owing to little irregularities on the surface of the ground and the presence of small stones and sticks, riding must be cautiously done.



A New York State genius has invented an arrangement which may be drawn or pushed over the ground and which levels the surface and removes the loose stones for a space of about two feet in width. We have never seen it in operation but understand that it works successfully.

MANY bicycle paths will be built this year.

Important to Eastern Dealers

Owing to the enormous increase in our eastern business and the indications pointing to a still greater demand, judging from reports, we have opened a wholesale distributing branch at 339 Broadway, New York City, for the purpose of supplying our eastern agents with **Waverley Bicycles.** This branch will take charge of the trade in the following states, viz: New England territory, Maryland, Delaware and the eastern portions of New York and Pennsylvania . . . . . The above mentioned territory is nearly all covered, there being only a few places where we are not represented. Applications for Agency from these points should be sent to above address . . . . . **INDIANA BICYCLE COMPANY, Indianapolis, Ind.**

Manufacturers of . . .



Waverley BICYCLES.

Sad, But True.

S. RAYMOND KITCHIN.

Cast thy bread upon the waters,
In many days it shall come back,
For all the good you do to others
You certainly shall never lack.

I cast thoughts upon the waters,
Best and truest ever penned
And they all come back full surely
If the needed stamps I send.

THE ELECTROBAT.

This carriage, which competed in the motor-cycle race at Chicago, is designed to carry four passengers including the driver, the weight being 1,650 lbs. complete with batteries. As shown in the cut there is only one seat in place, the rear seat being fitted on the back of the carriage when used. It presents a handsome appearance and is very little different from an ordinary high grade surrey. There is no moving machinery in sight, the motive power being two 1½ h. p. motors which gear directly into a ring fastened to the wheel, all being encased and out of sight. The steering is accomplished by moving the upright lever (shown in the cut) backward or forward which turns the hind wheels parallel with each other from a point about 3 inches inside the plane of the wheels.

The wheels are of wood and of the usual construction except that they are fitted with pneumatic tires and ball bearings.

The driving or front wheels in this particular machine are 40 inches in diameter and the rear or steering wheels 28 inches in diameter.



The batteries are assembled in four cases weighing about 150 lbs. each, and these cases on

Union Quality Ignores Cost...

Crackajack II

is a mechanical inspiration.



If the Serial Number is in Bronze it is a ...UNION...

Made to suit the individual rider. Lasting qualities the first consideration. Good for a thousand years. Don't forget, Mr. Rider, that it enjoys the seal of public approval.

Union Cycle Mfg. Co.
Boston, Mass.

being slid into the wagon make automatic connections. The taking out and replacing of a set occupying not more than two or three minutes.

The controller is placed in a convenient position vertically in front of the seat and is operated with a small hand wheel on top. There is one speed backward, at four miles per hour, and three speeds forward, four, twelve and twenty miles respectively.

The battery gives a capacity of from twenty-five to thirty miles, depending on the speed. Of this carriage, the official report of the Chicago contest says:

An award of the *Times-Herald* gold medal to the Morris & Salom Electrobat, of Philadelphia, for best showing made in the official tests, for safety, ease of control, absence of noise, vibration, heat or odor, cleanliness and general excellence of design and workmanship.

The Exigencies of Poetry.

Here is an epitaph inscribed on a tombstone in a Western New York cemetery:

The last remains of Mary Jones
Lies buried underneath these stones.
Her name was Brown, the name of Jones
Is used because it rhymes with stones.

A pig nor a tree would do well without its root.

We Ought to be Thankful.

There is a fountain filled with ink
But, oh! we're glad in knowing
That men can't write down all they think
While that fountain pen quits flowing.

THOSE PUZZLES.

We advertised two weeks ago to send the L. A. W. puzzle on receipt of a two cent stamp. We expected to receive a lot of calls, but we didn't expect to be swamped by them. Our supply was exhausted in a few days and we have hundreds of orders waiting. We are having made, enough puzzles to supply all who are likely to call for them.

This will explain why you haven't been "waited on" and if you *haven't* sent for a puzzle, do so at once and you will receive it "shortly."

BUTTONS WANTED.

Manufacturers of buttons such as are used for advertising purposes will please send address to BULLETIN office, together with samples and figures, as we are in a position to place a large order.

Life is a sorry trial where
It's seldom we secure a
Light sentence, for the neighbors are
Forever on the jury.

The sky is held up by moonbeams.

Combination Detachable Pneumatic Tire 49

Patented Jan. 30, 1894.



Is attached to the Rim by a small string, cord or wire.

Simplest, Best and Fastest Tire.

The rider of our Detachable Tires has a decided advantage over those who use other forms of tires, because he can open his tire and extract the inner tube, and make a permanent and perfect repair in a few minutes. For further information, address . . .

NOTICE.—Our Detachable Tire is Not an Infringement.
The American Dunlop Tire Co. brought suit to prevent its manufacture, but the United States Court of Appeals decided that it was no infringement on their rights, and the bill was dismissed.

The Combination Roll and Rubber Co.
BLOOMFIELD, N. J.

For the Ladies

"God Bless 'Em!"

"The world was sad, the garden was a wild,
And man the hermit sigh'd—till woman smiled."

So in the cycling ranks, where a few years ago all was darkness, wildness, sighs and *man*, now there are more than a hundred and twenty-five thousand smiling girls and women ranging from twelve years of age to — well, never mind where to — but ranging. If all were members of the League of American Wheelmen, what a stir they could make, and what a power they could be.

✠

A well-known woman physician, writing upon the cycling literature of the day says, "Before the year 1896 shall have reached its close there will be over two hundred thousand active wheelwomen in the country, and the journal which adapts itself to this circle of readers will find a sufficiently rich field in which to expend its best efforts.

✠

Parisian wheeling circles are excited over the rumor that the Cardinal Archbishop has declared that he will refuse to administer the holy sacrament to any woman appearing upon her bicycle in rational dress. The reverend cardinal may find himself with more of a situation on his hands and mind than he can comfortably handle, should his fair followers elect to follow the teachings of the "God of Nature," rather than those of a tyrannous bigot.

✠

Dress for the wheel has resolved itself to a fine art, and as the spring season approaches the toilettes for cycling displayed in all the fashionable districts are marvels of genius, for nothing but the most perfect fit and harmonious combination of color and material are acceptable to my lady of the "Silent Steed." While a womon's *chic* is largely due to her clothes, the garment must be adapted to the requirements of the person, and not be at variance with her individual style. Hence the effort of every woman of good form and style is to show herself awheel a study in harmony, color, personality, effect and motion.

✠

Her royal capriciousness, Mme. Sarah Bernhardt, who is a wheelwoman, and very enthusiastic upon the subject, was expected to have appeared at the "Royal Boxes," during the Madison Square Garden show, but something prevented, for which all were sorry. Perhaps it was well, as all his friends would have been very sorry to have seen "Brother Bassett," for whom she was to have been a pleasant surprise, fall down in a fit, or worse still, fall off his perch.

✠

It is said that the Ex-Queen "Lil," of the Sandwich Isles, is learning to ride a bicycle. She objects to rat-trap pedals because they cut her bare feet, upon which she scorns to wear covering of any sort. Also she is having bother in managing a $5,000 Worth evening costume, which appears to be the favorite style of dress for all occasions of the dusky lady.

✠

Dr. Harriette C. Keatinge, prominent in medical circles of New York, while a warm advocate and believer in the wheel for women, deplores the injurious effect it is having upon many through the tendency to stoop over the handle bars, and cites several cases of organic heart disease among her immediate patients, brought about through this ungraceful, hurtful habit.

✠

Two women are among the prize winners in the New York State division contest by sub-consuls for largest number of members sent in within a given time. Mrs. Bolton of Brooklyn, N. Y., was awarded the sum of $40 and a high grade bicycle. We would suggest the advisability of other divisions following the example of that of New York, and thus induce consuls to work. "Competition is the life of trade," you know, and will apply elsewhere.

✠

A new cycling paper, metropolitan in scope, and called *The Rider*, is about to appear and intends to cater strongly to the women and children element awheel. There has not been much attention paid to the little wheelers, and there are a lot of them.

✠

Mrs. E. S. Merry, of West 74th street, New York, who has been one of the most tireless workers for the cyclists' federation since its first meeting, gave a luncheon to her many co-workers and cyclists. During the cycle show, Mrs. Merry secured a hundred and fifty members for that organization. This federation was formed recently for local work, and is working in complete and entire harmony with the League of American Wheelmen, and bids fair to be the parent branch of an endless chain of local organizations. The League has heretofore made no provision for bodies of this nature, although there has been a pressing and crying need therefor. This association is chiefly the work of women. At a recent meeting the racing question was taken up, and as all seemed desirous to stand by their chief consul in this matter, it was suggested that The Federa-

THE ORIENT

Is the Embodiment of PNEUMATIC LUXURY. . .



BIG BALLS, BIG SPROCKETS.

Before you buy, inspect and try

The ORIENT.

BRANCHES:
Boston, 194-196 Columbus Ave.
Brooklyn.
Chicago, 268 Wabash Ave.
New York, 1790 Broadway.
Detroit. Omaha. Denver.
Cincinnati. Providence.
Philadelphia. Waltham.

Main Office,
240 Broadway,
New York, N. Y.

THE LEAGUE TIRES

CHOOSE THE BEST . .

The League Inner Tube is the perfect tube tire. No butt ends. A continuous tube circuit. Repaired in a minute, and while on the wheel. Endorsed by experts on sight.

The League Hose Pipe is the leading tire. Purest Para Rubber. Special fabric. Every detail of manufacture perfect.

Note.—A pump and "Minute" repair outfit supplied with every pair of tires.

NEW YORK BELTING & PACKING CO. LTD.
15 PARK ROW, NEW YORK CITY.
PIONEERS & LEADERS

Every Agent
Who Handles the

Elmore Bicycles

is Assured of . . .

A Trustworthy Wheel
A Liberal Discount . .
and Fair and Liberal
Treatment . . . . . .

These are THE REASONS WHY our agency book shows few changes and why you should get the Elmore agency if there is not one in your city.

Address... **Edw. Oliver & Co.,**
21 Park Row, New York.



tion "*endorse*" Mr. Potter's course. To this there was a strong objection, which ended in a general heated discussion, and which bade fair to break up the meeting, when a little woman arose and quietly suggested that they do not "*endorse*" but "*agree*" with Mr. Potter, and thus it was settled.

✠

A thing noticeable for its absence during the recent cycle show was the discussion so freely indulged in the previous year, by manufacturers, to the effect that they would compel women to ride diamond frame wheels by not making the drop frame wheels. The woman's wheel was the most conspicuous feature of every exhibit, even to the extent of setting them in jewels and precious stones. IDA TRAFFORD BELL.

AN Illinois division member writes: "I think the BULLETIN deserves the highest praise for its successful efforts to place before its readers good solid suggestions aided by those who have something good to suggest. Why can't every good member aim to send in something for the good of the others or else keep still and save the space they are so kindly given which they use to bite at someone."

She loved a young newspaper man
And frankly said, "I must confess
Whenever he is by my side
I quite enjoy the evening press.

A HARD CLIMB.

The illustration presented herewith gives a fair representation of one of the best hard roads in the country. It is "hard" in more than one sense of the word, for besides having a rocky foundation it is hard to climb because of its steep grade.



The wheelmen of Lancaster, Ohio, and vicinity will recognize it as a picture of "Shimp's Hill." It is near Lancaster.



Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.
Factory and General Offices, Yost Station, Toledo, Ohio.

A Humber Agency means
Reputation — Profit — Satisfaction

HUMBER PATRONS: ..

J. Pierpont Morgan, New York.
Moses Taylor, New York.
Stuyvesant Fish, New York.
James P. Kernochan, New York.
James Stillman, New York.
Robt. M. Cushing, Boston.
Dr. W. P. Bigelow, Boston.
Max Agassiz, Cambridge
King of Belgium.
Prince of Wales.
Crown Prince of Belgium
King of Italy.
Crown Prince of Greece
Crown Prince of Italy.
Prince Henry of Prussia
Prince Duleep Singh.

HUMBER & CO., America (Limited)
WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.
Brooklyn Salesroom, 545 Fulton St.

The road at the top of the hill is cut to the depth of forty feet, through solid rock. The hill is three-fourths of a mile long and is considered a very hard pull by the best wheelmen and it is only the best who can climb it all, but the views from and about it make it a popular route for bicyclists.

The officers of the North California division of the L. A. W. have prepared a pamphlet setting forth the League's claims on wheelmen for patronage and support, and the advantages to be derived from a membership in the League. The book is a condensed, comprehensive educator and is being sent to every rider in the division. It will help along in the division's determination to double its membership.

Professor Bell, of Anderson, Ind., has just completed his air ship. It is constructed wholly of aluminum and bamboo, weighs forty pounds, and, it is claimed, will carry 260 pounds and attain a speed of a mile in three minutes. It is composed of a series of parachutes or umbrellas, a propelling wing, and a rudder to guide it. It is worked by a gearing much after the plan of a bicycle and is very easy to handle. It folds up and can be carried with little trouble. Mr. Bell has demonstrated to a few friends that it will work. The machine can be constructed cheaply, he says, and can be used in all kinds of weather.

UNCLE JOSH'S VIEWS.

NIXON WATERMAN.

I've spent all day a-thinkin' an' I've laid awake at night
A-doin' jes' my level bes' a-tryin' fer to write
A poem 'at 'ill sort o' voice the things I want to say
Concernin' o' the bicycle 'at's everywhere to-day.
But somehow, as the feller says, I can't jes' strike a gait
'At seems to fit my sentiments, an' so I'm goin' to wait
Until I'm in the spirit, fer it's my idee the wheel
Is a poem made o' metal an' a symferny in steel.

At first I didn't like it when it went a-whizzin' by;
The good ole mare I ust to drive 'l'd allers up an' shy
An' keep me sort o' worried like, but now she doesn't care,
A-loafin' in the pastur' lot, how many wheels they air.
Fer my nephew from the city come to visit 'ith us once
An' fetched his wheel along 'ith him, an' like a blame ole dunce
I got to foolin' 'ith it an' I learnt to ride the thing
An' so when he took his'n home I bought me one, by jing!

There's nothin' chirks me up so much as jes' to take a spin;
My rheumatiz has vanished an' I'm gittin' young ag'in,
An' ills 'at ust to trouble me, an' all the aches an' pains
I lost among my saunterin's along the shady lanes.
An' bimeby, as the feller says, when all the signs is right,
I mean to take my pen in hand an' then an' there indite
Some verses as is verses, fer my bicycle, I feel,
Is a poem made o' metal an' a symferny in steel.

"Kind words can never die," but as much cannot be said of a grey-haired widower.

The letter "u" is a very peculiar one. It is always in luck and yet it is forever in the midst of tro-u-ble.

The Grand Triumphant Tour of....

The Fowler Sextuplet

TRADE (The Frame tells the Name) MARK

And the....

DAILY FOWLER TRUTH

Will commence immediately following the New York Cycle Show. It will embrace in its route the following cities, and probably many more: Philadelphia, Denver, Salt Lake City, San Francisco, Los Angeles, Minneapolis, Omaha, St. Louis, Kansas City and City of Mexico.

Stops of from three days to a week will be made in each city, and when we get through we intend it to be admitted by all that **Fowler Agents are Treated Right.**

Fowler Sextuplet, matched against the famous Empire State Express, of the N. Y. C. & H. R. R. R., half mile, flying start. Race to be run in April.

FOWLER CYCLE MFG. CO.

142-148 W. Washington Street, Chicago.

NEW YORK BRANCH:
307 Broadway, cor. Duane St.
JAMES H. ROBLEY, Mgr.

NEW ENGLAND BRANCH:
8 Park Square, Boston, Mass.
CHAS. H. LARSEN, Mgr.

THAT YES OR NO VOTE.

For several weeks we have printed an informal ballot and have invited our readers to express themselves as to the advisability of the L. A. W. giving up control of racing.

What most surprised us was the small interest taken in the subject. We have felt sure that our paper was extensively read, for our advertisers have repeatedly told us so, and on several occasions we have taken the matter in our own hands and proven it. For instance, the puzzle mentioned in our Jan. 24th issue brought great results, no less than a hundred and ninety-six orders being received in a single mail, but votes on the racing question have come in slowly. The result as it stands is:

"Should the L. A. W. give up the control of racing?"

YES 936
NO 1,156

It is quite evident that the rank and file of the League is not losing sleep over this question.

Send a two cent stamp for the L.A.W, puzzle.

No one should call a boy lazy who will study for an hour how to get out of doing fifteen minutes' work.

SOME "GENTLE" HINTS.

"The happiest man is he who helps pay for the privileges he enjoys."

These very true and pertinent words head a neat folder on which is printed the application for membership blank in the New Jersey division. Then follow a few questions and answers that are very full of meaning.

Who doesn't recall the time when a man on a bicycle was considered a fair target for every hoodlum's coarse wit and dangerous jokes?

Things are different now.

Did you pay your share?

Think again!

What was the condition of the streets, roads and highways of the country — especially New Jersey — ten or a dozen years ago?

What is their condition now? Roads all over the country are passable for a bicycle, while New Jersey ranks 'way up at the head of the list of States foremost in the good work.

Have you paid your share?

Think again!

Ten or a dozen years ago, did cyclists have any rights on the road that thick-headed, unmannerly teamsters were bound to respect?

True, there are yet more than enough "road-hogs"— but there will be a considerable number less at the end of this riding season if you do your part, and pay your share for the privileges you enjoy.

What is true of wheelmen in New Jersey is true of them in other divisions. The man who enjoys the good results achieved by the L. A. W. and who is not bent on getting something for nothing, ought to be able to know where he belongs.

Selling to the Rider Direct...

With one profit, and a small one at that, is no longer a question of doubt, but a positive fact and a success. Our experiment is no longer an experiment, but some thing that has come to stay.

If You Want a $75.00 Bicycle for $50.00...

Get in line. We are selling direct to the rider a "'96" pattern, $75.00, light, up-to-date Wheel, with Barrel Hubs, Large Tubing, Tool Steel Bearings, and fully guaranteed for one year, for $50.00 for the Gents', and $55.00 for the Ladies'.

Don't Buy a Pig in a Bag...

We are willing to ship either Ladies' or Gentlemen's Bicycle, C. O. D., with privilege of examination, upon the receipt of $5.00, to cover express charges. Send stamp for cut of the

LADIES' AND GENTLEMEN'S PENNSYLVANIA

PENN BICYCLE CO. H. D. LE CATO, President

1343 Arch Street, Philadelphia, Pa.

It is Better.

Better to trust and get roped in
On gold bricks now and then,
Than fancy all the gods are tin
That crowd this world of men.

THAT BABY OF OURS.

WE are pleased to be able to say, authoritively, if not officially, that the great American baby has a whole lot of friends in the crowd.

Those who have had to walk with it during the long Waterbury watches of the night may have said unfriendly things of it on the impulse of the moment.

But they didn't mean it. Everybody loves the baby and believes in the protection of our infant industries.

It is true that three or four back counties are yet to be heard from, but all the others have shown their interest in babies by writing answers to our communication published two weeks ago, regarding the cruelty of fathers who sometimes give their babies outings on their bicycles. These answers range from "grave to gay, from lively to severe," particularly the latter. Some of the articles are not too warm for type. S. Raymond Kitchin, Lawrence, Mass., writes:

I read an article last summer about the cruelty of carrying babies on wheels, etc. I have been riding my baby in that manner since she was eight months old and she enjoys it thoroughly, and so far from being frightened she went to sleep the first time I took her out. One of your correspondents speaks of the babies being strapped to the handle bars. I do not quite understand that as my baby has never been strapped to any part of the seat or wheel. It's the parents who get "strapped" on the wheel, not the children.

I do not like to be called cruel nor to have it inferred by mere onlookers that the fool killer could benefit society and, incidentally, the cause of bicycling, by removing me to a higher sphere. I will simply quote from Josh Billings: "It is better not to know so much, than to know so many things that ain't so." My wife told me to write this for the sake of the enjoyment our baby has received from the wheel.

Another correspondent, who resides in the same city as does the lady whose communication he answers, says:

In your issue of Jan. 24, F. W. B. condemns the practice of certain fathers carrying their children on the wheel, in such extravagant language, so palpably at variance with the facts and with such utter disregard of the proprieties, that, while I dislike engaging in controversy with the fair sex, I cannot refrain from "calling down" the writer thereof, who shows such dense ignorance of the subject. Whoever saw a child strapped to the handle-bars? F. W. B. never did. If she will walk from her home eastward on Arch street for half a mile and inquire at the numerous bicycle houses she will pass, for a carrier by which she can strap her "wee tot" to the handle-bars, she will be laughed at. All the carriers are made either to fasten on the frame or saddle-post, and do not affect either the balance or steering of the machine.

Notwithstanding there are several thousand "thoughtless, ignorant and vain-glorious" fathers in the city of Philadelphia, I challenge the lady to cite a dozen cases of injury to children through being carried on the wheel, and I doubt if she can produce half that number.

I have no hesitation in declaring that a child is safer on a bicycle under the watchful care of its parent than it would be left in charge of a maid, or on the streets to play with

A Hundred Dollars for a Wheel!

...NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the ENVOY, or she can buy the FLEETWING, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.



Makers of

THE PEERLESS MFG. CO.

CLEVELAND, OHIO

Peerless and ... Triumph Bicycles

Send 2c. stamp for our New Booklet, "The Story of the Bicycle."

other children. I have carried my three children thousands of miles during the last six years and *know* whereof I speak.

If F. W. B. desires to become fully informed in this matter I shall be pleased to furnish her the names and addresses of a number of fathers, who reside within easy reach of her home, and who have carried their children over fifty thousand miles in the aggregate, *without accident or injury*. These children are all robust and healthy, and living examples of the benefit to be derived from wheeling, even though they were carried by "fools."

A question isn't a question unless it has two sides to it. And so this subject under discussion has its "pro and con" forces. While a very large majority of correspondents have insisted that the babies of the land should be given more bicycle outings and less paregoric there are others who say the baby should not ride the wheel. Here's a New Yorker's views:

Allow me to add a word upholding the position taken by Mrs. Fannie Warner Bicknell, in her letter on page 111 of this week's BULLETIN. I claim to be an expert rider and not a timid one, either, but I must confess that the sight of a child's helpless and dangerous position on the handle-bars always arouses my indignation against such reckless bravado. I have a large acquaintance among wheelmen, and I have always found a strong sentiment against this foolish practice. The most expert rider is not proof against an accident to his wheel, in which case he may usually save himself from serious injury but has no control of the fate of a helpless charge.

And another New Yorker, who may live next door to the one above quoted, says:

During several years of wheeling I have come in contact with many fathers in New York, Brooklyn, and outlying districts, who have carried their children in this way, and their universal experience has been that, upon the whole, it is no more dangerous to the child than driving. The little one is never strapped to the handle-bars, as your correspondent would have us believe, but sits in a seat, protected by its father's arms on each side and the handle-bars in front, and can be lifted off instantly, if necessary, in case of collision or accident to the wheel. I would like for some of the "croakers" to see my four-year son, who for three seasons rode with me on "our" wheel, and has covered more than 2,000 miles, without receiving so much as a scratch. Bright eyes, rosy cheeks and robust health are the results in his case, and instead of being a fit subject for pneumonia, etc., is all the better able to withstand such diseases.

Many other correspondents, whose words are crowded out for lack of space, prove conclusively that it is right, just, sensible, proper, and humane to give the babies outings on bicycles, while other writers show beyond the shadow of a doubt that the practice is wrong, foolish, wicked and dangerous.

And now that the baby has been told what's what, it must henceforth look out for itself until it becomes old enough to join the L. A. W., when it will again receive our undivided attention.

Bloomers Barred.

The bloomer girl her skirts must don
Ere she climbs the golden stair,
Nor she can't get in with her knickers on;
"There shall be no parting there."

BICYCLES and politics will be the popular topics for 1896.

..PUNCTURE PROOF BICYCLE TIRE.



Our Tire Prevents Punctures. No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.

Catalogue and Sample section of Tire free upon application. Address,

The PUNCTURE PROOF TIRE CO., Quincy, Ill.

Lovell Diamond Cycles

...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers.

BOSTON, MASS.

Agents Wanted. Catalogue Free.

FOR THE LIVING.

NIXON WATERMAN.

If you would speak a kindly word,
Do not too long delay it,
But let it by our ears be heard—
We yearn to hear you say it.
Of friendly cheer our hearts have need
Along life's pathway dreary;
Remember we may never read
Our own obituary.

Is there a deed that you can do
To ease our yoke of sorrow?
Oh, do it with a purpose true,
Nor wait for the tomorrow.
Oh, give us cups of joy to quaff;
While we are with you, love us;
We'll never see the epitaph
Your hands shall place above us.

If you have loving gifts to make,
Do not too long withhold them,
But give them now that we may take
And in our hearts enfold them.
Oh, crown us with a wreath to-day!
Our hungry spirits ask it.
We'll never see the rich bouquet
You place upon our casket.

And while humanity extols
The ones beneath the daisies,
About us are the weary souls
Deserving of our praises.
We mean to tell them so, but still
(We are so thoughtless, very;)
We never mention it until
They reach the cemetery.

GUESS, THEN TRY IT.

Place a bicycle so that one pedal will be at the lowest point; now as you roll the machine forward the pedal goes back with reference to the frame, but which way will it go if you attach a string to the pedal and pull horizontally? This is interesting some of our exchanges. It is a very simple problem, and yet one which is liable to puzzle you. And, by the way, speaking of puzzles, have you sent for one of our L. A. W. puzzles yet? It only costs a two-cent stamp.

BICYCLE PATHS.

G. J. OAKES.

In the L.A.W. BULLETIN for Jan. 10, I read an article by W. F. Cooper, on cycle paths, which I thought was very good. He gives an account of the construction of a cycle path from Meriden to New Haven.

Why can't we have one from New York to Philadelphia? I would like to ask. I think if some of the clubs of New York and Philadelphia, and the cities and towns between those two cities, and also the unattached riders had to amalgamate together, I think we might have a cycle path that would make one of the finest century runs in the world.

Now I would like to make a few suggestions about the means according to Mr. Cooper's figures.



The Tire Trade
Has reached the
Chromo Stage,

But yet you can rest assured that when you see a man riding a Dunlop Tire it is not because either he or his club have been paid for the doing of it, and when you see a manufacturer fitting the high priced Dunlop Tire on his wheels, it is not because of any bribe that has been paid to his superintendent, or buyer, or salesman.

Verb. sap.

Send for our New Catalogue.

American Dunlop Tire Company,

504-506 W. 14th St., New York City.

307 & 309 Wabash Ave., Chicago, Ill.
36 & 38 Lombard St., Toronto, Canada.

Six miles of path were built for $884.56 at an average of about $146.43 per mile, and he says from past experience gained, one could be built for half that cost. I would think $100 to $150 per mile would be cheap for a *good* path, and we will suppose there were 70 miles to build, that would be at the full cost, $10,500, we will say; or, suppose that the subscription was raised as follows:

50	First-Class Clubs at	$50	each,	$2,500
100	Second-Class " "	25	"	2,500
100	Third-Class " "	10	"	1,000
1000	Unattached Subscribers,	1	"	1,000
35	Cycle Manufacturers	100	"	3,500

Offering as an inducement to manufacturers this kind of an advertisement on a finger post at each end of the mile (One mile of Waverley track), could a manufacturer have a finer ad.? For each $100 give them a mile of advertisement, and a score of other ways the money could be raised.

Hoping the boys will be up and stirring at both ends and along the route, and any help that I could give to them I would be pleased to give it.

BRISTOL, PA. No. 82,651.

THE wheelmen of New Jersey are indebted to the good work of Mr. Jere. Pangburn, Jr., of Hackensack, to whose efforts is due the introduction in the State senate of the "Johnson Bill." This bill was drafted from views submitted by the prominent wheelmen of New Jersey, New York, Massachusetts and Pennsylvania and is said to be one of the most practicable of its kind. It covers the ground thoroughly and protects wheelmen to the fullest extent. While it does not take away from any section the rights and privileges now enjoyed, it places a limit on the restrictions which can be made, and which are now unlimited. It will no doubt prove a splendid model for other States to pattern after.



You might have to journey for many a day,
And many a wearisome mile,
Before you would find a more beautiful way,
Or a girl with a prettier smile.

Standard Rubber Cushioned Spring Saddle.



PRICE, $4.00.

WITH solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and a perfect seat. Made for ladies and men, and meets all hygienic requirements.

CAPITOL MFG. CO.

125-137 Rees St., Chicago.

See advertisement of Climax 10,000 Mile Cyclometer next week.

SEARCH LIGHT
It has no substitute!
The '96
Search Light

BICYCLE LANTERN

is as far ahead of any other as the **"'95 Search Light"** was ahead of its nearest competitor of last season. It will pay you to *wait for it.*

Correspondence solicited.

Bridgeport Brass Co.

Or 19 Murray St., New York. BRIDGEPORT, CONN.

BICYCLES VS. BOOKS.

The latest charge brought against the bicycle is that it injures the bookseller's trade. Books never have the same sale in summer as in winter, despite the fact that paper-covered novels are in demand by the loungers on the seashore; but this year there is said to have been a more than usual depression in trade. The wheelman is blamed for this, as it is logically argued that while indulging in his favorite pastime he cannot possibly be reading a book, and that when he gets home from his spin he is too tired to read. As the cycling craze is constantly increasing, the result of its growth upon literature would make an interesting study. — Philadelphia *Record*.

IN Cass county, Indiana, recently, the roads were so bad as to make the holding of funerals almost impossible. On one occasion a hearse had to be pulled out of the mire by four horses. But Indiana has much to be thankful for. That State is making rapid strides in road improvement. In one county, where fifteen years ago there were threats of killing the men who should undertake to build gravel roads, there are now two hundred miles of good gravel highway.

Roads built hard and round and high,
Are good though days be wet or dry.

COFFIN ON A BICYCLE.

"I saw a very strange sight while I was over in Vancouver Saturday," a bill collector for a Portland house was telling a friend on the car.

"It was a coffin strapped on a bicycle, and it was being taken to the country, evidently, for the rider had the appearance of being dressed for a long, hard ride. It was a strange combination. The coffin was strapped across the handle bars and over the front wheel. The big black varnished box almost hid the rider, whose head just appeared over the lid. To add to this grewsome spectacle, which reminded me forcibly of a mince pie nightmare, the rider wore a black cap, drawn down well on his head. His face was thin and white, and for a moment I thought it was a transformed vision of an end-of-the-century silent reaper. He was minus his sand glass and scythe — not to mention his whiskers — and to me the startling spectacle seemed as if it were some horrible octopus looking for a victim for the grave.

"The coffin was carried safely and quickly and I suppose beat a wagon all hollow. In the earlier days they used to carry coffins on horseback. This, to my mind, would not seem half so uncanny. A bicycle, you know, is the very spirit of life itself — especially when it runs away with you and breaks a rib — but to see it carrying the coffin gave me a shudder.

"Well, we shall see all sorts of strange things before we have done with the wheel. We have

"None Other Just as Good."
The reason why:
Most Rigid Frame
Truest Bearings
WHICH MAKES
Easiest Running
Our Catalog is ready; yours on request.
Gendron Bicycle
"'T will hold thee safe."
GENDRON WHEEL CO.
Toledo, Ohio.

THE RIALTO sells readily—because
THE RIALTO has a trim appearance,
THE RIALTO has detachable crank,
THE RIALTO has adjustable handle-bars,
THE RIALTO is all right.

...THE Continental Cycle Company,
15th Street and Western Avenue,
...CHICAGO...

Trenton Cyclometers


⅔ SIZE MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

When ordering your wheels REQUEST that they be fitted with
Hunt
BICYCLE SADDLES
WESTBORO MASS

had bicycle weddings, and, indeed, I, for one, do not see why we should not have wheeled weddings. Preachers attend to their business on wheels. I presume the incident I saw is only preliminary to the bicycle funeral. You are surprised. I am not. Whenever and wherever a wheel will suit a man's convenience he will use it."—*Portland Telegram.*

THE L. A. W. BULLETIN has been asked to commend the very good work being done by the Boston Park Commission in the matter of skating on the various waters under their jurisdiction at Franklin Field, Jamaica Pond, Charlesbank and Wood Island Park, and the work being done by the city on the Public Garden Pond. In this connection it may not be out of place to refer to the fact that the coasting course in the common, made famous by the American boys, who in revolutionary times demanded that the British soldiers quartered in the common should not throw ashes on the slide and whose command was respected, is still kept sacred to the use then made of it. Every winter this course is bridged over so that coasters need not fear collision with pedestrians, and coasting goes merrily on as it did a century and a quarter ago. Another favor shown to the youth of Boston is the giving of free slight-of-hand and other entertainments to school children in every school district on each Fourth of July.

The "Scorcher."

WILLIAM CARLETON.

He tumbled from his weary wheel,
  And set it by the door;
Then stood as though he joyed to feel
  His feet on earth once more;
And as he mopped his rumpled head
  His face was wreathed in smiles;
"A very pretty run," he said,
  "I did a hundred miles!"

"A hundred miles!" I cried. "Ah, think!
  What beauties you have seen!
The reedy streams where cattle drink,
  The meadows rich and green.
Where did you wend your rapid way—
  Through lofty woodland aisles?"
He shook his head. "I cannot say—
  "I did a hundred miles!"

"What hamlets saw your swift tires spin?
  Ah, how I envy you!
To lose the city's dust and din,
  Beneath the heaven's blue;
To get a breath of country air,
  To lean o'er rustic stiles!"
He only said, "The roads were fair—
  "I did a hundred miles!"

CHEWING gum is not the only thing that makes the practised wheelwoman.

It is considered very impolite to ask for a second piece of pie, but the man behind the lunch counter likes to have you do it "all the same."

The Improved Automatic Cycle Saddle

As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



Dr. W. T. DODGE, Surgeon to St. Mary's Hospital, Big Rapids, Mich. "I like your saddle very much. It is made on the correct principle."

Manufactured in Cane, Wood, Leather or Padded Seat, with or without springs. Send for circulars, to the

AUTOMATIC CYCLE SEAT CO.
441 Rood Block, Grand Rapids, Mich.

The Automatic Bicycle Balance.

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.


"BALANCE APPLIED."

Notice.—In ordering Single Balances, give diameter of this tubing.
Write for Descriptive Circular and Trade Prices.
Weighs only 2 ounces; entirely nickel plated; adjustable to any bicycle. Single Balances expressed on receipt of price or C. O. D., with privilege of examination. **PRICE, $1.00.** Manufactured by
Bicycle Chain Lightning Co.
Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.



"Ball-Bearing" Bicycle Shoes
For Men and Ladies,
They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.
C. H. FARGO & CO., Makers,
CHICAGO, ILLS.

DIXON'S 679 CYCLE LUBRICANT
You will coast farther and ride easier by using it.
NOTHING EQUAL TO IT.
Sample will be sent for 15 cents.
WORTH DOUBLE THE MONEY.
DIXON CRUCIBLE CO., Jersey City, N. J.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

VANGUARD
VANGUARD CYCLE CO. INDIANAPOLIS IND
HILL-CLIMBER

Dress Reform.

It matters not though doctors may
  Declare that it will kill,
The awful corset's here to stay
  And stay of corset it will.

THE PRESENT NEED.

At this stage of the good roads movement it is not necessary to speak of the value of the work. The need of better highways in the interest of all classes is generally recognized, but as with every other reform, the chief obstacle to be overcome is the inertness of people who know what ought to be done, but who do not know how to do it and are not yet stirred up to activity. Local and even State interest in road improvement can accomplish much but the tendency in every enterprise involving the spending of money is for the small body to hang behind the larger. The natural supposition would be that the farmers who use the roads most would be first to demand their perfection, but they hesitate to spend more money than neighboring communities, and it is only with encouragement from the State that they can be induced to make any outlay. So the States need to be aroused to a common interest in the subject, and the citizens need to feel that it is a matter of common concern, until a town will come to consider it a disgrace to have such roads as are now too often endured with no attempt at improvement.—New York *Tribune.*

Frank F. Tyler, Detroit, Mich., says the brake question is largely one of locality, and purely geographical. "An inhabitant of Lapland dresses in fur, while the native of Africa wears a ring in his nose and an air of contentment (and perhaps a palm leaf), and for the man in Lapland to argue to the native of the tropics that fur should be worn is as logical as is the advocate of a brake on a bicycle to urge its use in a locality where we have no hills. I have been in sections of the country where every farmer had a brake on his wagon. But you will travel many miles in many States where such a device was never thought of. Let us not try to persuade the residents of Panama to wear sealskin coats and the members of the Hudson Bay Co. to dress in lawn tennis slippers."

A correspondent writing from Winterset, Ia., says: "Only a short time ago no one would have thought it worth while to present a sincere argument against the bloomer costume. It was met as a joke and received only ridicule. Now it seems that the bloomerites find less and less occasion to defend themselves, while their sisters who cling to the clinging skirt, seize every occasion to explain why they do it, and to tell us that you can ride just as well with skirts as bloomers."



THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.

3 in 1
Prevents Rust, Cleans entire Wheel, Lubricates Chain and Bearings, and will not gum. Sample of "3 in 1" sent in this oil can for 10 cents. One trial will convince you. Ask your dealer for it.
G. W. COLE & CO., 111 Broadway, New York.

RUBBER GOODS BY MAIL
For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. L. Betts & Co., 120 Water St., Toledo, O.

HENDEE'S SILVER KING BICYCLES.
$75.00. Agents wanted. Get Catalogue.
Hendee & Nelson Mfg. Co.
SPRINGFIELD, MASS.

THE CYCLING NEWS.
A New Cycling Paper, full of late news and trade notes of interest to wheelmen; issued weekly. 50 cents a year; special rate of 25 cents a year to L. A. W. members. Send for free sample copy to
THE CYCLING NEWS, Toledo, O.

"CLIMAX"
Wire Spring Saddles...



New '96 Model, Style B, thorough in point of Construction and Riding qualities.
Only Sanitary Saddle, and Prevents Soreness.
Send at once for '96 Catalogue. Electros for Trade that desire to catalogue.
Weight, 12 oz.; Price, $4.50.
Fully guaranteed against defective construction for one year. Mention L. A. W. Bulletin.
Climax Manufacturing Co.
EAST HAMPTON, CONN.



Individual Cycle Name Plates with name engraved on the same for 50c. prepaid to any address.
C. H. WOLFF,
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By GEORGE B. CLEMENTSON. Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities, and towns, for injuries to wheels and wheelmen. The liability of wheelmen for injuries to others. This book cites about 350 cases, and is a carefully written law book. One volume, pocket size. Price, paper, 50c., cloth, 75c., sent postpaid on receipt of price.
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FOR SALE, Remington Bicycle, 1895 model, 25-inch frame, has been run only 2,000 miles; first-class condition. Also Ladies' Remington, 1894 model, has been run only about 1,200 miles; first-class condition.
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EDITOR L. A. W. BULLETIN:

I notice in your paper occasional suggestions regarding European tours. I would like to suggest some trip through part of our own country, *after* the National Meet, and have that (wherever it may be) for our starting point.

I think a member of the League would rather go after the meet, so as not to miss it.

G. J. P., No. 84,000.

NEVER put off anything till tomorrow — except the bill collector.



The Elwell European bicycle tour starts from New York June 20. For full particulars address F. A. Elwell, Portland, Me.

MR. CHANNING ELLERY of 228 W. 38th street, New York, will organize a small party for a bicycle tour during the coming summer.



A Happy Reminder.

Good, hard, level roads remind us
We may make them all that way;
And you never more will find us
Using mud and sods and clay.

AN OBJECT LESSON.

"C. H. S." of Brattleboro, Vt., tells the readers of the *Rural New Yorker* how a mudhole was transformed into a good road:

"This piece of road, being situated about 100 rods from a railroad station, has been known for years, far and wide, as the poorest in town. Teamsters always loaded according to what they could haul through "the mudhole," as it was generally termed.

"It was built in this way: As soon as the ground was thoroughly settled in the spring, a hole was dug in the road large enough to take in a heavy Syracuse plow. Six strong, steady horses were attached, and, by going very slowly, the road was gradually broken up the entire length and 11 feet wide. An excavation was then made, by the use of an improved wheel scraper, to the depth of about two feet. The hole thus made was then filled with large stones a little more than level full. These stones were purchased, at small expense, of a nearby neighbor who had a stone wall that was exactly in his way. On top of the stones was then piled coarse gravel taken out of a brook, to a depth of eight inches.

"The dirt taken out in excavating, was next scraped back, and the road shaped 40 feet wide. Then every 20 feet eight-inch tile were put in from the edge of the stone, at right angles with the road, and run to the outside ditch with a good fall. The tile were placed 20 feet apart on either side, a row on one side came between two on the other —thus placing a row every 10 feet. Mr. Hopkins considers the tile indispensable, for after heavy rains, they have often been noticed running off large quantities of water that would otherwise have remained in the road to soak through and make mud.

"A thorough job has been done, and this road will stand for many years a monument to its builder, and an honor to the town. More are needed, and I predict that each year will see additions of this kind, for Rupert has awakened to the fact that money invested in thoroughly built roads, like this, pays the farmer a higher rate of interest than money deposited in savings banks, and is absolutely safe."

MAINTAINING GOOD ROADS.

The second annual report of the New Jersey commissioner of public roads, for the year ending October 31, 1895, contains much that is of general interest. Regarding maintenance of road, Commissioner Budd says:

The four months of almost continued absence of rainfall has been very trying to all kinds of roads. The sand roads become almost impassable with their unusual depth of sand. The gravel and dirt roads dissolved into dust and chuck-holes, and the stone roads manifested a strong tendency to disintegrate on the surface for the want of moisture to cement the binding material with the stones. In many cases this tendency was overcome by a slight top-dressing of loamy gravel, in others by the application of water. Perhaps the most practical and economical plan is, in the late spring to apply thin coatings of gravel possessing cementing qualities, beds of which are found in a few localities in the southern part of the State, not far from where most needed. Noticing that where a certain amount of moisture was mostly present, through a damp subsoil, under the shade of trees, or where municipalities or incorporated stone pikes have daily recourse to the sprinkler, there was little or no raveling, I became impressed that water is a most potent element for preserving the integrity of the road beds, so have urged upon all the county boards, where it could economically be done, the application of the needed moisture.

I have also noticed, where the surface of the stone roads was a part of shaded avenues, there was little or no disintegrating, thus emphasizing the experience and practice of European road builders that macadamized roads should be set with shade or fruit trees, thus employing the silent forces of nature to steadily furnish what would require considerable outlay on the part of our freeholders, besides adding beauty to the landscape and pleasure and comfort to the traveler.

Another necessary provision for their maintenance is the quick adoption of measures whereby loaded wagons will be required to use tires not less than four inches wide. Narrow tires are the most fruitful source of cutting and rutting the surface of stone roads, whereas, if broad tires were the rule the traffic would continually roll and consolidate the bed.

MERCHANTS in many country towns are complaining to the local papers that "trade is dull because roads are in poor condition." What are the merchants doing to correct the evil?

MANY want the earth but farmers must have it.

GOOD ROADS IN CONGRESS.

Charles W. Stone has introduced a bill to create a special commission on highways and to make appropriation therefor.

In the Fifty-second Congress Senator Manderson's bill for a National Highway Commission passed the Senate without opposition, but did not reach a vote in the House. Subsequently the National League for Good Roads was organized and held a convention in Washington, January, 1893, in which twenty-five States were represented. This convention attracted the attention and interest of all branches of the government and many members of Congress were in attendance, as well as representatives of departments. It was there suggested that the government might aid in the work then being carried on by the League, and upon consultation of a committee of the League and the committee on Agriculture of the House, the appropriation of $10,000 for the organization of an Office of Road Inquiry in the Department of Agriculture was agreed upon. That office was organized in October, 1893, and annual appropriations of the like amount have been made since that date. The work, however, was necessarily tentative, and a great amount of gratuitous service being rendered by the friends of good roads, the expenditures were kept down for the first two years to less than one-half of the appropriation.

The work accomplished, however, has been valuable and useful. The many publications of the office have been eagerly sought for, and the Chief of the Inquiry has been constantly consulted regarding legislation for road improvement in various States.

National conventions have been held each year, and that of 1895, held in Atlanta, had representatives from over thirty States, including the most distant States of the Union.

It is now generally conceded that the work of the government in this direction could be advantageously broadened and extended, but it requires a very careful study of all the conditions to determine how this can best be done. So far the work of the government has been very highly approved by State authorities and by all the friends of good roads. The fact of the government having taken an interest in the subject, even to this small extent, has done very much to develop public interest, and there is a general feeling that the work may be safely put upon a higher plane.

The new bill does not propose to create any new offices, nor involve any expenditure of money, except that saved from the previous appropriations for the like purpose.

The Chief of Road Inquiry has secured some important concessions in the railroad rates on road materials, but has accomplished nothing compared to what might be done by a national commission of this high character.

League of American Wheelmen
Official Department

Boston, February 7, 1896.

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12 PEARL STREET, · · BOSTON, MASS.

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(COMBINATION BLANK.)

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ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

Cycle Club,.....

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*Write plainly, printing preferred, or enclose personal card

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Records Accepted.

One-fourth mile, class A, tandem, unpaced, flying start, against time, 27 1-5 seconds, by Pippen and Hughes, at Denver, Col., Dec. 27, 1895.

One-third mile, class B, paced, standing start, against time, 38 3-5 seconds, by W. W. Hamilton, at Coronado, Cal., Dec. 27, 1895.

Two-thirds mile, class B, paced, flying start, against time, 1 minute, 8 3-5 seconds, by W. W. Hamilton, at Coronado, Cal., Dec. 28, 1895.

One-half mile, class B, tandem, paced, flying start, against time, 50 1-5 seconds, by W. H. Taylor and C. Hewitt, at Coronado, Cal., Dec. 27, 1895.

Two-thirds mile, class B, tandem, paced, flying start, against time, 1 minute, 8 seconds, by W. H. Taylor and C. Hewitt, at Coronado, Cal., Dec. 27, 1895.

Three-fourths mile, tandem, paced, flying start, against time, 1 minute, 21 1-5 seconds, by W. H. Taylor and C. Hewitt, at Coronado, Cal., Dec. 30, 1895.

Ten miles, class A, paced, standing start, against time, 25 minutes, 18 seconds, by William A. Wenzel, at Point Breeze track, Philadelphia, Nov. 28, 1895.

One-third mile, class B, unpaced, standing start, against time, 41 seconds, by W. W. Hamilton, at Coronado, Cal., Dec. 25, 1895.

One mile, class B, competition, standing start, paced, by Otto Ziegler, Jr., Louisville, Ky., 1.53 2-5, Nov. 12, 1895.

Two miles, class B, world's record, unpaced, standing start, by F. G. Barnett, New Orleans, La., 4 minutes, 39 seconds, Dec. 7, 1895.

Three miles, professional, paced, flying start, against time, by P. J. Berlo, New Orleans, La., 5 minutes, 50 4-5 seconds, Dec. 13, 1895.

Four miles, professional, paced, flying start, against time, by P. J. Berlo, New Orleans, La., 7 minutes, 50 seconds, Dec. 13, 1895.

Five miles, professional, paced, flying start, against time, by P. J. Berlo, New Orleans, La., 9 minutes, 51 2-5 seconds, Dec. 13, 1895.

Declared Professionals.

H. M. Turk, Denver, Col., under clause (c).
Frank Miller, Mulberry, Ind., under clause (a).
O. W. Slayback, Mulberry, Ind., under clause (c).
John B. Harrison, Lebanon, Ind., under clause (i).
Jerome Hinkle, Goldsmith, Ind., under clause (a).
Henry Sweeney, Nashville, under clause (a).

Suspension Raised.

Suspension placed upon Ramon Pulley, Shenandoah, Ia. has been removed.

Suspended Pending Investigation.

Fred. Bernett, Pottsville, Pa.

1572—MISSOURI DIVISION—2500.

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Winsor, Mark P. Goodlett,
Winston, E. D. Trumbo.
St. Louis, to be announced later.

Fraternally yours,

ST. LOUIS, Jan. 22. ROBERT HOLM, *Chief Consul.*

NEW YORK STATE DIVISION.

Cash Prize Competition.



The winners of the cash and special prizes offered to the members of this division securing the largest number of applications for membership between April 30 and December 31, 1895, are as follows:

First prize	$100.00,	J. Stuart Kelley,	169	new	members
2d "	50.00,	Dr. T. W. Topham,	148	"	"
3d "	40.00,	Mrs. C. L. Bolton,	81	"	"
4th "	35.00,	Mrs. Ida T. Bell,	79	"	"
5th "	25.00,	M. M. Belding, Jr.,	77	"	"
6th "	20.00,	Max Bernhardt,	70	"	"
7th "	15.00,	George C. Pennell,	55	"	"
8th "	10.00,	Dr. M. L. Rhein,	51	"	"
9th "	5.00,	L. A. W. No. 88,978,	50	"	"

Special Ladies' Prize.

A high-grade bicycle (pattern of 1896), to the lady, who is a member of the New York State division, securing the largest number of applications between April 30 and Dec. 31, 1895. *Won by Mrs. Charlotte L. Bolton.*

Special Prize.

A Spalding bicycle (donated by Messrs. A. G. Spalding & Bros.), for the largest number of applications procured by a resident of New York City or Brooklyn. *Won by Dr. T. W. Topham.*

W. S. BULL, *Sec.-Treas.*

TO ALL WHEELMEN IN THE STATE OF NEW YORK:

The Fight is on at Albany.

We have introduced a bill in the legislature to stop the unjust and oppressive practices of certain railroad companies in compelling cyclists to sign "releases" and charging a special fee for carrying bicycles as "excess baggage." Thousands of wheelmen have suffered from this oppression; have been subjected to every form of insolence and abuse from railroad employees; have been denied the ordinary privileges which the laws are supposed to give to passengers, and have had their wheels thrown recklessly about by baggagemen, who, under cover of a "release" have reduced the system to one of extortion. The statute law of New York declares that every railroad operating within this State shall carry a passenger and one hundred and fifty pounds of baggage without extra charge beyond the regular specified rate of fare. For fifteen years the railroad companies of this country have followed the custom of carrying bicycles free; not the light, easily-handled twenty-pound bicycles of to-day, but bicycles with 50 to 60-inch wheels and weighing from 50 to 60 pounds. More than a hundred American railroads are to-day following this custom. Custom makes law. "Custom is the universal sovereign." Custom is the common guide of honest people and every reasonable custom will hold its way.

Some of our railroads have broken this custom. It is a "break for revenue." Other railroads have been urged to follow suit, and the ingenious methods of the "combine" are being put in operation to force these railroads into the new scheme. What is baggage? The courts have declared that "whatever a passenger takes with him on his journey for his personal use or convenience, either with reference to the immediate wants of his journey or as a part of the ultimate purpose thereof, according to the particular class to which he belongs, is baggage." This principle has been followed and confirmed in all court decisions in which the subject has been brought into question, and in no American case has it been disputed. Guns and ammunition are the baggage of the hunter; fishing tackle is the baggage of the angler; tools are the baggage of the carpenter and the machinist; the easel and the sketching materials are the baggage of the artist; the bicycle is the baggage of the wheelman.

All this is sense and reason to you and to us; to the railroad corporation it is nothing. Only one thing can now be done. It is to pass the Armstrong Bill (introduced by Hon. W. W. Armstrong, member of assembly from Monroe county). Here is a true copy of this bill:

AN ACT TO AMEND THE RAILROAD LAW.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Section 44 of Chapter 31 of the general laws is hereby amended to read as follows:

Sect. 44. Checks for baggage—A check made of some proper metallic substance of convenient size and form, plainly stamped with numbers, and furnished with a convenient strap or other appendage for attaching to baggage shall be affixed to every piece or parcel of baggage when taken for transportation for a passenger by the agent or employe of such corporation, if there is a handle, loop or fixture therefor upon the piece or parcel of baggage, and a duplicate thereof given to the passenger or person delivering the same for him. If such check be refused on demand the corporation shall pay to the passenger the sum of ten dollars, and no fare shall be collected or received from him; and if he shall have paid his fare it shall be refunded to him by the conductor in charge of the train. Such baggage shall be delivered, without unnecessary delay, to the passenger or any person acting in his behalf, at the place to which it was to be transported, where the cars usually stop, or at any other regular intermediate stopping place, upon presentation of such duplicate check to the officer or agent of the railroad corporation, or of any corporation, over any portion of whose road it was transported. *Bicycles are hereby declared to be and be deemed baggage for the purposes of this article and shall be transported as baggage for passengers by railroad corporations and subject to the same liabilities, and no such passenger shall be required to crate, cover, or protect any such bicycle in any manner.*

Sect. 2. This act shall take effect immediately.

How to Pass This Bill.

There are 90,000 wheelmen voters in the State of New York. We have a giant's strength, but it would be "cowardly to use it like a giant." Let us use it reasonably,—promptly, zealously and persistently, but reasonably. On receipt of your postal card request I will send you a list of the senators and members of assembly at Albany. Look over this list and see who represents your district or county in each body. Write to each of them at once, a sensible, reasonable letter, and ask them to help along the Armstrong Bill (assembly bill No. 372) by their votes and influence. Tell them of the abuses

that exist under the practices lately adopted by the railroads and relate to them any facts on this point within your personal knowledge.

Watch the newspapers for legislative news, and keep track of this bill. Read the L. A. W. BULLETIN (official columns) every week. You will find there reliable information and "pointers" to aid your work. Call together the wheelmen of your locality, and pass resolutions favoring this bill and send a copy to your senator and assemblyman at Albany. Have your club pass similar resolutions. If the editor of your local paper is with us, get him to write and print a favorable editorial. Get signatures to the petition. I will send blanks on request.

Attach sheets of paper to the bottom and add more signatures. Make it a mile long if you like, and send it to the chief consul. Get wheelmen's signatures, and the signatures of all citizens who will sign it.

Don't forget to write a personal letter to the legislators from your county, and urge all other wheelmen to do the same. This is more important and more effective than the petition.

ISAAC B. POTTER, *Chief Consul.*

VANDERBILT BUILDING, NEW YORK, N. Y.

IMPORTANT TO NEW YORK MEMBERS.

The assembly committee on raiiroads now having under consideration the Armstrong Bill (to compel railroad companies to carry bicycles the same as other forms of baggage), is composed of the following named members of assembly, whose respective places of residence are also stated with the several names.

Assembly Committee on Railroads.

S. F. Nixon, Westfield, Chant Co.; Taylor J. Eldridge. North Creek, Warren Co.; C. J. Smith, West Henrietta, Monroe Co.; Chas. Brann, Buffalo, Erie Co.; Jos. H. Brownell, Windsor, Brcome Co.; A. J. Ablett, Cohoes, Albany Co.; Thos. M. Costello, Altman, Oswego Co.; Archie D. Sanders, Stafford, Genessee Co.; Oliver D. Budd, Hector, Schuyler Co.; Wm. B. Graves, Taberg, Oneida Co.; John J. Cain, Brooklyn, Kings Co.; Cornelius Coughlin, Buffalo, Erie Co.; Wm. H. Kinne, Ovid, Seneca Co.

If you live in the county represented by either of these gentlemen, I urge you to at once cultivate his acquaintance (personally or by correspondence), on the subject of Assembly Bill No. 372 (the Armstrong Bill).

ISAAC B. POTTER, *Chief Consul.*

NEW YORK DIVISION.

CHIEF CONSUL'S REPORT.

TO OUR BOARD OF OFFICERS:

The year's history of the New York State Division for 1895, has been an interesting and prosperous one. Since our last annual meeting, we have more than trebled our membership, which has now reached a figure several thousand in advance of that ever before attained by any State Division, and New York again holds the banner position in the League of American Wheelmen. In recording this pleasing fact, it is our first duty to give acknowledgement to the faithful and enthusiastic work of many of our representatives and consuls who have done so much to accomplish it, and to the gentlemen of the press, whose liberal and indulgent treatment has brought so much of the prosperity which our State division now enjoys.

CONSULS.—The work of appointing consuls, as described in my report of last June, has been carried steadily along, and the consular force in most of the counties is fairly adequate for the work in hand. As must necessarily occur, where so many voluntary officers have been enlisted to undertake official work, it sometimes happens that the best and most competent men have not been called into service; but in the main, our consular list is an admirable one, and the few changes now contemplated will so improve it, as to make it still more effective in building up the membership of the League and pushing forward its work.

ROAD BOOKS.—Two editions of the tour books, 1895, have been published, comprising about 11,000 copies. The distribution of these books has largely aided our increase of membership, and the demand for books showing popular routes has so steadily increased as to impress us with their value as a recruiting medium. Early in the year, the newly-appointed road book committee undertook the collection of data for six new road books, referring respectively to the territory surrounding the cities of New York, Albany, Syracuse, Binghamton, Rochester and Buffalo. Detail maps have been purchased showing the roads in all the various counties throughout the State, and the work of collecting accurate detail information from wheelmen, has gone steadily forward. Unfortunately, the chairman of our road book committee, Mr. Schwarz, urged by business demands which could not be ignored, was compelled to resign his place on this committee, and the vacancy thus occurring, has been filled by the appointment of Mr. G. A. Roullier, of Flushing, N. Y., a member of the American Society of Civil Engineers, and a road engineer of prominence and ability. Chairman Roullier has taken hold of this committee work with a vigor which promises the best results; and if accorded the aid and co-operation which the importance of the work would seem to demand of every riding member, the books now in course of preparation under his guidance, will be the finest that have yet been produced within the League. I earnestly hope that each member and officer of our division will find it his pleasure to make Chairman Roullier's work as easy and exact as possible. It will be difficult and burdensome under the best conditions, and it behooves us all to do our utmost to uphold the efforts of every officer upon whom so great a burden falls.

HOTELS.—New form of hotel contracts have been devised and are being used wherever application is made for hotel appointments. The old form of hotel contract was in some respects faulty, and its requirements were so constantly ignored that our system of League hotels has been the subject of most adverse criticism. It is believed that the contracts now being put in force will tend to lessen this difficulty and to add substantially to the benefits which belong to every wheelman who joins our organization.

RAILROADS.—The evils mentioned in my report of December last, touching the attitude assumed by the railroads of the State in the matter of carrying bicycles, have been aggravated and increased; so much so, indeed, that the time for vigorous action seems to have come. I recommend that it be referred to our executive committee to inquire in what, if any manner, a more liberal treatment of travelling wheelmen by the railroad companies can be brought about and that our executive committee be empowered to take such steps as may appear necessary to protect our members from the abuses of which they so justly complain. It is not improbable that by co-operation with the State division of some of our neighboring States, such remedy may be secured by legislation or by resort to the courts, as will effectually settle the tendency of our railroad companies and their employees toward the imposition of unjust charges and inconsiderate treatment upon the wheelmen citizens of the country who make use of these roads.

ROAD IMPROVEMENT.—A public sentiment in favor of better roads has been steadily growing since the League began its agitation for improvement in this direction, and within the last two years, a substantial demand for better roads has been apparent in nearly every county of our State.

The legislative committee appointed by Gov. Morton last winter to investigate and report with recommendations respecting good roads legislation for the year 1896, has made a general tour of the various counties of our State and will report a very general interest in the subject matter of their investigation. A bill has been prepared by this committee which, it is believed, will meet the approval, not only of all wheelmen, but of all reasonable and conservative friends of the movement, and this bill will be introduced early in the session of the Legislature about to convene at Albany. Unless the provision of this bill should be such as we have now no reason to anticipate, it will commend itself to the hearty approval of our organization and will invite its zealous support. Upon this point, communication will be sent in due time to representatives, consuls and members of our State division and to all cycling clubs and organizations, with such hints as may be necessary to bring about an unity of action in favor of the best results.

The assessed valuation of property within our State now exceeds $4,000,000,000, and a trivial assessment necessary to begin and push forward the construction of improved highways is scarcely worth considering in view of the enormous benefits to trade and agriculture, which the improved roads are certain to bring about. The experience of Massachusetts and New Jersey as declared by the official reports of the officers having charge of road improvement in those States, has been not only so gratifying as to more than warrant the predictions made by the friends of good roads before the work was begun; but it gives evidence of a great change of sentiment even among those farmers, who, at the beginning opposed this improvement, and who are now loudest in their demands for the construction of improved highways. In Massachusetts, the appropriation by the Legislature for State highways is increasing from year to year, and notwithstanding this fact, it is already apparent that the appropriation of $400,000, for 1896, will be wholly adequate to meet the applications for improved roads filed in the office of the State Highway Commission by the farmers themselves. That the same enthusiasm will follow the constructions of good roads within the State of New York, is assured by the experience, not only of these neighboring States, but by that of every civilized country where good roads have been built.

MEMBERSHIP.—In all the work of our State Division within the past year, the question of increased membership has been held to be of the highest importance. A large membership means greater power and greater influence to accomplish every work to which the League has committed itself. The cyclists of to-day include thousands of citizens of mature age, men of experience in the affairs of life, public officials, tax payers and indeed all classes of citizens concerned in the management of State affairs. To invite these wheelmen within our ranks has been one of the chief ends to which our work has been directed, and in a large measure it has been successful. The influence of our Division was never so great as it is to-day, and its rapid growth has attracted public attention throughout the country. We have been called upon by officers of other divisions for suggestions and for information such as might aid them in the enlargement of their own memberships, and our experience has been doubtless of some value to them as we know it has been to us.

A word now as to inducements by which cyclists are led to join our organization. Every application for membership is in its nature a contract. The cyclist who pays his membership fee and dues parts with a valuable consideration and may reasonably expect to receive value in return; not a supposed or theoretical or mythical or sentimental benefit, but something the substance of which he can appreciate and enjoy, something that adds to the pleasures of wheeling, and enables him as a cyclist to receive advantages which otherwise might not be his. With these facts in mind, it has been and will be the policy of the present executive officers of the Division to prepare and distribute roads books and tour books, so that every member joining our organization may be amply supplied, and to so systematize and perfect our hotel arrangements and contracts, that the benefits accruing the League members who patronize regularly appointed hotels will many times pay the cost of membership to him who spends any considerable time in traveling or touring. This work is of course expensive and exacting. Is doubly expensive and exacting in view of the largely increasing demand for benefits of this kind and our corresponding increase in membership; but it pays, in that it tends more directly to the enlargement of our Division and to the contentment and satisfaction of our members, than could any other policy which we have been able to devise.

In the matter of expense we believe it to be the true policy to pay out money of the Division for the benefit of the members who contribute it. We have no need for the accumulation of large sums of money, and every member who joins our Division this year might reasonably complain of any policy which would lead to the hoarding of this year's receipts to be expended for the benefit of cyclists who may become members of the League four or five years hence.

Accordingly, it will be our aim in the future, as in the past, to make such prudent use of the funds placed within our control as to secure as fully as possible direct benefits to those cyclists by whom money is paid into the treasury.

LOCAL ORGANIZATION.—The increased number of wheelmen in many of our large towns and cities has made more apparent their wants and necessities and suggested many ways by which their interests could be served if the power of an organization could be placed more directly at their disposal. It is manifestly inconvenient, not to say impossible in many cases, for the interests of the wheelmen in these various localities to be well served from distant headquarters, and that fact has suggested with great force the need of local organization.

It is the immediate need of the hour, and in no manner can our efforts be directed within the next few months that will so fully and profitably answer the interests of our membership at large, as by making provision for the formation of local consulates or associations in all cities where the League membership is large enough to warrant, and to empower these local bodies under a fixed form of constitution and bylaws to carry on League work within their special jurisdiction. Such a provision would not only expedite and make more thorough and satisfactory the work which the League was formed to accomplish, but it would fast tend to relieve the chief officers of the League from an accumulation of detail work which already threatens them beyond the possibility of accomplishment.

SIDE PATHS.—The general sentiment has been growing among the wheelmen of many of our counties in favor of the construction of side paths, or to express it differently and perhaps more accurately, they favor the improvement in many localities of a narrow strip or roadway, varying in width from three to six feet, so as to make it easily passable for cyclists at most seasons of the year. This sentiment is a reasonable one, and should be encouraged.

A miserable, and in many cases, inexcusable, condition of the roadway and the great and conflicting variety of regulations and ordinances, in some cases forbidding, and in other cases restricting, the use of foot paths have added to the difficulties of the cycling tourist, and have detractedmuch from the pleasure of cycling and from the practicable use of the wheel in many localities. It is too much to expect that any improvement in the roads will become so general as to remedy this difficulty within a period of many years in the future; and the use of the wheel has become so general among all classes of our citizens that some provision ought to be made by which the cyclist's journey from one part of the State to the other may be made with reasonable safety and without the necessity of resorting to railroad travel to take him beyond the limits of long stretches of impassable roads. With these facts in view, and having in mind the fact that 150,000 cyclists within the State of New York are being from day to day reinforced in numbers, it is not untimely for us to suggest the passage of a law providing that highway commissioners throughout the State, having charge of roadways, in common use by cyclists, and which are for considerable seasons of the year impassable to persons using this form of vehicle, should be required to set apart and improve a narrow wheelway within the highway limits; and that they be required to do so in all cases where funds are contributed and supplied for that purpose. I commend this subject to the thoughtful attention of our members, and pledge the best support of our division to any reasonable measure which may appear to solve the difficulty.

RACING.—Through the medium of the public press and the cycling papers, it has been announced in language more or less accurate that the chief consul of this division is in favor of the proposition relieving the League of the management of cycle racing. A word of explanation would not be altogether out of place at this time. My objection to the League's control of this branch of athletic sport is the outcome of experience, and does not reflect my own belief more fully than it reflects the belief of hundreds of loyal members of our division, whose efforts have been exerted in the work of securing members during the past year. We began with the knowledge that the League of American Wheelmen comprised a comparatively small percentage of the cyclists of the United States, and that in seeking to be a representative body it had great need to invite within its ranks many thousands who for some reason had failed to apply for League membership. It was not difficult under these conditions, when an aggressive movement was begun, to ascertain the fact that a sentiment existed among thousands of prominent and influential cyclists outside the League that was not altogether in accord with the methods of our organization. In other words, in inviting cyclists to join the League, it is not so important for us to inquire regarding our own opinion as it is to ascertain the opinion and impression of the cyclists whose membership we solicit.

The extraordinary and fast increased attention given by the public press to athletic sports, and the enormous field for the making up of sensational articles supplied by the kaleidoscopic and gymnastic department of the League, at Philadelphia, impressed the great majority of the cycling public with the belief that the League of American Wheelmen is an organization maintained for the promotion of bicycle racing, and so general is this belief that from my own experience it is not an uncommon thing for an article on road improvement to be committed to a place on the sporting page of a newspaper by the editor, who acts upon the well-founded belief that whatever comes fram the League of American Wheelmen must necessarily pertain to some sort of cycling sport.

These facts and the fact that cycle racing has been productive of contentions, disputes, unsavory charges and countercharges, in which League officials have been in some degree concerned, and that all this has been widely published with threats and counterthreats, and that lawyers have finally been employed to drag the League into court to answer certain iniquitous complaints, have supplied a sort of advertising which has been distinctly hurtful in the League and embarrassing to its growth.

According to the concurrent testimony of all the workers for increased membership whose record of success is worthy of note in our division, the great stumbling block which has most interfered with recruiting work has been the belief generally expressed by cyclists that the League is largely a sporting organization, and that its experience is neither so attractive nor its benefits so apparent as to render an invitation to join its ranks irresistible. However, upon this question I have been favored by the expressed opinion of most of the members of this board, and am gratified to believe that it is in accord with the best interests of our division. To them for the present I leave its further discussion.

In closing, I thank you all for your kind and generous assistance in attaining the results in which we all take a just pride, and bespeak for our division a continuance of your good efforts.

ISAAC B. POTTER, *Chief Consul.*

OHIO DIVISION.

Ohio Road Improvements.

TO EACH MEMBER OF THE OHIO DIVISION:

You are hereby requested to bring all possible pressure to bear on the congressman of your district, and also our United States senators, to get them to vote favorably on the accompanying bill now before Congress. Write to them personally. Do not wait for some one else to do it for you. Write at once, and get your club to instruct its secretary to do the same.

Fraternally,

WILLIAM D. KEMPTON,
Chm. Highway Improvement Com., Ohio Div.

[COPY.]

54th Congress, 1st Session. H. R. 3339

In the House of Representatives, Jan. 7, 1896.

Read twice and referred to the committee on appropriations, and ordered to be printed.

Mr. Chas. W. Stone introduced the following bill:—

A BILL

To create a special commission on Highways, and to make appropriation therefor.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a special commission of Highways is hereby created, which shall be composed of one senator of the United States, to be appointed as the Senate may provide, two members of the House of Representatives, appointed by the Speaker of the House; the Chief of the Engineers of the Army, the Director of the Geological Survey, and the Chief of the Road Inquiry of the Department of Agriculture.

Second. This commission to report from time to time by bill or otherwise, and to continue until final report is made, but not beyond the present Congress.

Third. It shall be the duty of this commission to inquire generally how the Government may further promote the improvement of the highways, and, among other things, to consider the expediency of, and the best methods of providing for—

The scientific location of the Highways in the public domain;

Construction of model roads, and instruction in roadmaking at agricultural colleges and experiment stations.

The employment of the Geological Survey in the discovery of road materials;

The free testing of all road materials offered;

The same at the Military Academy, and when practicable, at all institutions having a military instructor.

Fourth. The Commission shall confer with the interstate Commerce Commission, and with leading railway officials, concerning a general reduction of transportation rates on road materials.

Fifth. For convenience in acquiring information and to aid in awaking general interest in the subject, special meetings of the Commission may be held in any of the States in conjunction with the State authorities or organizations, and for such meetings the Congressional members of the commission may delegate other members of Congress to represent them; the departmental commissioners may also serve by substitute at any time with consent of the commission.

Sixth. Necessary office rent, clerk hire, and travelling expenses of the commission shall be paid, and departmental members shall be entitled during the continuance of the Commission to such increased pay as will make their compensation equal with that of the Congressional members.

Seventh. The staff of the Office of Road Inquiry shall render such service to the Commission as the Secretary of Agriculture may deem expedient.

Eighth. The sum of ten thousand one hundred dollars and ninety-five cents, being the amount returned to the Treasury from appropriations for Road Inquiry in 1894 and 1895, is hereby appropriated out of any moneys in the Treasury not otherwise appropriated for carrying out the provisions of this act, to be disbursed by the Treasury Department upon itemized vouchers, approved by the chairman of the Commission.

In the 52nd Congress, Senator Manderson's bill for a National Highway Commission passed the Senate without opposition, but did not reach a vote in the House. Subsequently the National League for Good Roads was organized and held a convention in Washington, January, 1893, in which 25 States were represented. This convention attracted the attention and interest of all branches of the Government and many members of Congress were in attendance as well as representatives of departments. It was then suggested that the Government might aid in the work then being carried on by the League, and upon consultation between a committee of the League, and the committee on Agriculture of the House, the appropriation of ten thousand dollars for the organization of an office of Road Inquiry in the Department of Agriculture was agreed on. That office was organized in October, 1893, and annual appropriations of a like amount have been made since that date. The work, however, was necessarily tentative, and, a great amount of gratuitous service being rendered by friends of good roads, the expenditures were kept down the first two years to less than one half of the appropriation.

The work accomplished, however, has been valuable and useful. The many publications of the office have been eagerly sought for and the chief of the Inquiry has been constantly consulted regarding legislation for road improvement in various States.

National conventions have been held each year, and that of 1895, held in Atlanta, had representatives from over thirty States, including the most distant States of the Union.

It is now generally conceded that the work of the government in this direction could be advantageously broadened and extended, but it requires a very careful study of all the conditions to determine how this can best be done. So far the work of the government has been very highly approved by State authorities and by all the friends of good roads. The fact of the government having taken an interest in the subject, even to this small extent, has done very much to develop public interest, and there is a general feeling that the work may be safely put on a higher plane.

The bill does not propose to create any new offices nor involve any expenditure of money except that saved from the previous appropriations for the like purpose.

The provision for local substitutes in the State meetings of the commission will save travelling expenses, secure full meetings of the commission, and interest more members of Congress in the work.

The chief of road inquiry has secured some important concessions in the railroad rates on road materials, but has accomplished nothing compared to what might be done by a national commission of this high character.

PENNSYLVANIA DELEGATES.

Mr. Robert Garden, Arch street, Philadelphia, Mr. P. S. Collins, 3432 N. Eighteenth street, Pa., Mr. C. A Dimon, 1020 Walnut street, Pa., Mr. Thomas Hare, 1606 N. Broad street, Pa., Mr. J. J. McKee, Bethlehem, Pa., Mr. A. F. Nelson, Harrisburg, Pa., Mr. C. A. Godfrey, Scranton, Pa., Mr. J. E. Harder, Clearfield, Pa., Mr. C. W. Houston, Pittsburg, Pa., care of Pittsburg *Press*, Mr. E. W. Kimber, 1200 Girard Building, Pa., C. A. Mertens, Erie, Pa. JOHN J. VAN NORT.

SCRANTON, PA., Jan. 28, 1896.

NEW JERSEY DIVISION.

The following committees have been appointed:

RIGHTS AND PRIVILEGES.

Herbert W. Knight, chairman, Newark; Hon. Foster M. Voorhees, Elizabeth; Frederick Keasbey, Newark.

HIGHWAY IMPROVEMENTS.

C. R. Zacharias, chairman, Asbury Park; J. K. Wallace, Asbury Park; A. D. McCabe, Asbury Park.

RACING BOARD.

Fred J. Keer, chairman, Newark; C. N. Norwood, Paterson; R. V. Whitehead, Trenton.

TRANSPORTATION.

Theo. F. Merceles, chairman, Jersey City; Geo. B. Minshull, Montclair; S. Hathaway, Jersey City.

RULES AND REGULATIONS.

Dr. C. B. Holmes, chairman, Rahway; Dr. Harvey Iredell, New Brunswick; Dr. A. J. Wright, Montclair.

PRESS COMMITTEE.

R. R. Chiswell, chairman, Paterson; Dr. A. J. Wright, Montclair; Albert Brandt, Jr., Trenton.

AUDITING.

J. W. Dickinson, chairman, Newark; Charles Brown, Elizabeth. ROBT. GENTLE, *Chief Consul.*

NORTH CALIFORNIA DELEGATES.

Robert M. Welch of 532 California street, San Francisco, and George W. Pollard of San Jose were elected to represent this division at the national assembly.

STANLEY G. SCOVERN.

SAN FRANCISCO, CAL., Jan. 23, 1896.

NEBRASKA.

I would like to hear the views of all members of this division on a hand book for Nebraska.

If you have any hand or guide books of other States, would be pleased to receive same on approval, as committee wishes to get out a book that will be a credit to the State. Let each member send in his idea, as we would be pleased to receive same. L. T. BRODSTONE,

Chairman Handbook Com.

LOCK BOX 116, SUPERIOR, NEB.

ILLINOIS DIVISION.

TO REPRESENTATIVES AND MEMBERS OF THE RECRUITING COMMITTEE:

You are earnestly requested to forward to me at once a list of recommendations for the appointment of local consul in your respective localities. I desire nothing but a list of earnest, enthusiastic and active wheelmen.

Kindly forward this information as soon as possible, as I desire to make the appointments immediately.

L. C. JAQUISH, *Chief Consul.*
15th and Western Ave., Chicago.

OHIO DIVISION.

REPRESENTATIVE AT LARGE.

In accordance with Sect. 1 (c) Article V. of the constitution of the L. A. W., Mr. Ninian T. Elliott of Toledo is appointed representative at large.

PARKER G. REED, *Chief Consul.*

CHILLICOTHE, O., Feb. 1, 1896.

MASS. CLUB REPRESENTATIVE.

Vesper Bi. Club, Chas. E. Goulding.

Fraternally,

A. D. PECK, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Feb. 7, 1896.

Total, 388 — 39,711.

Colorado, 2+3=668

Unattached

92,338	Bouton, E. D., 1725 Arapahoe st	Denver
9	Wolfersberger, W. H., 1729 Arapahoe st	"

Connecticut, 1+1=967

H. W. C.

92,340	Stratton, W. A., 30 Gov. st	Hartford

Delaware, 1 — 34

Unattached

92,341	Shaw, T. Jackson, 1403 Van Buren st	Wilmington

District of Columbia, 2 — 92

Le Droit P'k W.

92,342	Welch, F. S., 1913 6th st N. W.	Washington

Unattached

3	Schoellner, Ernst, 746 9th st S. E.	Washington

Georgia, 1 — 17

Unattached

92,344	*Appleton, Marv*, 86 Hall st	Savannah

Indiana, 5+4=274

Unattached

92,345	Beermann, Henry L., 405 S. New Jersey st	Indianapolis
6	Smith, Albert E., 88 Pearl st	Jeffersonville
7	McKee, Harry,	Sullivan
8	Cartwright, T. E., box 2	Summitville
9	White, John D.,	"

Iowa, 14 — 764

Wapello C. C.

92,350	Leonard, J. M., 321 Marion st	Ottumwa
1	Odenwalder, Chas., 131 West Main st	"
92,352	Deems, Oren, 324 Washington st	Ottumwa
3	Emerson, Jno. T., 110 E. Court st	"

Unattached

4	Bolton, Laphe K., 413 East 6th st	Des Moines
5	Chase, R. L., Jr., Bankers Iowa State Bk.	Des Moines
6	Engelbeck, E. R., 1339 Cap ave	Des Moines
7	*Miller, Mrs. A. C.*, 1426 E. Grand ave	"
8	Percival, C. L., 124 2nd st	"
9	Painter, Orian C., 1334 E. Walnut st	"
360	Ryan, W. F., 220 S. E. 7th st	"
1	Bishop, Homer E., 122 Sheffield st	Ottumwa
2	Wallace, A. G., 215 Main st	"
3	Wheeler, Lee M., 131 Main st	"

Kansas, 1+1—467

Unattached

92,364	Dunham, E. C.	Frankfort

Kentucky, 1+2=493

Unattached

92,365	Bottomley, R. W., 1307 W. Chestnut st	Louisville

Maryland, 10+3=702

Unattached

92,366	Branham, J. H., 538 No. Arlington ave	Baltimore
7	Fergusson, Alan R., 2431 Maryland ave	"
8	Harvey, Chas., Nat. Mechanic Bank	"
9	Watkins, W. C., The American	"
370	Wessel, Fred, 405 Warren ave	"
1	Glenn, Wm., 310 E. Lafayette ave	"
2	Iglehart, James D., 1214 Linden ave	"
3	Jones, C. Hampson, 211 W. Franklin st	"
4	Wagner, Benj. L., 413 Hanover st	"
5	*Bowles, Miss M. McClure*, box 15	Hancock

Massachusetts, 18+5=6024

N. B. C. C.

92,376	Bennett, Frank E.	Acushnet

S. F. C. C.

7	Pierce, A. N., 48 School st	Greenfield

R. C. C.

8	Boyd, E. E., box 1	Roslindale

Towanda B. C.

9	Brigham, Edw. T., 6 Court st	Woburn

Uattached

380	Davis, John A., Wards Wharf, 444 Federal st.,	Boston
1	Du Bois, L. G., 68 Devonshire st	"
2	*Hoisington, Mrs. T. G.*, 1122 Tremont st	"
3	Fitton, James A., 16 Bowdoin ave	Dorchester
4	Morrill, L. Edw., box 5	Georgetown
5	Blodgett, Wilford G., box 104	Graniteville
6	Cobb, David, Jr.	Hingham
7	Graves, Wm. B., 70 Market st	Lynn
8	Heebner, H. E., box 403	Lee
9	Proctor, Abel H., 82 Wash. sq	Salem
390	Humpage, F. R., box 1588	Springfield
1	Dalrymple, Willard	West Medford
2	Orrell, I. S., 15 Wachusett st	Worcester
3	Heffernan, W. J., 6 Mechanic st	Spencer

Minnesota, 1 — 251

Unattached

92,394	Gardener, W. H., 291 Carroll st	St. Paul
5	Nash, T. E., box 15	Woodstock

Missouri, 30+2=1611

Century R. C.

92,396	Chadbourne, T. F., 3116 Washington ave	St. Louis
7	Easton, D. G., 3131 Franklin ave	"
8	Gardiner, W. W., Law Library	"
9	Gundelfinger, Julius, 3200 Franklin ave	"
400	Heisler, R. L., 1222 Park ave	"
1	Hitchings, F. W., 1307 Washington ave	"

92,342	Hart, L. J., Rice, Stix & Co.	St. Louis
3	Herrick, J. P., 1826 O'Fallon st	"
4	Johnson, J. R., 1321 Prairie ave	"
5	Knower, Chas. L., 3131 Franklin ave	"
6	McGinness, John P., 1849a O'Fallon st	"
7	Peters, A. A., 1133 Autumn st	"
8	Scudder, P., 3705 Delmar ave	"
9	Silverburg, J. K., 1238 Biddle st	"
	South West C. C.	
410	Lipp, Frank J., 3204 Shenandoah	St. Louis
1	Voss, Henry A., 1844 So. 9th st	"
	Unattached	
2	Inman, W. H., Box 117	Golden City
3	Adams, John Q., 218 Mermod and Jaccard Building	St. Louis
4	Bronson, Geo. A., 3201 Washington ave	"
5	Broome, Dr. Geo. W., 705 Olive st	"
6	Eckert, Herman F., 1341 January ave	"
7	Fowler, A. C., Bank of Commerce Building	"
8	Hoyt, E. R., Hoyt Metal Co.	"
9	James, Sydney C., 2849 Penn. ave	"
420	Little, R. L., 1373 Temple pl.	"
1	McDonald, Marshall F., 520 Olive st	"
2	Morgan, Geo. H., 3029 Morgan st	"
3	Newell, I. P., 3925 Castleman ave	"
4	Thompson, Frank O., Union Station	"
5	Tyler, Chas. H., 4006 Lindell Boul'd	"

Nebraska, 1—260

	Unattached	
92,426	Schlegel, Chas. G.,	Kenesau

New Hampshire, 1—268

	Unattached	
92,427	Blodgett, Lenn B.	Piermont

New Jersey, 7—2501

	Arcanum W.	
92,428	Livingston, Joseph H., 15 West 8th st	Bayonne
	Unattached	
9	Whitaker, D. Kelsay, 23 East 43rd st	Bayonne
430	Morehouse, J. Newton, 18 Hollywood ave	East Orange
1	Taylor, W. Bernard, Box 474,	Englewood
2	Demarest, F. M.,	"
3	McCarthy, D. W.,	Franklin Furnace
4	Leigh, W. Edward, 528 Warren st	Newark

New York, 104+10=10,414

	Prospect W.	
92,435	Hoagland, Harry, 64 7th ave	Brooklyn
6	Hull, J. V., 526 3rd st	"
	Middletown W.	
7	Lounsberry, Darwin,	Middletown
	Washington W.	
8	Emery, F. W , 1678 Washington ave	New York
	Century W.	
9	Gorton, W. H., 360 West 36th st	New York
440	Hogle, P. A., 162 West 66th st	"
	Chatham W.	
1	Nesbitt, M. T., 552 Grand st	New York
	The Early Bird C. C.	
2	Goodwin, Joseph H., 1215 Broadway	New York
	Cyclists' Federation	
3	*Chester, Mrs. H. M.*, 250 West 49th st	New York
	Bi. Co., 8th Reg.	
4	Lyon, Theo. E., 47 West 125th st	New York
	N. Y. T. W.	
5	Todd, J. H., Grand Union Hotel	New York
	R. Co. W.	
6	Low, Theo., 40 State st	Troy
7	Yahn, W. J., 85 3d st	"
8	Bonticow, Dr. R. Brinsmade, 82 4th st	"
9	Richardson, Walter, 147 8th st	"
	Unattached	
92,450	Cochrane, W. E., box 290	Bath Beach
1	*Brown, Mrs. Florence S.*, 175 Monroe st	Brooklyn
2	Failon, James, 53 DeKalb ave	"
3	McCormack, P., 465 Fulton st	"
4	Schmitz, Herman W., 114 Madison st	"
5	Van Vranken, James T., 480 Lafayette ave	"
6	White, Wm. G., 124 Cambridge pl	"
7	Ansado, Ernest B., 485 Ninth st	"
8	Hinds, J. E., 177 New York ave	"
9	Amerman, C. E., 162 Bainbridge st	"
460	Ball, Fred'k H., 121 Hancock st	"
1	Bevins, C. F., 467 Green ave	"
2	Bliven, C. H., 211 Duffield st	"
3	*Brush, Alice May*, 90 Hawthorne st	"
4	Brush, Herbert B., 90 Hawthorne st	"
5	Close, Thomas M., 218 Cumberland st	"
6	Delany, John T., 1057 Hancock st	"
7	Diller, F. J. N., Brooklyn Trust Co.	"
8	Douglas, Wm. C., 194 Madison st	"
9	Ferguson, M., 447 McDonough st	"
470	Hofgren, Geo., 491 Vanderbilt ave	"
1	Mahlan, J. C., 171 Central ave	"
2	Otis, Geo. S., 367 Grand ave	"
3	Scrimshaw, Arthur, 35 Hendrix st	"
4	Scrimshaw, James Fred'k, 35 Hendrix st	"
5	Toothill, John, 107 Hull st	"
6	Wallace, J. N., 972 Butler st	"
7	Webster, C. C., 692 Halsey st	"
8	Hammitt, Walter, 19 Brevort pl	"
9	Colson, Wm. B., 419 Halsey st	"
480	Hiser, F. K., 49 Ashland ave	Buffalo
1	Haswell, Wm. T.	Climax
2	McKoy, James, Band, 1st Artillery	Fort Hamilton
3	Richardson, Harry A., Box 215	Garnerville
4	Rogers, Fred S.	Middletown
5	Vredenburg, G. W.	New Brighton
6	Rodman, Thomas	New Hampton
7	Buckingham, Oliver W., Union League Club, New York.	
8	Boomer, W. J., 7 Perry st	New York
9	Barbour, W. A., 44 Broad st	"
490	Barth, Harry, 87 1st ave	"
1	Carpenter, Fred'k J., 867 E. 137th st	"
2	Finch, Henry T., 121 Produce exchange	"
3	Fitzpatrick, A. C., Jr., 112 Hudson st	"
4	Gouldy, N. E., 109 W. 56th st	"
5	McCowan, Archibald, 10 Greenwich ave	"
6	Lente, Howard O., 245 W. 49th st	"
7	Mayer, Oscar, 27 Fulton st	"
8	Rawson, Al., 59 Vesey st	"
9	*Smith, Mary Fanning*, 132 E. 23d st	"
500	Schell, R. D., 617 W. 181st st	"
1	*Schell, Mrs. R. D.*, 617 W. 181st st	"
2	Spindler, H. H., 2629 3d ave	"
3	Valentine, Wm. A., M. D., 45 W. 35th st	"
4	*Witthaus, Mrs. R. A.*, 303 W. 77th st	"
5	Wilberg, Theo., 1193 Broadway	"
6	Busselle. S. M., 26 Broadway	"
7	Doyle, John J., 426 College ave	"
8	Hardy, H., 42 West 67th st	"
9	Onderdonk, Edwin B., 606 East 155th st	"
510	Robinson, Robt. M., 2740 3rd ave	"
1	Stedman, E. A., 63 Broadway	"
2	Wilsey, F. D., Church st, Kings Bridge	"
3	Bainbridge, Wm. W., box 1819	"
4	Bell, W. W., 108 West 61st st	"
5	Butler, Arthur W., 54 Wall st	"
6	Corwin, C. C., 45 Beaver st	"
7	Demarest, Orlando, 283 West 115th st	"
8	Doremus, T. S., 60 Broadway	"
9	Hart, George W., 14 East 29th st	"
520	Hart, Lee C., 170 Christopher st	"
1	Heckscher, A., 45 Cedar st	"
2	Keim, Frederick, 21 East 17th st	"
3	Ketcham, John E., 203 West 123d st	"
4	McConnell, R. E., 2 Wall st	"
5	McIlvan, D. H., 80 3d ave	"

92,526	Osterthal, Robert, 238 East 122d st	New York
7	Ott, Julius C., 72 West 106th st	"
8	Richmond, Alvan S., 276 West 118th st	"
9	Rosenzweig, George, 221 East 69th st	"
530	Spencer, W. G., 143 East 55th st	"
1	Steinfelder, Benjamin, 426 East 119th st	"
2	Simmons, Joseph F., 28 West 52d st	"
3	Walker, H. H., 29 Lispenard st	"
4	Walters, Julius W., 101 W. 72d st	"
5	Zimmer, Wm., 827 Washington st	"
6	D'Ossay, Geo. C., 56 East 23rd st	"
7	Seligman, Theodore, 37 West 57th st	"
8	Yokom, D. D., box 654	Westfield

North California, 7+1=968

	Olympic B. C.	
92,539	Kolb, E. A., 422 Montgomery st	San Francisco
	Unattached	
540	Gerhardt, John T.,	Porterville
1	Voss, August, box 331	"
2	McKee, C. R., 567 Market st	San Francisco
3	Weule, Ernest L., 418 Battery st	"
4	Weule, Arthur F. H., 418 Battery st	"
5	Markey, H. S., 2402 Clay st	"

North Dakota, 1—30

	Unattached	
92,546	Hibbs, Chas. E.,	Jamestown

Ohio, 36+1+37=1948

	Cinti B. C.	
92,547	Stewart, C. B., 134 Vine st	Cincinnati
8	Weiss, A. C., 56 Crown st., Walnut Hills	"
9	Whippy, Wm. H., 119 W. 3rd st	"
	Fostoria B. C.	
550	Bender, Justin,	Fostoria
1	Emerine, Alonzo, N. Main st	"
2	Hill, Phil C., 542 N. Main st	"
3	Koss, Fred,	"
4	*Green, Miss Josephine*,	"
5	*Zahm, Miss Carlotta*, 149 E. Crocker	"
	Lobdell C. C.	
6	Goodno, Chas. W., M. D., box 107	Belpre
7	Belford, J., box 811	Marietta
8	Gray, G. W., Washington st	"
9	Rood, Morse, 965 Fort st	"
	Toledo C. C.	
560	Lasley, C. O., 331 11th st	Toledo
	Unattached	
1	Bryan, H. S., room K, Pike bldg	Cincinnati
2	Cleveland, Dr. J. L., 7th and Baymiller	"
3	Fleishman, O. A., 1720 Main st	"
4	Grischy, Wm. B., 114 West McMillan st	"
5	Sullivan, M. J., Court and Broadway	"
6	Craiglow, Chas. S.,	Fostoria
7	England, Ray,	"
8	Hale, W. E.,	"
9	Hartshorn, B. A.,	"
570	Hendershott, Roy, 112 W. Crocker	"
1	Hitchcock, C. B., 107 Union	"
2	Hollenbaugh, C. C., 107 Union	"
3	Hollenbaugh, W. A., box 146	"
4	Huston, James,	"
5	Jones, J. H., East Tiffin	"
6	Parker, Fred D. (P. O. 13 S. M. R., Princeton, N. J.), Fostoria	
7	Shaffer, John M.,	Fostoria
8	Snyder, Geo., A., 303 Union st	"
9	Sprout, W. H.,	"
580	Wonderley, J. A.,	Oberlin
1	Stevenson, A. C.,	Walhonding
2	Gamble, Frank H.,	

Oregon, 31—39.

	Oregon, R. C.	
92,583	Catching, S. C., 133½ First st	Portland
92,584	Conant, W. L., 19 & Market	Portland
5	Dickson, J. G., O. R. & N. Co.	"
6	Donnell, A. Inglis, 391 Sixth st	"
7	Gavin, A., O. R. & N. Co.	"
8	Gruber, S. H., 208 Commercial Bl'k	"
9	Hawkins, L. L., Ainsworth Nat'l B'k	"
590	Harlow, F. E., 255 13th st	"
1	Holmes, J. W., 794 Johnson st	"
2	Heitkemper, F. A., 606 Second st	"
3	Bayly, Edward, 327 East 11th st	"
4	Leadbetter, F. W., 407 Jackson	"
5	Murphy, T. J., cor. 5th & Wash st	"
6	Miller, W. H., O. R. & N. Co.	"
7	Moreland, H. L., cor. 7th and Alder	"
8	O'Reilly, H. H., 427 Main	"
9	Oehme, F., 186 14th st	"
600	Prudhomme, W. E., 123 First st	"
1	Reed, Walter, 133 Sixth st	"
2	Russell, G. F., in care of Lang & Co.	"
3	Stoppenbach, F. N., 135 Front st	"
4	Schade, H. C., cor. 7th and Alder st	"
5	Townsend, Ned B., 244 Stark st	"
6	Watts, L. R., 9 Sixth st	"
7	Wascher, Frank W., 329 Washington st	"
8	White, Eugene D., 133½ First st	"
9	Wells, John M., 110 Abington bl'dg	"
610	Wells, Frank M., 7 Waldo bl'dg	"
1	McConaughy, H., 190 14th st	"
	Unattached	
2	Hewitt, Howard B., 135 First st	Portland
3	Hodgkinson, Lee J., 3rd st. and B	"

Pennsylvania, 13—4,544

	Mercury W.	
92,614	Bahl, John J., 147 So. 7th st	Allentown
5	Knew, Harvey H., 222 No. 7th st	"
6	Phifer, James S., 226 Lehigh st	"
	Unattached	
7	Horne, B. S., 27 Bidwell st	Allegheny
8	Smith, C. H.	Jefferson
9	Beaty, Edw. O., 2537 Gordon st	Philadelphia
620	Baker, Wm. L., Evergreen ave., Chestnut Hill, Philadelphia.	
1	Fort, James A., 2645 E. Norris st	Philadelphia
2	Ludwig, Walter K., Aldine hotel	"
3	Maclean, John, 2016 No. 16th st	"
4	Mustin, John B., 3924 Spruce st	"
5	Small, Edw. D., M.D., Penn. and Negley aves., Pittsburg	
6	Woodwell, W. E., 632 Smithfield st	Pittsburg

South California, 11—264

	Los Angeles W.	
92,627	Stephens, L. P., 433 S. Broadway	Los Angeles
	Unattached	
8	Sawyer, C. R.	Carpenteria
9	Cleveland, B. G.	Compton
630	Page, Alex G.	Coronado
1	Simpson, Frank	Goleta
2	Winston, L. B., 536 So. Broadway	Los Angeles
3	Cheesman, C. D., 536 So. Broadway	"
4	Huth, Christ, 531 State st	Santa Barbara
5	Loveday, Claude, Elec. Light Works	"
6	Herbert, F. H., 1200 State st	"
7	Herbert, E. F., 1200 State st	"

Texas, 2—277

	Unattached	
92,638	Peterson, Sig.	Houston
9	Copley, W. E., care John Copley	Sherman

Virginia, 1—117

	Port. W.	
92,640	Chadwick, Walter A., 1003 Wash. st	Portsmouth

Wisconsin, 5—1122

Unattached

92,641	Swahn, A.	Ellsworth
2	Hall, Willis V.	Kenosha
3	Colvin, Wm. W.,	Milwaukee
4	Paine, Cassius M., 28 Chamb. of Com.	"
5	Stafford, Wm., H., 705 Pabst bl'dg	"

Wyoming, 1—139

Laramie B. C.

91,646	Abrams, Districh C., 700 Thornburg st	Laramie

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Kansas, 1

Sally Forth B. C.

92,647	*Stansfield, Mrs. G. W.*, Quincy st	Topeka

Ohio, 1

Merrie Wheelers.

92,648	*Swartout, Mrs. May*,	Fostoria

NEW LEAGUE CLUBS.

655	Century Road Club of Missouri,	St. Louis, Mo.

SUPPLEMENTARY LIST.

Alabama, 2—49

Unattached

92,649	Nevins, W. H., 517 North 20th st	Birmingham
650	Snow, E. J., Jr., 2601 7th ave	"

Colorado—3

D. W. C.

92,651	Stewart, D. C., 924 17th st	Denver

Unattached

2	Reid, Donald, 225 W. Ellsworth st	Denver
3	Wynkoop, Walter D., 29 W. Alameda ave	"

Connecticut—1

Unattached

92,654	Smith, Geo. R.	West Cornwall

Illinois, 6+1=1605

Unattached

92,655	Todd, Geo. C., box 145	Danville
6	Boynton, F. P.	Highland Park
7	Smith, E. A.	"
8	Winchester, F. C.	"
9	Whiting, C. A.	Highwood
660	Lincoln, John	Momence

Indiana—4.

Albion B. C.

92,661	Barnum, C. S., box 28	Albion
2	Davis, Eli C., box 88	"
3	Riddle, O. F., box 202	"
4	Smith, R. E., box 132	"

Kentucky—2

Unattached

92,665	Buckman, Rev. W. M.	Fredricktown
6	Browder, Lucien M.	Russellville

Maryland—3

Unattached

92,667	Ganzhorn, Michael W., City hotel	Baltimore
8	Pfefferkom, Albert, 206 W. Camden st	"
9	Pfefferkom, Louis, 206 W. Camden st	"

Massachusetts—5

National C. C.

92,670	Warner, Henry E., box 309	Bradford

Unattached

92,671	Niles, Geo. Casper, 301 Beacon st	Boston
2	Drew, Geo. H., 18 Carver st	"
3	Stetson, Fred'k D., 42 Grove st	New Bedford
4	Aldrich, Edwin H., 27 Blake st	No. Cambridge

Missouri—2

Unattached

92,675	Delany, C. W., box 176	Holden
6	Brown, R. V.	Liberal

New York—10

Morris W

92,677	Simms, Chas. E., Jr., 167 Alexander ave	New York

Unattached

8	Bahn, Charles A., 199 E. 28th st., Flatbush,	Brooklyn
9	Brett, Peter J., 55 Vernon ave	"
680	Neuman, Anthony, 815 Park ave	"
1	McKnight, Joseph R., 872 Vernon ave., Long Island City	
2	Dreher, Frederick, 2312 8th ave	New York
3	Farragut, Loyall, 113 E. 36th st	"
4	Gaylor, C. W., 73 W. 127th st	"
5	*Barnard, Miss Belle F.*, box 150	Tottenville
6	Osborn, Edwin A.	Wellsville

North California—1

Eureka R. C.

92,687	Bailey, W. B.	Eureka

Ohio,—37

Unattached

92,688	Fear, Fred	Auburndale
9	Arnold, Carl F., 124 Huron st	Toledo
690	Abbie, Ed., 2224 Lorle st	"
1	Brown, Hon. J. M., Gardner block	"
2	Bryant, L. H., Yost Mfg. Co.	"
3	Burke, Edw., Yost Mfg. Co.	"
4	Cochran, Judge R. H., Chamber of Com'ce	"
5	Cushing, H. H., Superior st	"
6	Cope, Henry, 1242 Wabash st	"
7	Corey, John, 1502 Hicks st	"
8	Frederich, Ed., 1312 Mich st	"
9	Garber, Wm., 904 Prouty ave	"
700	Gannon, Philip, 1260 Missouri st	"
1	Gernhauser, Geo., 551 Wabash st	"
2	Gunckel, J. E., St. Clair st	"
3	Hoff, A. K., Yost Mfg. Co.	"
4	Heath, Jno. E., 1831 Erie st	"
5	Hartman, Louis, 1804 Dorr st	"
6	Hilfinger, W., Yost Mfg. Co.	"
7	Jack, Burt M., 323 13th st	"
8	Kirkham, Wm., 316 Huron st	"
9	Miller, E. B., Yost Mfg. Co.	"
710	Meyers, Chas., 518 Lucas st	"
1	Minnaker, Cornelius, 109 E. Bancroft st	"
2	Nichter, Chas., 702 Segur ave	"
3	Phillips, T J., 1111 Collingwood	"
4	Peterson, Chas., 1152 Hick st	"
5	Robinson, A. E., City Clerk's Office	"
6	Richards, H. E., Robinwood ave	"
7	Reiter, Joe, 2717 Albion st	"
8	Schickler, Al., Yost Mfg. Co	"
9	Tassell, J. W., 1464 Bartlett st	"
720	Tracy, John, 1685 Indiana ave	"
1	Van Horn, Wm., 1524 Hoag st	"
2	Waite, Geo. S., 2002 Jefferson st	"
3	Yenney, Fernando, 1253 Wisconsin st	"
4	Yost, J. Harry, 1542 Adams st	"

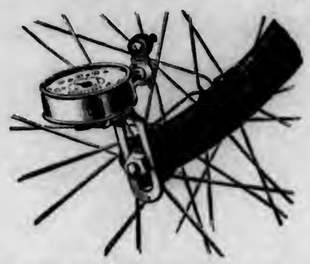
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Illinois,—1

Unattached

92,725	Boynton, H. P.	Highland Park

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QUERIES AND ANSWERS

J. W. C., Roselle, N. J.:

There is now a common and well understood law making it compulsory for all vehicles to keep on the right side of the road, *except* when passing from the rear.

W. W. M., East Orange, N. J., says:

"To the women let me say that aside from any personal prejudice. you who are thinking, conscientious representatives of your sex, before you cast the die whether it shall be bloomers or the short skirt, let me ask you to read carefully and reflectively the fifth verse of twenty-second chapter of Deuteronomy and you will not be willing to wilfully disobey a commandment of Almighty God."

The verse referred to is, "The woman shall not wear that which pertaineth unto a man, neither shall a man put on a woman's garment; for all that so do are abominations unto the Lord thy God." But oh, the perplexity of it all! When that verse was written, men wore skirts or other extenuated garments of one piece, that covered the lower extremities, commonly known as legs. So what's to be done?

Geo. M. Williamson, 400 West Madison st., Chicago, who has had considerable experience in making long trips by wheel, desires to make a bicycle tour around the world, and would like to correspond with anyone contemplating a similar undertaking. He is a League and a club member.



CYCLER—This road question, Mr. Farmer, is a broad subject.
FARMER—Yes, as you be representing it, it is 'bout as broad as 'tis long.

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THE L·A·W·BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, February 14, 1896 No. 7.



THE WHY OF IT.

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With some it's the name plate.

With others it's a curve in the frame, arising from ignorance of mechanical principles.

With still others it's "Symmetrical Lines."
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Pencils, Crucibles, Stove Polish, Lubricants, and Graphite Products of all kinds.

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63 Reade St., New-York.
304 Market St., San Francisco.
38 North 4th St., Philadelphia.

Jersey City, N. J. Oct. 1, 1895.

Mr. Sterling Elliott,
Boston, Mass.

Dear Sir:-

We have your letter of September 28, asking us what we think of the merits of the L. A. W. Bulletin as an advertising medium.

We have a very excellent method of determining the value, or rather the returns of an advertising medium. The young man who has charge of that department is accurate, but profane. He advises us that we can speak only in the highest terms of the L. A. W. Bulletin as an advertising medium, and adds, that he received so - - many replies that he didn't know what - - to do.

If this is not as strong as possible we have no doubt that the same young man is capable of even more vigorous language.

Yours resp'y.

Jos. Dixon Crucible Co.,
DICTATED BY SECRETARY.



The Price of Rambler Bicycles
will remain the same

$100.00

notwithstanding the fact that the cost of labor, rubber, leather, steel and tubing has materially advanced. We still own **"Constant Improvement"** as our watchword and shall continue to jealously guard our conceded position of "makers of the standard wheel **for people of good taste.'"**

Our new book of details, the highest class **Rambler Publication** ever issued, will be sent free to people who are willing to pay $100 for a fine bicycle, upon application . . . . .

BRANCH HOUSES:
BOSTON: 174 Columbus Ave.
CHICAGO: 85 Madison St.
NEW YORK: 939-945 8th Ave.
WASHINGTON: 1325 14th St., N.W.
BROOKLYN: 342-344 Flatbush Ave.
DETROIT: 201 Woodward Ave.

Gormully & Jeffery Mfg. Co.,
No. Franklin St. and Institute Pl., Chicago.

CORRESPONDENCE

ONE-ARMED CYCLERS.

EDITOR L. A. W. BULLETIN:

Would say to 80,241 that there are two one armed cyclists in Utica, N. Y., who ride nicely. One, a letter carrier, is seen around the streets at all seasons, even now, riding with apparent ease.

Also, that "shrinking the sweater" can be accomplished by any expert dyer and cleaner without injuring color, or garment, the sleeves, collar, or body can be shrunken separately or collectively.

JUEN DOUX.

THE PROPER SPIRIT.

EDITOR L. A. W. BULLETIN:

Permit me to make a suggestion: Let each member try to send in the name of at least one new member this year. If we all do this we will double our membership in '96, and if we increase at that rate it won't be long before this "glorious land of the free" would also be a land of good roads.

L. A. W. 83,415,
Worcester, Mass.

LOW FRAME, HIGH GEAR.

EDITOR L. A. W. BULLETIN:

Noticing in a late issue an inquiry as to the use of 26-inch wheels, I have thought that perhaps my experience may be some use to fellow wheelmen. I am five feet four inches in height, weighing about one hundred and twenty pounds, and for three years rode what is now called an "ice," of ordinary height of frame, with 28-inch wheels, and weighing in the neighborhood of 40 pounds. The thought often occurred to me, "Why ride the same wheel as the taller and heavier rider?" and without figuring out the problem as a mathematical calculation, I procured a low frame, with 26-inch wheels, weighing 20 pounds, with a gear slightly over 70. The old wheel was geared to 59, but I soon found it was much easier to push the new than the old one. I am of the opinion that much of this ease is due to the low frame and smaller wheels, thus bringing one nearer to the ground. Wheelmen, try them, and you will find that the "little fellows" just hum along.

DENVER, Feb. 5. H. A. HUFF, No. 50,581.

SIDE PATHS.

EDITOR L. A. W. BULLETIN:

I would like to ascertain how to mix soft coal cinders, and with what material to make a good but cheap side path. I have heard that clay and cinders make a good combination. We have

"The only way to prevent what's past," said Mrs. Partington, hoarsely, as she sat with her feet in hot mustard water and drank boneset tea, "is to put a stop to it before it happens."

Ninety-nine out of every hundred wheelmen will carry a Cyclometer in 1896. The hundredth man will be "out in the cold," with Mrs. Partington. *Now* is the time to "put a stop to it before it happens."

Ninety out of the ninety-nine will select a "Standard" Cyclometer. (In 1895 there were 263,427 "Standards" sold, and in 1896 the output of our factory will be a half million). Wheelmen appreciate the Highest Quality, Least Price and THE Guaranty.

Mr. John D. Howe, Omaha, Neb., correspondent for *The Bearings*, writes:
"Permit me to acknowledge receipt of Cyclometer sent in exchange for damaged one, and to express my appreciation of the handsome manner in which you treat those who are so fortunate as to have a 'Standard' Cyclometer. If all men would treat their customers as nicely as you do yours, the future would be so bright that we wouldn't be able to use a package of polish in a year.
"The 'Standard' has given the best of satisfaction in every respect. It is the best on the market, and the guaranty is made of genuine unadulterated material. It is a guaranty that guarantees."

New York Standard Watch Co.

tried cinders alone and they dry out and get mealy: good only in wet weather. I think it would be a benefit to all wheelmen if readers of the BULLETIN who are willing to aid the cause and *know* for a *certainty* of a way to make a cheap but good side path would send their address to be published, so those interested could correspond with them. E. G. DORCHESTER.

GENEVA, N. Y.

A MEMBER of the New York division in writing of the article, "The Bicycle in Court," which appeared in the L. A. W. BULLETIN of Jan. 24, quotes the following:

The New York Park Commissioners who have authority to provide for the direction and management of the parks in the city, have power to pass an ordinance that no bicycle or tricycle shall be used therein, and such an ordinance has been upheld in a bicycle case.

To which he adds: "Has he never heard of I. B. Potter and the 'Liberty Bill?' Please ask him to look at the last page of the New York road book and read Sec. 163 there printed."

THE horseless carriage invented by Worth & Bauschke, Benton Harbor, Mich., was given a satisfactory test last week. The motive power is a gasoline engine. The vehicle makes rapid time on the pavement and is easily controlled and steered by a light lever. The wheels are fitted with heavy pneumatic tires.

A PROTEST.

EDITOR L. A. W. BULLETIN:

"Angels have nothing whatever to do with this."

To-day I had occasion to check a trunk containing two bicycles, weighing complete 150 lbs., over the Delaware & Hudson Canal Railroad, from Rutland to Fairhaven, sixteen miles. The excess charged was 25 cents. In returning the company refused to check the same, the whole, or any part of the distance for less than 50 cents, charging that for five miles when the ticket fare was but 15 cents (fifteen). How's that for robbery? "Penny wise and pound foolish," may well be applied here, for the management surely cannot have considered that among the summer visitors, from whom this road receives a goodly portion of its passenger fares, must be a reasonable proportion of wheelmen who will surely avoid such a region. And thus the corporation, and indirectly the whole section through which it passes, must suffer through the greed of the railroad officials.

No. 82,339.

RUTLAND, VT.

Jno. P. Honeycutt, Englewood, Ill.:

Ella Wheeler Wilcox is the author of the lines:—

So many gods, so many creeds—
So many paths that wind and wind,
While just the art of being kind
Is all the sad world needs.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

FERUARY 14, 1896.

Total number printed this week, . . . 41,500
Sent to paid Subscribers, ... 39,649
Samples to Advertisers, Exchanges, etc., 1,851

FRESH AIR.

There are some persons in this world who are said to be too fresh. They are cured of this by a little roasting. Fresh paint is to be avoided. It has caused much distress. But fresh air is something that is recommended by and for everyone.

The "fresh air fund" charities are among the most popular of all the humane endeavors of cities, and every summer sees them more generously aided, and their beneficent influences more widespread.

"An injury to one is the concern of all," is an accepted truth. So a benefit to one is an aid to all. Every strong and sunshiny member of a community raises the standard of health and happiness of the locality.

Health is catching. Smiles and good cheer are contagious. Fresh air begets fresh thoughts, good health and good morals.

The money paid for bicycles has been a well invested "fresh air" fund. It has taken housed-up humanity out into the air and sunshine. It has made members of every community stronger and better and happier, and they, in turn, have made more sunny the atmosphere of all with whom they have come in contact.

The bicycle is a health-bringer and a joy-giver. It directly benefits all who ride and indirectly adds to the happiness of all.

The price paid for a good wheel is a very sensible contribution to the fresh air fund. Don't be an invalid in mind or heart or muscle. Gather health and sunshine and impart it to others.

WHAT'S THE MATTER WITH ENGLISH.

NIXON WATERMAN.

Can't druggists talk United States? If so, let's give the bounce
To those outlandish Latin words that no one can pronounce?
Why not use terms that common folks can somehow figure out,
And not hide everything behind a lot of Latin doubt?

Why say "chloride of sodium" when common salt is meant?
Or take "oxide of hydrogen" when it is our intent
To drink just good plain water? And would any one, alas!
Take "protoxide of nitrogen" instead of laughing gas?

'Tis sad to have to swallow drugs of any kind or form,
But these dread names they give them fill our being with alarm;
At "sulphate of magnesia" the startled patient halts,
When all he really wishes is a dose of common salts.

On the "menu" (a bill of fare) more foreign mush we note;
Charged by the piece it's "a la carte;" the whole thing's "table d' hote."
"Roast beef au jus" we learn when we the strange "au jus" explore
Means "gravy that goes with it,"—only this and nothing more.

"Puree of green pea au crouton," by those who know, is said
To mean what simple, common folks would call pea soup and bread.
So, day by day, our timid souls with awful fears beset
We drift on through the wide, wide world not knowing what we've "et."

THE WINTER SOLSTICE.

Never before, it is safe to say, has there been so much interest shown in cycling and cycling matters, during midwinter, as at the present time.

Time was when the bicycle came with the butterfly and the summer girl, and "when the frosty lips of autumn kissed the leaves to crimson," they mysteriously disappeared, to be seen no more until the robins should nest again.

Improvements in the construction of the bicycle have made it ridable on most all conditions of roads. This has served to lengthen the bicycle season, until now it has come to be an all-the-year-round vehicle of use and pleasure.

"Out of sight, out of mind" is as true inversely. Now that the wheel is never out of use it is constantly in the public mind, and the welfare of wheelmen is being discussed and studied at all times. The result is that there is no backsliding in the interest once awakened.

It is beyond dispute that the wheel can be used for more purposes than any other vehicle. It is also proving itself to be well adapted to all seasons.

And the end is not yet.



"Two of the most highly finished machines at the Show can be found in Space No. 32, where is located the **Grand Rapids Cycle Co.** They are the

...NEW CLIPPER...

Ladies' and Gents' $100 wheels, and are most highly ornamented."— *Bearings*, Jan. 9, 1896.

We want you to have our **New Clipper** Catalogue. It's worth a postage stamp, but will be mailed free if you'll mention this paper. Unless you are a **responsible dealer** don't ask for discounts. We can't quote them unless you are legitimately entitled to them.



Made by the...

GRAND RAPIDS CYCLE CO.

Grand Rapids, Mich.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark,"

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

THE NATIONAL ASSEMBLY.

The fifteenth annual national assembly of the L. A. W. was held at Baltimore this week. It opened on Monday with an innovation in the shape of a "good roads" day and a good roads banquet in the hall of the Maryland bicycle club house in the evening. Both were most gratifying in results and the happy precedents there established will be a strong feature in subsequent meetings. The good roads suggestions there offered will materially advance the cause in which the League is presumed to be vitally interested and for which it has done so much.

The election of officers occurred on Tuesday and resulted as follows: President of the L. A. W., Sterling Elliott of Boston; first vice-president, M. F. Cossum, Poughkeepsie, N. Y.; second vice-president, A. C. Morrison of Wisconsin; treasurer, E. S. Hartwell, of Denver; auditing committee, J. Fred Adams of New York, J. J. Van Nort of Pennsylvania and G. A. McCarthy of Denver. Louisville was the city chosen as the place for holding the next national meet.

A resume of the doings of the assembly and comment on the same will be given in the next issue of the L. A. W. BULLETIN.

SPRING is coming. This is official, as it comes from Springfield.

For the Ladies

"God Bless 'Em!"

They Met.

"They met by chance; a fateful chance
That brought them nearer, nearer still.
Each gave to each a startled glance—
Each felt a momentary thrill.
They met by chance; a swift, sharp pain
Unnerves them when they think of that;
They trust they'll never meet again—
The cyclist and the prowling cat."

✠

"*Dear Mrs. Bell*,—Next to Mr. Waterman's poems, there is nothing the editors of the BULLETIN would rather publish and run, than a woman's department. Let's try it. You furnish the matter, and we will see how the wheelmen throughout this country, or any other country, respond." Signed, Editor L. A. W. BULLETIN

Replying to the editor of the BULLETIN, the writer begs to say that—women are the most responsive creatures in the world, if approached in the right way, and made to feel that they are really necessary and helpful, and not merely tolerated because of existing conditions; permitted a grudging recognition of what should rightfully belong to them, on sufferance.—And to the women—

A few Representative Dealers

Burtis & Zimmerman, State Agents, New Jersey.
Stanley B. Huber, Detroit, Mich.
Logan, Gregg & Co., Pittsburg, Pa.
Western Electrical Supply Co., Omaha, Neb.
Gerwing-Hilton-Kennedy Cycle Co., Denver, Col.
Minneapolis Cycle Company, Minneapolis, Minn.
Reuben Wood's Sons' Company, Syracuse, N. Y.
Kenyon-Cooper & Co., Des Moines, Ia.
Gray-Dudley Hardware Co., Nashville, Tenn.

THE SOLID STERLING

Does this much for the L. A. W.

BOSTON, MASS., Jan. 31, 1896.

STERLING CYCLE WORKS,

Gentlemen:—It may be of some satisfaction for you to know to what extent the Sterling Blanks have been used by applicants for membership in the L. A. W. We find that 657 applicants have used the blank, and to this extent you have aided the L. A. W. in its grand work. Allow me in behalf of the organization that I have the honor to represent, to thank you heartily for your co-operation, and for the kindly interest that you have make manifest.

Fraternally,
(Signed) ABBOT BASSETT,
Secretary L. A. W.

And again—W. H. C. Dudley, Jr., wins State championship at Atlanta on a **SOLID STERLING.** "Built like a watch."

Palmer Tires for '96 unless otherwise specified.

'96 Art Catalogue is ready. You will want it. Send your address.

STERLING CYCLE WORKS

General Offices,

274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, N. Y. C.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.

The proposition of the editors of the BULLETIN seems a very fair one. There has been much complaining and dissatisfaction among women generally, that up to the present date (with the exception of the *Wheelwoman*, which is published entirely in the best interests of women), no wheeling journal has given them proper representation or consideration, and hence no encouragement to take hold of League and other affairs pertaining to the subject of wheeling, and the best good of matters generally, and thus prove that they can be useful as well as ornamental. Now please let us hear from you, pro and con, on any and all subjects pertaining to the bicycle, as to how "she should be rid," and the women's department, as to "how she should be writ." Good roads, League matters or any other matters, and by so doing prove to the editors of the BULLETIN that their generous offer is appreciated.

✠

MRS. MARGARET SANGSTER, Editor *Harper's Bazar*, says: "I am not a wheelwoman, and I never intend to imperil myself on a bicycle. I appprove very thoroughly of the exercise—for other women." Being one of the most lovable and broad-minded of women in the world, Mrs. Sangster always enters heart and soul into the feelings and pleasures of others, regardless of her own inclinations or opinions, and it is no doubt this very sweet self-forgetfulness which has made her the best-loved and most talked-of woman of her day.

✠

CAROLINE KIPLING, wife of Rudyard Kipling, the famous writer of jungle stories, in reply to a letter as to whether her husband rode a wheel, says—"He does not own or use a wheel, which would be of little real use in our part of the country, where the hills are too steep to ride either up or down (to judge by the number of folks one meets with wheels walking by their sides.") I presume it will be some time before a wheel is invented with strength and courage sufficient unto the Vermont hills.

✠

MRS. JULIA WARD HOWE is said to deplore the fact that an accident which she suffered some years ago, has prevented her attempting bicycling. She is, however, a warm advocate of wheeling, and always responds promptly to a request for an opinion upon the subject.

✠

NO one can tell in these days of "survival of the fittest," and prize competitions, what an ambitious editor will do to bring himself into the "public eye." In a recent issue of a London publication, there was offered a prize of one guinea for the finest pair of hand-knitted, bicycle stockings. We have no doubt the offer was made to woman; the word "*hand-knitted*," convinces us



Waverley BICYCLES.

Are Built in the Largest and Best Equipped Factory in the World

Therefore it is not strange that we are able to turn out machines unequalled in quality and at a lower list than other makers can afford to market an inferior product. Machines which are the most popular with riders, must be good ones for the dealers . . . . . .

WRITE FOR TERMS.

INDIANA BICYCLE CO.

Eastern Wholesale Branch,
339 BROADWAY, NEW YORK.

Indianapolis, Ind.

of that. If it had been *machine-knitted*, then we would have been sure it was meant for men as well, as then the women could have held the threads, adjusted the spools, etc., while the men sat up (as Lillie Deveraux Blake said recently), in a "*sort of glorified way*," making "the wheels go round."

✠

"MRS. MARY ABBOTT, of Chicago," says a leading New York publication, "who is the *Herald's* literary critic, is a persistent rider of the bicycle. In a series of amusing articles for that sheet, she chronicles the numerous adventures and mishaps which she experienced in learning — a task especially difficult to her." The mastery of the bicycle always reminds me of the wooing and final subjugation of "Black Beauty." A bicycle, on first acquaintance, is like the white man, "Very onsartin," and presents all the viciousness of an ill-tempered or restive horse, which must be conquered and subdued before he will recognize or submit to authority. It would be ridiculous to say he is not alive, for he can prance, kick, buck and shy in a more decided and impressive manner than the meanest of tricky horses. But once you have proven yourself master or mistress, he will do your bidding like the gentlest of beasts, and "soar you as gently as a sucking dove."

✠

THERE is a scriptural quotation which is apropos to the fact that when Moses stretched out his magic rod and said "Let there be flies," there were flies innumerable, until the people were willing to do anything, if only the curse were removed. This quotation has not been out of my mind since a week or two ago, when there was a rumor afloat to the effect that cycling garments for both men and women would follow closely after the English hunting costumes, running to gay colors. And if one or two examples seen on the boulevard, perfect "Studies in Scarlet," as to jacket, cap-band and brass buttons, I am very certain that soon the feminine portion of these United States of America will be ready to undergo any trial or penance, if only this curse be removed. One of the smartest and prettiest gowns I have seen as yet this season, a dark blue cloth, had on it stunning buttons, six of them on the jacket, each being an exquisite French miniature. Let us have buttons and buckles after the style of "ye olden times," but deliver us, Dame Fashion, from scarlet jackets and caps.

✠

MRS. ELIZABETH CADY STANTON, whose eightieth birthday was publicly celebrated a few months ago, has decided to take music lessons. Mrs. Stanton plays with much expression the simple marches and waltzes she learned when a girl, but this does not satisfy her. She is anxious to have her musical selections up to date. So, like the pioneer progressive woman that she is, she is about to begin to study new music under a capable instructor. — N. Y. *World*, Feb. 6.

Let us hope that Mrs. Stanton may yet decide to woo the elusive bicycle.

IDA TRAFFORD BELL.



Union Crackajack II AND SISTER.

Made within ten miles of Boston.

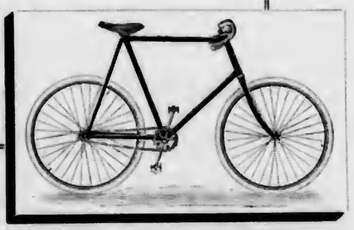
Built by Yankee mechanics subsisting on Union wages.
Popular internationally and as evidence of true worth, loved in their New England home

UNION quality ignores cost.

Union Cycle Mfg. Co.

239 Columbus Avenue,
BOSTON, MASS.

CATALOGUE FOR THE ASKING.



ME AND SHAKESPEARE.

NIXON WATERMAN.

Why can't I write, as Shakespeare wrote
Some lofty thought that thrills,
In lines the world will always quote
The same as it does Bill's?

I've bought a new gold pen or two,
Some purple, perfumed ink,
And now all that I have to do
Is just to try to think.

"Ay, there's the rub," as Billy says,
For though I write all day,
It, somehow, does not sound like his,
So those who hear it say.

I swim in phosphates, so to speak,
Of fish, my meals I make,
And yet my brain seems most too weak
To cope with Mr. Shake.

I would not care to leave my fame,
As Bill did, insecure,
For many things that bear his name,
They say, aren't his for sure.

And so it is a joy to feel,
The while I build each line,
No one will ever care to steal
A single thought of mine.

THE indisputable claim of this paper's right to a warm and permanent abiding place in the hearts of the people is based on the fact that although this number is issued on Valentine's day there isn't a line to that effect in it.

THE VALUE OF CYCLE SHOWS.

BY R. PHILIP GORMULLY.

IT is about a year since I wrote a letter relative to cycle shows. Therein I expressed my opinions quite fully, and endeavored to prove that the correct date for holding such shows in the future would be the month of January. Later the board of trade made a canvass amongst its members and the trade in general, and the date was finally fixed for January, '96.

They have been held and are now a thing of the past, and as might be expected, a number of opinions have been publicly expressed as to the value of such shows and the proper date for holding them in the future. In the letter of a year ago to which I have referred to, I stated that the manufacturers were divided into three classes, namely: First, manufacturers who build bicycles and market them themselves absolutely through agencies. Second, manufacturers who manufacture for the jobbing trade and do not market them themselves through agencies. Third, manufacturers of parts of bicycles. The interest of each, of course, should be conserved, provided it is necessary for them all to go into the show.

The first point to settle is, the value of shows and their purpose. Their original purpose was to establish an annual market, as it were, where buyers and sellers of cycles and accessories could meet and exchange commodities, something on the

"If it's a Hartford Tire it's right" THE STANDARD TIRES.

Hartford
Single Tubes

You can have no better guarantee of durable, reliable quality than the mark

"MADE BY THE HARTFORD RUBBER WORKS CO."

Hartford Tires cost more than others, but they're worth more. You will be wise in asking for them.

THE HARTFORD RUBBER WORKS CO., HARTFORD CONN.

BRANCHES—100 Chambers St., New York.
335 Wabash Ave, Chicago.
18-24 Main St., San Francisco.
370 Atlantic Ave., Boston.
503 Main St., Philadelphia.

$50 IN GOLD

SUPPOSE WE MAKE 1,000,000 PAIRS OF TIRES IN 1896; HOW QUICKLY COULD THEY BE INFLATED BY HAND, AT THIS RATE: THREE MINUTES PER TIRE, EIGHT HOURS PER DAY, 365 DAYS PER YEAR.

ANSWERS WILL BE OPENED MAY 1st. FIRST CORRECT ANSWER OPENED WINS THE PRIZE.

MARK ENVELOPE PLAINLY "FIGURING CONTEST."

PIN THIS AD. TO YOUR ANSWER.

MORGAN & WRIGHT

1 CHICAGO

pattern of the great fair held annually at Nijni Novogorod, in Russia, where buyers from the east and west, north and south, from temperate and tropical climes, meet and exchange commodities, but I think from past experience it has been demonstrated that cycle shows in this country will not meet this expectation.

Manufacturers of parts, generally speaking, have completed their samples and have made their contracts with manufacturers of bicycles, most of them as early as the month of August; therefore no matter what date shows are held, it would not benefit them much, other than to meet their patrons and possibly collect accounts, etc., of business done. The manufacturer of bicycles for jobbers, will also have completed trades and arrangements, possibly as early as September or October, at least, so as to have their product in the hands of selling agents, the jobber, in time for the following season's trade; therefore an early show is of no advantage to him. The manufacturer who sells to agents direct is probably not ready and does not desire to send out the designs of the coming year before the expiration of the old. At any rate he will have made all arrangements with his selling agents before the month of November or December; therefore it would appear that the date of holding the show would be entirely irrespective of its value as a market between manufacturers of all classes, their agents and customers.

This being the case, the value of such shows are, in the opinion of the writer a great educator of the public, a great incentive to the sport, and are missionaries in making converts to the wheel.

The late shows in New York and Chicago have demonstrated that fact, where it has been seen that over 100,000 people in each town have been willing to pay admission at the door for the purpose of examining what we hope they will buy. This demonstrates the fact beyond doubt that although the cost of shows are great to manufacturers and exhibitors, that they are such an incentive to trade that the money is well spent and is reaped in the future in the increased business thus produced. Two great national shows held on these lines for the education of the public are profitable to the manufacturers, and these two great national shows have also the effect of producing enthusiasm in other and smaller cities, where local shows can be held by local boards of trade, to the great benefit of their individual and local business.

The deduction would seem to be that the national shows should be held at a time somewhat in advance of the cycling season—not much, so that the enthusiasm excited amongst the public should not have time to cool before the riding season commences. I am, therefore, of the opinion that late in the month of January, or early in the month of February, is the proper time for such national cycle shows to be held, leaving still time for local shows in other cities to follow immediately afterwards and keep the pot boiling.

NEW YORK, Feb. 7, 1896.

THE ORIENT

Is the Embodiment of PNEUMATIC LUXURY. . .



BIG BALLS, BIG SPROCKETS.

Before you buy, inspect and try

The ORIENT.

WRITE FOR CATALOGUE.

BRANCHES:
Boston, 194-196 Columbus Ave.
Brooklyn.
Chicago, 268 Wabash Ave.
New York, 1790 Broadway.
Detroit. Omaha. Denver.
Cincinnati. Providence.
Philadelphia. Waltham.
Springfield, Mass.

Main Office, 240 Broadway, New York, N. Y.

Every Agent Who Handles the

Elmore Bicycles

is Assured of . . .

A Trustworthy Wheel
A Liberal Discount . .
and Fair and Liberal
Treatment . . . . . .

These are THE REASONS WHY our agency book shows few changes and why you should get the Elmore agency if there is not one in your city.

Address... Edw. Oliver & Co.,
21 Park Row, New York.

DIDN'T SAY A WORD.

His face was scratched, his clothes were rent,
He looked the picture of distress,
As limping to his ma he went
His misdemeanors to confess.

"He was a larger boy, you know,
And as my wheel passed by," he said,
"He gave his foot a sudden throw
That threw me off, heels over head."

"What did you say to him, my son?"
The mother asked; the boy replied,
"I didn't say a word, not one;"
And then he very faintly sighed.

"A sweet, forgiving soul!" thought she,
"I ne'er shall have a doubt of him."

* * * * *

"No, not a word, ma, but—" said he,
"I kicked the stuffin' out of him!"

THE minister of to-day doesn't know whether to win popularity by painting a glorious dream of heaven or by presenting a comfortable picture of hell.

IT'S hard to tell by the sad expression on a woman's face whether she has loved and lost or loved and got him.

DON'T dig bait on Sunday. You get an earlier start by digging it Saturday night.

TRUTH is stranger than fiction to some people.

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

The Dayton.

The Davis Sewing Machine Co., Dayton, Ohio, makers of the "Dayton" bicycle, have sent out a catalogue they may well be proud of. Its front and back cover pages are devoted to real works of art, in chromatic colors, the one on the back page, by Chicago's well-known artist, W. W. Denslow, showing the young pair eloping on a tandem, while the "stern parent" in a buggy is following in the distance, is particularly striking and beautiful. One of the 32 large pages, in colors and fine half-tones, is devoted to the interests of the L. A. W.

The Monarch.

Forty beautifully printed pages, embellished with many pleasing bits of pictures in half-tone, and illuminated initial letters, and the whole enclosed in a handsome, cleverly-designed cover make the catalogue sent out by the Monarch Cycle Mfg. Co., Chicago, a book well worth having. The pictures showing the many uses to which the wheel may be applied form an interesting feature.

The Grand Triumphant Tour of....

The Fowler Sextuplet

And the.... TRADE (The Frame tells the Name) MARK

DAILY FOWLER TRUTH

Will commence immediately following the New York Cycle Show. It will embrace in its route the following cities, and probably many more: Philadelphia, Denver, Salt Lake City, San Francisco, Los Angeles, Minneapolis, Omaha, St. Louis, Kansas City and City of Mexico.

Stops of from three days to a week will be made in each city, and when we get through we intend it to be admitted by all that **Fowler Agents are Treated Right.**

Fowler Sextuplet, matched against the famous Empire State Express, of the N. Y. C. & H. R. R. R., half mile, flying start. Race to be run in April.

FOWLER CYCLE MFG. CO.

142-148 W. Washington Street, Chicago.

NEW YORK BRANCH:
307 Broadway, cor. Duane St.
JAMES H. ROBLEY, Mgr.

NEW ENGLAND BRANCH:
8 Park Square, Boston, Mass.
CHAS. H. LARSEN, Mgr.

The Adlake.

"Wanderings of an Adlake," the 32-page profusely illustrated book published by the Adams & Westlake Co., Chicago, very pleasantly combines a charming account of a 1,200-mile European trip, awheel, showing splendid half-tone pictures of striking views and landmarks, with a comprehensive catalogue of the "Adlake" wheel. The front cover page shows a Swiss landscape, with the Matterhorn in the distance.

The Light.

The Light Cycle Co., Pottstown, Pa., is certainly "up to date," for attached to the back cover of its very neat 20-page catalogue is a calendar pad of twelve independent pages. The combination is a novel one, and will, no doubt, have plenty of imitators. The cover-pages in white and robin's-egg blue are most effective in their quiet beauty.

Defiance.

The Monarch Cycle Mfg. Co., Chicago, has issued a neat 32-page catalogue devoted to its new line of "Defiance" wheels. The body of the book is printed in black and red, and the covers in black, green and buff, the front cover showing the Lake Shore Drive and Grant Monument, in Lincoln Park, Chicago.

Standard.

A pretty 24-page catalogue is issued by the Standard Cycle Works Co., Chicago, describing minutely its make of wheels. The cover pages are really artistic.

Puritan.

A neat catalogue describing the "Puritan" wheel is issued by O. J. Faxon & Co., Boston. The book is printed in green — the color of the Puritan rims — and on the cover, in red and green, is a maiden who, from the waist up, is dressed in Puritan garb, but whose lower limbs are trimly attired in up-to-date knickerbockers. The same Company issues another catalogue describing the "Hector" line of wheels.

Greyhound.

Four knickerbockered bicycle girls on a "quad." are one of the catchy features of the neat catalogue issued by the Greyhound Bicycle Mfg. Co., Boston. One page of the book is devoted to the interests of the L. A. W.

Muller & Co.

F. X. Muller & Co., Buffalo, N. Y., makers of the "Empire State 999," "Boston Special," and "Guide" bicycles, have issued a 32-page catalogue, two pages of which they have kindly devoted to the purpose of increasing the membership of the L. A. W. The cover page shows a picture of the famous Empire State express drawn by locomotive No. "999," the one creation that attracted more attention than any other mechanical exhibit at the world's fair.



Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,
259 Columbus Avenue, Boston.
Factory and General Offices, Yost Station, Toledo, Ohio.

A Humber Agency means
Reputation — Profit — Satisfaction

Humber Patrons



August Belmont.
J. Pierpont Morgan, New York.
Moses Taylor, New York.
Stuyvesant Fish, New York.
James P. Kernochan, New York.
Miss Wells, New York.
James Stillman, New York.
Robt. M. Cushing, Boston.
Dr. W. P. Bigelow, Boston.
Prince of Wales.
King of Italy.
King of Belgium.
Prince Henry of Prussia
Prince Dhuleep Singh.

Humbers hold every World's Record, from ¼ mile to 1,800 miles.

HUMBER & CO., America (Limited)

WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.
Brooklyn Salesroom, 545 Fulton St.

The Sandow.

The oft-heard remark that catalogues are never read cannot hold true with the one just issued by the Sandow Cycle Co., Philadelphia, because it *is* red. The book is devoted to a description of the "Sandow" wheel and to bicycle sundries.

"Tiger" and "Gazelle."

Hose pipe tires bearing the above names are described in a neat little catalogue issued by the Mechanical Rubber Co., Chicago.

"Bee" and "Daisy."

The bicycles bearing the above names are described in a neat 24-page two-color catalogue published by The Niagara Top Co., Buffalo, N. Y. Quite a number of marginal half-tones and line drawings add to the beauty of the book.

The Tie Co.

A brief catalogue of novelties has been published by the Tie Co., Unadilla, N. Y. It contains things of interest to wheelmen and others, and describes several unique inventions.

No young man should try to press his suit when she doesn't even ask him to take off his overcoat.

TRUTH is the object of our understanding as good is of our will.— *Dryden.*

JUST THAT AGE.

M. K. STEVENS.

Yes, you'll want to see the baby
(He arrived a week ago),
But he's sleeping, bless the darling!
For he's just that age, you know.

'Round about a busy kitchen,
Where quick feet pass to and fro,
Restless moves an active baby —
For he's just that age, you know.

Chubby boy with his slingshot
Lays a neighbor's chicken low,
And destroys the parlor window —
For he's just that age, you know.

Tears his pantaloons and jackets,
Steals the cookies, — labors slow
When he's set to weed the flower-beds —
For he's just that age, you know.

High-school boy; speaks slang and Latin,
Spies on sister with her beau,
And smokes cigarettes in private —
For he's just that age you know.

Goes to college — plays at football,
Lets his yellow love-locks grow —
But he isn't fond of classics,
For he's just that age, you know.

Enters business, art, or letters,
Thinks he makes the world to go —
You'll excuse his swelled perceptives,
For he's just that age, you know.

THE lion at the banquet makes the table roar.

A Hundred Dollars for a Wheel!

...NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.



Winter's Boon.

BY L. M. R.

In riding months I am happy and gay,
I'm astride my wheel both night and day.
But in winter, if there is ice, I skate,
And the rest of the time for the BULLETIN wait.

SIZE OF TANDEM WHEELS.

We are asked as to the advisability of making tandem wheels 26 inches instead of 28. 28-inch wheels have proven to be the smallest diameter practical for ordinary road use on bicycles.

Owing to the greater weight carried, tandem wheels should certainly not be smaller than those used on ordinary bicycles.

OIL HOW OFTEN.

A bicycle bearing would not be harmed if it was oiled every five minutes. The danger of too much oiling is that the surplus oil may get onto the rubber.

Rubber is quickly softened and destroyed by oil. Two or three drops of oil in each bearing once a week is sufficient for a bicycle that has ordinary use. If it is used constantly, oil should be applied at least every one hundred miles.

Always remember that the oil which gets *into* the working part of the bearing will produce better results than that which doesn't.

THE BEST SADDLE.

We are often asked to recommend a saddle. There is no saddle made that is best for *everybody*. There are many good saddles in the market; each rider should select for himself.

P. S.—The odds, *we* think, are slightly in favor of those which are advertised in the L. A. W. BULLETIN.

ST. LOUIS CYCLE SHOW.

All indications point to a very successful culmination of the cycle exhibition which is to open at St. Louis, on the 20th of this month. It is to be held under the direction of the Associated Cycling Clubs, and the profits will be used to promote the interests of wheeling in that vicinity.

BICYCLE TRADE DIRECTORY.

A very convenient little volume, is the list of bicycle manufacturers and dealers issued by H. D. Taylor, Springfield, Mass. The price is 25 cts. While it is all very valuable and interesting, we would call your especial attention to page 13, which, in this case, certainly is not an unlucky number.

LITTLE troubles are as distressing as big ones. A man will run from a hornet as swiftly as he will from a lion.

..PUNCTURE PROOF BICYCLE TIRE.



Our Tire Prevents Punctures. No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.

Catalogue and Sample section of Tire free upon application. Address,

The PUNCTURE PROOF TIRE CO., Quincy, Ill.

Lovell Diamond Cycles

...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers,

BOSTON, MASS.

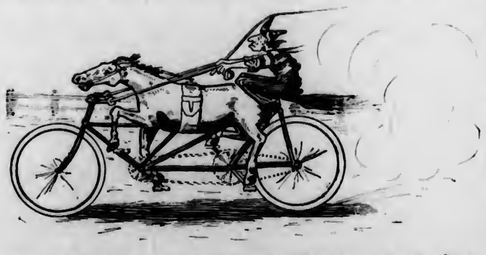
Agents Wanted. **Catalogue Free.**

JED SPILKIN'S TANDEM.

NIXON WATERMAN.

Jed Spilkins owned a "trottin' hoss" that used to go so fast
It fairly took your breath away to see him flying past.
It didn't matter who it was against him in a race,
Jed always threw the gravel in the other fellow's face.

Jed "felt his oats" immensely as he drove about the town;
He knew there wasn't anywhere a nag he couldn't down.
And no one tried to pass him, for they knew his horse could skim
So fast they wouldn't try to pass the time of day with him.



One day a fellow on a wheel came riding through the place,
And Jed, he ran against him and he bantered him to race.
Oh me, oh my! The wheelman proved so very swift and quick
The horse was never in it, and his owner — he was sick.

For weeks Jed didn't show himself, and everybody said
That his defeat so worried him it sort of turned his head,
And it did turn it thinking on a wonderful machine,
The only one, that up to date, the world has ever seen.

For Jed (I hope the reader won't presume I'd tell a lie)
Was one of the immortal few that were not born to die;
He built that horse a tandem and he taught him how to ride,
And now a streak of lightning couldn't pass him if it tried.

WE have received a small map of New York City, showing asphalted streets and good roads to suburbs. A New York wheelman writes he finds it very useful and thinks it would be a popular feature of the next road book, and that if made larger it would be in great demand among real estate agents and could be sold for a fair price, because one of the arguments used to boom the price of land is always that there is a good road to it, or that the street is nicely asphalted. Real estate agents are quick to point out the advantages the land owner gets from a good road, which would assuredly gain support for the movement.

Beware, ye men of the truth bereft!
If you don't do right you may get left.

Helen A. J., Des Moines, Iowa: The verse you ask for is from Richard Gifford's "Contemplation." The "giddy wheel" referred to does not refer to the bicycle, as the lines were written a hundred years ago. They run as follows:

Verse sweetens toil, however rude the sound;
She feels no biting pang the while she sings;
Nor, as she turns the giddy wheel around,
Revolves the sad vicissitudes of things.

THE CLIMAX

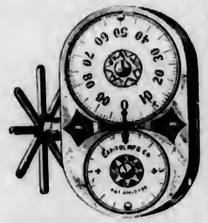
Ten Thousand Mile Cyclometer

With . . . . . .

Independent Adjustable Trip Indicator

Is the only Cyclometer that enables the rider to keep track of trips or day runs without bookkeeping or trusting to memory . . . . . .

Price Only $1.50



Easy to read from saddle.
Neat and absolutely correct.
Fully guaranteed.

CAPITOL MFG. CO.

125-137 Rees St., Chicago.



1896

"Search-Light" Lantern

HAS NO COMPETITOR.

Reflecting surfaces are always bright, and cannot become tarnished. Can use kerosene or naphtha. By the new method of attaching to the wheel it cannot jar out. Price, $5.00.

Ask your dealer or send to

Bridgeport Brass Co.,

BRIDGEPORT, CONN.

Or, 19 Murray St., New York. 85-87 Pearl St., Boston. 17 No. 7th St., Philadelphia.

Wheeling at night with the "Search-Light" is a pleasure.

BEWARE OF IMITATORS.

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained. The "Search-Light" never follows, always leads.

Early Depravity.

SEE JEREMIAH XX, 14.

Boys of today are not the worst,
Though some of them have sworn,
For pious Jeremiah cursed
The day that he was born.
And his inherent leaning towards
The wrong the more annoys;
He was too young to learn "bad words"
From other naughty boys.

A PERSONAL EXPERIENCE.

MISS I. O. WEIGH.

It was discussed at the supper table one night and decided that, if I was to learn to ride the bicycle, I should tackle the machine and work out my own destruction with fear and trembling. Accordingly the next morning, the wheel was regulated and left for my benefit, with parting suggestions, words of encouragement, and some mysterious injunctions about the proper grip and the correct by-words for the initiatory pranks of cycling.

When the work had been hurried through, the meat put into roast and a pie to bake, I rolled the wheel out upon the soft and yielding turf. The sun shown mockingly, the wind tauntingly blew my bangs about, the wheel stared at me coolly and indifferently, determination turned pale, and the well-authenticated evidence of woman's weakness welled up in the off hand corner of the left eye. I wiped away the globule of briny bitterness, thinking of that touching little requiem: —

"Oh! who will black his dusty boots,
dusty boots,
Oh! who will keep him home from toots,
home from toots,
Oh! who will mend his ragged coat
When I am gone away?"

And a stern female voice not far away (not farther than a year hence) answered indignantly, "His second wife won't do it for him."

With a smile of deep satisfaction I replied, "So be it," and grasping the handles firmly I put the right foot on the left pedal, the right pedal somewhere in the region of the back, the front wheel encircling my neck, and the hind wheel pinioning down my dress skirt, while very defiantly the saddle refused to have anything to do with me. This is a peculiar kind of mount, original with myself and having power to attract spectators. In an hour's time I had cremated one pie, furnished free entertainment to my neighbors, knocked down a tree stump, cracked a fence post, lost the entire half of the sole of one shoe, discovered several new stars in the upper spheres, and once, yes, once, had been seated upon that saddle. From that time on I practised the Lowland fling mount with great results. Sometimes and often when the wheel got at variance with my wishes I would softly breathe its name, which seemed to have a magic effect. The name had been bestowed upon it, long before, when I had looked forward to these happy times. I had chosen it from the German, a soft, mellifluous title, that comes trippingly to the tongue, and it was christened "Dammer." This interpreted signifies "a coming happiness," and had no relation to any word in the English language.

There were many trying things that had to be undergone. People stared pityingly, youngsters laughed deridingly, jokes were cracked, and dissertations on ladies' bicycling appeared in the little bivalve "*Citizen*," our semi-weekly newspaper. There were teary days and weary nights, in which I sat me not down, nor laid me to rest, that I did not first soothe my deep blue remorses with tincture of arnica and extract of witch hazel. But now it is all accomplished and I can mount and spin swiftly over the wide, level road, ever and anon stopping to rest at some rough spot, then limpingly remounting, and off again.

This was my experience, but you might learn sooner perhaps, were you to follow the advice of those who doubtless know all about it, and for your benefit I will give it as it was given to me: "Put on the power!" "Go it, go it!" "Whoa, Sally!" "That's the cheese!" "You'll make it after a while!" "Lean with the machine!" "Practice on a down grade!" "It's easy enough, when you know how!" "Cry, cry again!" Yes, you will find as I have that there is an attraction about the bicycle which you can never quite overcome and wise men long ago named it, "the attraction of gravitation."

IOWA FALLS, IA.

W. M. H., Baltimore, asks: "Will you be good enough to advise through the BULLETIN whether or not the gearing of a wheel affects its coasting qualities; that is, should a wheel geared to say 70 coast as fast as one geared to 60, or vice versa?"

Answer: The difference, if any, would be very slight, though the chances are somewhat in favor of the higher gear, as a given number of revolutions of the driving wheel would not revolve the pedals so many times if geared high.

THE town of Onondaga, N. Y., adopted the money system of working its highways a year ago last February. The amount due for day's work was assessed and collected with the other taxes. This secured about $1,500 for each of the three commissioners, or $4,500 in all, the money was expended under the direct supervision of the commissioners, with the result that "three times as much was accomplished as in the old way."

KALAMAZOO, Mich., wheelmen built an experimental bicycle path last year, and this year they intend to do much of that sort of thing, and possibly unite their town, by a path, with Battle Creek.

"None Other Just as Good."

The reason why:

Most Rigid Frame
Truest Bearings

WHICH MAKES

Easiest Running

Our Catalog is ready; yours on request.

Gendron Bicycle

"'Twill hold thee safe."

GENDRON WHEEL CO.

Toledo, Ohio.

Trenton Cyclometers



⅔ SIZE MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. Three models for 1896.

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C. registers 10,000 miles and repeats, weight 1¾ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

It Pays to have the Best....

Everything that could be done has been done to make

THE RIALTO....

Absolutely Perfect. What more could be asked?

Continental Cycle Co.

15th Street and Western Avenue
Chicago . . . . .

When ordering your wheels REQUEST that they be fitted with

Hunt

BICYCLE SADDLES

WESTBORO, MASS.



Better Get her

Send for Catalogue.

A Sterling Sweater

Half the Joy of an Outing.

Sweaters for Men, Women and Children. Style, Size, Color and Price to please. For Bicycling, Golfing, Boating and all out-door exercise. We want you to want our Catalogue. IT'S FREE.

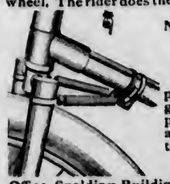
DIMICK & AUSTIN,

178 Chauncy St., BOSTON, MASS.

The Automatic Bicycle Balance.

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.

"BALANCE APPLIED."



Notice.—In ordering Single Balances, give diameter of this tubing.

Write for Descriptive Circular and Trade Prices.

Weighs only 2 ounces; entirely nickel plated; adjustable to any bicycle. Single Balances expressed on receipt of price or C. O. D., with privilege of examination. PRICE, $1.00. Manufactured by

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

Philadelphia, Feb. 6, 1896.

Mr. STERLING ELLIOTT:

Dear Sir,— For goodness sake please take out that ad. of ours in regards to selling $75.00 Bicycles direct to the rider for $50.00 until we catch up with our orders, and oblige

Yours truly,

PENN. BICYCLE CO.,

H. D. LeCato,

1343 Arch Street.

THE HARRIS COMBINATION WRENCH.



Combined Wrench, Pump, Oil Can and Screwdriver, all made of the best material and workmanship; forming a compact, attractive, light and handy article. Discount to the Trade. Write for Descriptive Circular. Electrotypes on application.

....Manufactured by the **Bicycle Wrench Mfg. Co.**

988 First Avenue, New York City.

WINTER IN TENNESSEE.

BY NO. 70,251.

We have just passed through one of our bad winter spells, which we expect every winter to be repeated two or three times. While you all are floundering through the deep snow, and dodging the blizzards, we are paddling through the mud and trying to keep out of the rain. We had not seen the sun before yesterday for ten days, during which time the weather had been damp and cold, and half the time rain was falling, so that now all country roads are in bad shape, and wheelmen are resting up. Two or three days of wind and sun will, however, change all this, and "the horse that you don't have to feed" will again be doing duty.

There are in this county about 1,000 wheelmen and women made up of all sorts and conditions of people and conditions in society. Nearly all the prominent makes of wheels are sold, and the spring trade is well under way. Conditions are favorable for wheelmen and women.

The city of Memphis is fairly well paved, considering, and additions are being made annually, while in the county of Shelby, outside of the city of Memphis there are 130 miles of well-graded and well-graveled roads, and these are being extended yearly. In 1895, about fifteen miles were made, this year ten or fifteen more will be completed, and each year a like amount, until we of this (Shelby) county will be able to say with truth and pride, that we have the best system of public roads in the entire south, and equal to any county in all Uncle-Samdom.

What pleases us most, is the fact that neither has a dollar of debt been created, or a toll-gate been set up; in fact, there is not one of those ancient — but sometimes necessary — nuisances within the boundaries of our county.

All the grading for this road making is done by the convicts from the county work-house, who, with teams, implements, etc., are camped on the line of the road under improvement, and remain under guard, both there and at their work, until the grading is completed.

There is very little gravel, and no stone in this county, and that used for metaling is hauled in by rail to station nearest the work, and from there hauled by teams to the place required, using, where possible, teams from the immediate neighborhood, who are paid at contract rates.

Money for this outlay of gravel purchase, freight hauling, feed for the graders, and pay to guards, is raised by a general tax levy of ten cents on the hundred dollars on all the taxable property in the county (it is about the only popular tax we have), and from this assessment about $60,000 per year is raised, all of which is expended on road improvements by a Board of Turnpike Commissioners composed of three members, all of whom are elected by the county court, and hold office for three years. One of their number is secretary for the Board and receives $600 per year, and the other two $300 per year each, for their services.

L. A. W. has a few devoted members among us, should have more, but recruits are hard to drum up. There is one bicycle club with about fifty members.

Evans' Ale

is the best,
the purest,
most wholesome,
most healthful
Drink to be found.

Full of Life,
Never flat.

Bright and Sparkling,
No Sediment.

Rich as Cream,
No false ferments.

Bottled at the brewery by most improved methods.

C. H. EVANS & SONS,

Hudson, New York.



THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & Co.,

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.

"CLIMAX"

Wire Spring Saddles...



New '96 Model, Style B, thorough in point of Construction and Riding qualities.

Only Sanitary Saddle, and Prevents Soreness.

Send at once for '96 Catalogue. Electros for Trade that desire to catalogue.

Weight, 12 oz.; Price, $4.50.

Fully guaranteed against defective construction for one year. Mention L. A. W. Bulletin.

Climax Manufacturing Co.

EAST HAMPTON, CONN.

A TIMELY BOOK.

Clarence E. Rice, of Syracuse, N. Y., has written a little book on "How the Bicycle Agent Should Advertise," which can be had by sending him 35 cents (no stamps). To the average dealer, the book, were its instructions followed, would be of great value. It discusses advertising in all its phases, fully and intelligently, and every dealer will find much of profit and interest in it. The following "Pithy Pointers" are reprinted from it:

"Nothing venture, nothing have." It takes nerve to advertise successfully.

An ounce of good advertising will insure a pound of business.

Honesty in advertising is the best policy.

A satisfied customer in hand is worth two prospective ones in ambush.

It is never too late to mend your advertising ways.

Never put off until tomorrow the advertising you should do today.

The best antidote for poor business is good advertising.

Make your announcements so striking that he who runs may read. This doesn't make it necessary that you use poster type, either.

To give a well-worded advertisement poor display is like setting a feast before a dyspeptic. It cannot be appreciated as it deserves.

The bicycle business is one which must have a spring-tonic advertising. If this is not administered it will waste and become but a shadow of what it should be in a healthy condition.

The worth of all advertising should be measured by returns. No matter how good you may believe your advertisements, they are faulty if they bring no results.

Never advertise one day and then skip four. Such advertising reminds one of the man who said he was a seven-day Baptist, and when asked to explain what a seven-day Baptist was, answered: "Three up and four back."

"BARREL" HUBS.

A correspondent asks us to point out the advantages of barrel hubs.

We have never been able to see any advantage, but regard it as one of those fads which the public demands every now and then. It is very much the same as the two buttons which every man wears at the point where his coat-tails intersect the coat. No one can tell exactly why they are there, and yet it would be decidedly unfashionable to leave them off.

HEIGHT OF SADDLE.

There is some difference of opinion on this question, but the best average for all riders is to locate the saddle so that the heel will just reach, comfortably, the pedal when it is at its lowest point.

READING RUBBER TIRE COMPANY...

Manufacturers of "Alligator Tread" Tires

One Quality only — the Finest — Reading, Massachusetts.



"Ball-Bearing" Bicycle Shoes

For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,

CHICAGO, ILLS.

Road Rights and Liabilities of Wheelmen.

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"Joys of the Bike."

BY L. M. R.

Wheeling, he said, was a heavenly joy,
Rode eighty miles and felt like a boy;
But he broke a pedal, reached home at morn,
Now he curses the walking, also his corn.

THE BICYCLE.

The coming of the bicycle is undoubtedly one of the most remarkable things in the social life of the world, which has taken place since the introduction of steam power for purposes of locomotion. A horse is a luxury of the rich, or the necessity of some phases of professional life in the country. The country doctor and the country parson must often be compelled to keep a horse, not for pleasure, but for business. To seek out the sick and needy, or the careless and ignorant in country byways, is impossible without the use of some sort of a roadster. Travelling by rail, on the other hand, is a very tedious, as well as a sometimes inconvenient, method of enjoying scenery, or visiting remote points in the country. What persons would take their constitutional, or their afternoon ramble, in a railroad car? But the bicycle far excels either the horse or the railway in convenience, and often in despatch. As a means of taking exercise it is better than the buggy, or the padded seats of the train. Nor is the exercise too severe for the sedentary man; the bicycle may be so used that girls and women are benefited in health by employing it. Then how easy it is to take a journey on it. To ride the bicycle is to have a steed ready to hand, who in a couple of hours will carry the rider over a large area of lovely country. The city toiler is made acquainted with that feeling of liberty and exhilaration which Rousseau used to find in his walking tours. But the bicycle never brings the traveller to the condition of sluggish weariness to which Goldsmith acknowledges he was brought by rambling —

"Remote, unfriended, solitary, slow."

The bicycle is a friend; no one can be solitary while spinning along, as if gifted with the winged ankles of mythology, any more than they can be slow. The swift passage over summer or autumn lanes, the friendly meetings on the road, the healthful air, the moderate exercise indulged in by the judicious cyclist, make the world of the city worker something that it has never been before. We wish we could think that the country churches were brought nearer to their scattered congregations by the wheel. In some cases we feel that they are, and it cannot be doubted that wheelmen would reap double benefit from their Sunday excursions, if they dropped in as they went by at the simple, rustic church, and took part in the service before they returned home, or resumed the delights of a fascinating journey.— *The Churchman.*

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Look Out for the Dog!

Oh, women, if you would escape
The savage country towsers,
Your limbs in ample garments drape
And don't put on the trousers.

EDITOR L. A. W. BULLETIN:

I wish to make an appeal from your decision of bet on page 34 of Dec. 27 issue.

The sprocket in this proposition is the power, the pedal is the weight, and the shaft is the fulcrum, the leverage is the distance, weight is applied to the lever beyond the power. The proposition does not admit of the consideration of the second sprocket in the least.

R. W. MORSE.

LANSING, MICH.

Our answer was correct when considered as a practical bicycle problem. If all other parts of the machine except the crank and front sprocket be ignored, then the above statement would be correct.

WHILE the Farmers' Institutes are discussing good roads, bicycle clubs should discuss the condition and care of the streets of their towns. An organized and intelligent effort may result in having streets properly kept and sprinkled which otherwise would be unpleasant and annoying.

A CORRESPONDENT suggests that the officers of the L. A. W. should interest themselves in the proposed cycle path between Baltimore & Washington, and thereby obtain free passes for members of the L. A. W.

The provision for local substitutes in the State meetings of the Commission will save traveling expenses, secure full meetings of the Commission, and interest more members of Congress in the work.

NEW ROADS AND ROAD LAWS

IN THE UNITED STATES, by GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for $1.00. General Stone has enjoyed unequaled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to

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An Improved Aphorism.

"The good die young." Did they survive
They like we common mortals would
In later years at wrong connive,
'Twere better said, "The young die good."

IT requires a crack to break a bicycle record.

THE best way to winter a wheel is to keep it going to and fro on the road as much as possible.

DON'T do right to please your cousins or your aunts. Do right because it's the right thing to do.

WE'VE had stories of a hansom cab, a parlor car and other pleasure vehicles, and now we should have a romance founded on the bicycle. A bicycle book ought to have quite a run.

THE bicycle has been popular but a short time but plenty of men have ridden four centuries.

IF men had long hair and women short, the women would no doubt find it easier to manage.

EVERY bicycle ride you steal from the weather during winter is clear gain.

OHIO is going to make an effort to build free turnpikes in every county.

A REAL thoroughfare should be thoroughly built.

A TOLL tax is a thoroughfare.

THE distance to market should be measured by the depth of the mud in the road leading to it.



Road through the Black Forest, Germany.

EUROPEAN ROADS.

As one good road in a community is an incentive for the people to build others, so the good roads of one country inspire the people of other countries to emulate the good example.

Since European bicycle tours have become popular, the excellence of the highways of foreign



St. Bernard Road, Switzerland.

countries has been made known to all Americans, through the tongue and the eye of the pen and the camera.

"If we only had such roads at home!" has been the wish, and from it has come efforts that have served to set the people thinking and doing. Americans, who excel in so many of the arts and sciences, will sometime attain their proper place as the builders of perfect highways.

EXPRESSIVE.

Salesman — Do you want to have your goods sent by any particular express?

Customer — Certainly, if you can find a particular express. I cant. — *Roxbury Gazette.*

BEAUTY ON THE WHEEL.

R. F. FOSTER.

One of the popular fallacies of the day is that a woman's appearance on a wheel is a matter of dress, whereas it is entirely dependent on the proportion of the wheel she rides. A woman buys a wheel out of the general stock. She rides it. She is not satisfied with her appearance. She realizes that the majority of the other women she sees on wheels are guys; and then she falls to discussing the burning question of how she shall dress.

Ankle or calf, nowhere or knee.
Where is the end of her dress to be?

Those in favor of the simple bloomer or knicker will say, "Nowhere," while those who wish to retain the skirt in some form will continue to differ as to its length and width. Thousands of columns have been filled with the discussion of the proper dress for wheelwomen, and still the matter is unsettled. The trouble is not with the dress at all, but with the wheel.

In the first place, it is idle for women to contend that the ordinary dress is as comfortable on a wheel as the divided skirt or bloomers, and, in the same degree, that either of the latter is as good as knickers. Any woman who has tried the experiment will agree to this.

Why, then, do not women adopt knickers? There must be some other reason than that of comfort or convenience, and it is simply one of appearance. Every woman wants to look well on her wheel, and no woman loses sight of the importance of looking well off her wheel in her cycling dress.

This brings us to the consideration of a principle well known to all artists, which has never yet been mentioned in this connection that I know of. This is the fact that no woman looks well in motion. Take a hundred horsewomen, however well dressed; it is the one that looks really well and the ninety-nine that fill the intermediate stages from passable to frights. The same is true of wheelwomen. It is an occasional one that looks well when riding, while the great majority appear to disadvantage however well they may be dressed.

If we refer to the most famous works of art we shall find the principle just mentioned carefully observed by both sculptor and painter. The perfectly formed female figure is always represented in repose, while the male figure appears best in action. Take the Rape of the Sabines. However energetic the treatment of the male figures, that of the female lies in the absolute repose of an apparent swoon. How perfect and inimitable the repose of the Venus of Milo! How terrible the masculine struggles of the Laocoon!

If we go a step further we shall find another article in the artist's creed. When the female form is to be represented in action, the model selected is not that of a perfectly womanly woman, but rather one approaching the masculine type. Look at the difference between the figures of Diana and of the Venus de Medici. Put Diana in knickers and a cap and she will be a very passable youth, but nothing could disguise the Venus. If we apply this principle to wheelwomen we shall find it equally true. The less womanly a woman is, and the more nearly her form approaches the masculine type, the better she will appear on wheel or horseback.

Visitors to Asbury Park last summer continually turned to admire a tall, thin, flat-chested girl, who sat her wheel as straight as an arrow. A moment later the same people would turn to smile at a brown-haired girl from Tennessee, whose softly rounded knees worked like the walking beam of a ferryboat, and whose well-fitting dress never for a moment suggested that it covered one of the most beautiful forms in America. When both wheels stopped at the pier, the riders stepped to the ground, and the attractiveness of each was immediately reversed. The flat-chested girl was a guy, the other a Venus. What was the cause? Not the dress, for the dresses of both were almost identical in cut. Not the wheels, for both were the same make and gear. It was the motion, nothing more. When the taller and thinner woman sat her wheel she followed the $6\frac{3}{4}$ throw of the cranks with her ankles, reducing the movement of the knees as much as possible, until, in proportion to her height, which must have been 5 feet 8 inches at least, it was hardly perceptible. Not so the other. The continual swing of her shorter limbs through a circle $13\frac{1}{2}$ inches in diameter was so ungainly, that it entirely diverted attention from the artistic beauty of her figure.

Ten days afterward this girl was put upon a wheel geared down to 49, with a 26-inch driver, the front and rear sprockers being 17 and 9, respectively, and the throw of the cranks reduced to $4\frac{1}{2}$ inches. This is about the proportion of crank to gear in the old high racing wheels, ridden at the shortest pedal notch, and is quite enough for ordinary level roads, such as a woman would ride. So much did this reduce the apparent motion of the Tennessee belle's knees, that her thin rival actually lost by comparison.

What women want is not a better dress, but less motion on the wheel. Beauty must approach repose.

As yet no one has invented a bicycle adding machine for running up the columns that now have to be footed.

THERE is a crying demand for a handy vest pocket or bloomer pocket booklet on "How to Fall off a Wheel Gracefully." At the present time Delsarte doesn't seem to cover this important feature of every-day life.

BICYCLE TORCH-LIGHT PARADES.

It has been suggested by several prominent wheelmen that in the coming presidential campaign it might be well to organize torch-light or otherwise illuminated parades, the participants to be mounted on bicycles.

The idea is a novel one, and would no doubt attract great attention to the candidates who were thus advertised and to the bicycle itself. Let us hope that something of the kind will be carried into practical effect.

THE man who is hanging on just by the skin of his teeth is pretty well off but he doesn't think so.

HUGGING a girl is a roundabout way of impressing her that you love her.



CHANNING ELLERY, 228 W. 38th Street, New York, is organizing a small party of gentlemen for three months' bicycle tour abroad, to sail June 24.

EUROPEAN bicycle tours prospectus now ready. Address Clarence Smith, 222 Woodward Avenue, Detroit, Mich.

READER, if you want, or know of anybody who wants a man bookkeeper, with best possible references, in any legitimate business, preferably in New York city or vicinity, address J. L. S., care of L. A. W. BULLETIN, Boston.

SUPERINTENDENT WANTED.

THE L. A. W. BULLETIN is interested in obtaining a competent superintendent for a bicycle manufacturing concern not many thousand miles from Boston. A first-class, experienced man is wanted. Also, the same people would like to hire a first-class man to take charge of enameling department. Please send application to this office and we will see that it is promptly forwarded.

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A BAD ROADS LESSON.



DEFECTIVE roads are the strongest argument in favor of good roads. The worse they become, the more likely they are to be improved. When a community has to take its self-prepared medicine, the more bitter and heroic the doses, the more likely a change of some sort is to occur.

The correspondent of a St. Louis paper, writing from Bloomington, Illinois, says, "that the roads of Central Illinois are practically bottomless quagmires, and their condition has put an embargo on trade and business of all kinds. They have not been in such utterly impassable condition in twenty years before. In places it is impossible to move an empty wagon with a team of horses. Farmers who come to town come on horseback or on foot. This condition of things has been brought about by the high temperature of the past week, together with the showers and continuously fog-laden atmosphere. The net result of this condition of things is very marked, as there is depressing stagnation in mercantile business of all kinds."

If such a state of affairs is not a sufficiently forceful argument for better roads, all other appeals would be useless.

The condition of the road should not depend wholly on the weather. It is liable to rain most any time.

IN Wisconsin recently a farmer hauled with one team on one trip what would be four ordinary loads, across the ice of Green Bay. If we had hard, level roads, "green bay" horses or horses of any other color could do almost as much anywhere.

THE better the road the easier it is to keep it repaired.

A VALUABLE OPINION.

Knowing that the Studebaker Bros., of South Bend, Ind., had made an extensive study of the wide tire question, we wrote them for information, which they have kindly furnished us in the following letter:

EDITOR L. A. W. BULLETIN:

Yours of the 28th ultimo was duly received.

We have given considerable study to the question of width of tire for wagons. We sometime since made a series of tests with dynamometer, intended to show the relative draft required in hauling loads, using different widths of tire. The result of these experiments was both interesting and instructive. The ordinary width of tire is an inch and five-eighths, and the difference between the weight of a tire of this width and increased widths up to four inches, will vary from fifty to two hundred pounds. The increase of cost ranges for the usual widths of wide tire, from twenty to thirty per cent.

There can be no doubt that the demand for wide tire on wagons is increasing. Perhaps one-third of our trade at this time requires a greater width of tire than the regular narrow tire width. For farm use, especially in hauling grain from the field, the wide tire is preferable. But the advantage of the wide tire in hauling freight on good hard roads is less apparent. Indeed, on a solid, smooth road, more particularly mountain roads, the narrow tire is to be preferred. Reference is now had to the draft of the load, and not to the effect of hauling the load on the roadbed. There can scarcely be two opinions with reference to the advantage of wide tire over narrow tire on the roads themselves.



J. M. STUDEBAKER.

If there were laws established throughout the different States that were strictly uniform, requiring a width of tire to correspond with the loads to be hauled, this would be a sensible provision, and would assist in keeping up a good roadbed. Of course the heavier the load, the wider the tire should be, within reasonable limits. It would be a great advantage to wagon manufacturers if there could be a uniform width of tire, especially between States comprising certain sections where the general requirements would be the same.

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AN OASIS OF JOY.

At the present time, when so many newspapers are lamenting the depression of business and the absence of pleasure, in their respective localities, because of the "wallowy" conditions of roads, it is a pleasure to run across something that savors of a higher civilization and a better standard of moral and industrial life.

Such a hopeful influence may be found at Marysville, Ohio. The local paper of that city says, "that at this season of the year Union county people appreciate the value of their turnpike roads. Everybody can get out with carriage or wagon and go in any direction he pleases without so much as getting an ounce of dirt on the wheels. We are led to these remarks by the doleful complaints we see published in the newspapers of old and rich counties where the people have not yet waked up to the necessity of better roads. In fact there are counties in this State that have thrice the wealth of Union county, where the farmers can do no teaming at this season, if the weather be soft, or if venturing out, pull their poor horses to death, because they are too closefisted to improve their highways. We don't envy such people's niggardliness, but we do pity their poor animals that have to drag against such odds."

A PLEA FOR PROGRESS.

Just now the people of Iowa have two pressing needs, one is a new penitentiary for its increased number of convicts, and the other is a better class of highways. One of the papers of the State in commenting on the condition of affairs says, "that the public demands better highways — not more prisons — and in this century of progress it behooves the people of progressive Iowa to look well into these questions. In place of a third penitentiary give us steel road vans for gangs of workmen, who will make better and easier communications for farmers and lessen taxation. Boarding vans, mounted on broad-tire wheels, could be located at convenient camping places, at stone quarries, etc., working out each way, ditching, grading and macadamizing, all under supervision and in accordance with advanced ideas."

THE Arkansas Good Roads convention will meet in Little Rock, Feb. 25. Good results in the way of intelligent legislation is hoped for.

THE secret of the success of the fine roads in France is attributed to the prompt and systematic repairs made at all seasons of the year.

THE magnificent roads of Europe which traveling Americans find so wonderful are the result of scientific construction and a thoroughly studied system of constant repairs.

THIS is a country of magnificent distances, but many of the roads between distant points aren't altogether magnificent.

GOOD roads are likely to be more popular next summer than ever before.



Boston, February 14, 1896.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

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ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

.....State.

Cycle Club,.....

References,.....

.....

☞Write plainly, pr ting preferred, or enclose personal card.

RACING BOARD.

Suspended.

A. B. Ellis, suspended from all track racing pending return of prize received by him, to which he was not entitled.

Sam T. Goldberg, Kalamazoo, Mich., from all track racing until July 1, 1896, for competing in a novice race after having won a prize.

Walter McLean, Hot Springs, Ark., for one year from this date, for unfair dealing in cycle racing in connection with charge against Ouachita Wheelmen.

Records Accepted.

One mile, class B, tandem, paced, flying start, against time, 1 minute, 47 2-5 seconds, at Coronado, Cal., by W. A. Taylor and C. Hewitt, Jan. 1, 1896.

Transferred to Class B.

H. B. Freeman, Haywards, Cal., under clause (i).

Fred Bernet, Pottsville, Pa., under clause (c), Article IV, Section 7, of the L. A. W. by-laws.

REPORT OF THE SECRETARY OF THE L. A. W., 1896.

Up from the direful valley of gloom and despondency where were the drear caves of humiliation and financial decrepitude in which we had our habitation one year ago, we have climbed to the heights of prosperity from which we joyfully contemplate our grand success as evidenced by our great numerical strength and our financial robustness. Over the good roads which we have builded, our car of progress has rolled smoothly along and its rapid advancement is largely owing to the highway improvement for which we are responsible.

We have made a grand record which is not of the class B order, but it stands quite up to the top in the class A column and not even the sword of Gideon could cut us loose from it did it never so much desire to.

One year ago I reported 26,140 members as of record Feb. 1. This year we show a membership of 39,323 on the even date, or a gain of 13,183. Since Feb. 1 we have enrolled 719 members, which carries our total to 40,042 and our gain to 13,902. The coveted 40,000 is at hand.

Out of the 26,244 members that we enrolled last year, we renewed just 18,000, or 68 per cent. Our renewals of the previous year were but 48 per cent. of the whole.

We have enrolled 22,042 members, which exceeds by 4,871 the best previous record.

The good results which have followed from the adoption of the rule which give a member a full year of membership are shown by the following figures: From Nov. 1, 1894, to April 1, 1895, we enrolled 1,274 names. From Nov. 1, 1895, to Feb. 7, of this year, we enrolled 3,140 members, and we have two months remaining to add to the increase.

We have seen one division reach the extraordinary figures of 10,414 members. The best previous record was 6,297 by Massachusetts. From position three in the rank of divisions, New York has climbed to such a height that the other divisions are using telescopes to find her. Mr. Potter has demonstrated his ability to manipulate a Bull market.

I present a table showing the membership to date, Feb. 7, and that of one year ago:

Membership Totals.

	1896	1895		1896	1895
Alabama,	49	42	North Carolina,	38	62
Arizona,	152	38	North Dakota,	30	13
Arkansas,	244	65	Ohio,	1948	1644
Colorado,	608	48	Oklahoma,	55	4
Connecticut,	967	1160	Oregon,	39	19
Delaware,	34	13	Pennsylvania,	4544	3353
District of Columbia,	92	93	Rhode Island,	617	490
Florida,	13	12	South California,	264	199
Georgia,	17	30	South Carolina,	4	10
Illinois,	1605	1066	South Dakota,	19	22
Indiana,	274	242	Tennessee,	104	145
Iowa,	764	576	Texas,	277	150
Kansas,	467	214	Utah,	157	87
Kentucky,	493	457	Vermont,	93	93
Louisiana,	14	9	Virginia,	117	131
Maine,	466	377	Washington,	79	118
Maritime Provinces,	6	13	West Virginia,	35	57
Maryland,	702	587	Wisconsin,	1122	420
Massachusetts,	6024	5337	Wyoming,	39	40
Michigan,	607	590	Idaho,	2	5
Minnesota,	253	214	Canada,	10	6
Mississippi,	77	52	England,	3	4
Missouri,	1011	690	Bermuda,	2	1
Montana,	13	47	Germany,	3	2
Nebraska,	260	288	Mexico,	2	4
Nevada,	2	5		39,711	
New Hampshire,	268	245	Miscellaneous,		3
New Jersey,	2501	1433			26,140
New Mexico	23	21			
New York,	10,414	3149			
North California,	908	473			

This table will bear a great deal of study with profit. The phenomenal records made by New York, Missouri, New Jersey and Wisconsin call for our hearty commendation.

Massachusetts, Pennsylvania and Ohio have made great gains over the record of last year, but neither has touched its previous best on record.

The following table shows the position of the first ten divisions in the past two years in contrast with the present:—

1894	1895	1896
Massachusetts.	Massachusetts.	New York.
Pennsylvania.	Pennsylvania.	Massachusetts.
New York.	New York.	Pennsylvania.
Ohio.	Illinois.	New Jersey.
Illinois.	Ohio.	Ohio.
Connecticut.	New Jersey.	Missouri.
New Jersey.	Connecticut.	Illinois.
Michigan.	Colorado.	Wisconsin.
Missouri.	Missouri.	Connecticut.
No. California.	Michigan.	No. California.

Our list embraces 1,470 lady members. A gain of 780 and the largest list ever shown.

At the beginning of last year we were in debt to the divisions in the sum of $1308.55 This has been paid in full, and this year we owe nothing to the divisions that we have not the funds on hand to pay.

Our income has been:—

RECEIPTS:

Applications,	$37,167.50	
Renewals,	13,434.00	
Back Dues,	139.85	
Fines,	121.05	
Bulletin,	9,725.25	
Holders,	499.50	
Veteran Bar,	175.00	
Uniform,	12.24	
Tickets,	9.60	
	$61,580.09	
Balance on hand, Apr. 1, 1895,	148.68	
		$61,728.67

PAID OUT:

Divisions,	$34,889.80	
Treasurer,	8,000.00	
Bulletin,	9,020.30	
Postage,	1,116.25	
A. Bassett,	2,750.00	
Salaries,	1,516.69	
Stationery and Printing,	854.11	
Rent,	474.50	
Holders,	321.00	
Moving to Boston	242.70	
Veteran Bar,	120.50	
Duplicates,	73.55	
Sundries,	50.10	
Janitor,	55.00	
	$60,351.10	
Balance,	1,375.48	
		$61,726.67

Our best previous record of gross receipts was $52,410.50 in 1893. We top that this year with an excess of $9,170.40.

Last year we credited $20,409.50 to divisions. This year we have sent $35,178.80. An excess of $14,769.30.

Last year we credited to treasurer from membership fees $13,019.00. This year we credited $15,680.51. An excess of $2,661.51.

The ticket case account has shown a profit of $197.05; the veteran bar, $53.25; uniform, $20.00; tickets, $0.60.

In the days when gloom and despondency hung over us like a pall, the Rhode Island division evinced loyalty and generosity by donating to the national organization forty cents of the initiation fee paid by every new member who joined us, between March first and September first. This amounted to $70, and the money was credited to the treasurer. And now in the day of our prosperity we have no need for the money, and I hope this assembly will deem it best to hand back the gift, wrapped up in a covering of its sincere thanks.

The secretary's office has been a busy place the past year, and we see no evidence of grass growing through the cracks of the office floor.

As there has been some criticism of the expenses of this office, and as many people think that we have nothing to do but murder time, we may be pardoned if we encroach upon your time by giving a few details of our work. To indicate the volume of business that we turn off, let me say that on three different days during the renewal season, the secretary and his assistant were engaged from 9 A.M. till half after 5 P.M., in merely opening and sorting the day's mail, and they had on steam at full pressure all of that time. Never a day during all that busy season did we get the morning's mail open before noon.

Sixty one thousand dollars is not a very large sum of money to handle if it is cut up into great lumps, but when it comes to a man in pellets of one and two grain calibre, it is a sum of no small importance.

Forty thousand men drawn from all ages and classes and distributed throughout the length and breadth of the land, is no small family for one man to keep in check. Forty thousand men, all eager to know, all wanting an explanation, all shooting their questions at one mark. The correspondence of the secretary's office involves a vast amount of paper and great quantities of ink, to say nothing of the agony of mind of him who conducts it. By a judicious use of printed answers to stock questions, we have been able to cope with this department of our work and reduce its burden.

The secretary keeps his own books, and he has to keep them in a way to satisfy the auditing committee, which pays him a visit every year to inspect his work. Our books are many, and the detail of work is and must be very elaborate. Our struggles over cash balances and trial balances account for the whiteness that overtops our crantum.

The secretary has to do some editorial work, has to prepare manuscript for the press, does no little proof reading, and through all has to preserve his temper.

We have to keep a complete and accurate list and record of League Clubs, their officers and their members.

We have to keep official and division directories in many forms, shapes and sizes.

We handle quite a lot of merchandise as the profits quoted above show.

We have to run the mail list. Ah, there's the rub; if members would only remain in one place how happy we should be. As it is, we have five hundred changes on an average per week to make on that mail list. If members would only write their names on a typewriter, we should be saved the expenditure of a deal of time and no end of gray matter. But,—they don't.

The secretary has to assume a paternal relation to the small divisions and encourage their growth. During the past year, as well as in former years, he has had large correspondence with wheelmen in States, where we are not represented, and has advised with them as to means and methods of recruiting members and organizing consulates. This is, and must be, an important part of the secretary's work. It involves a large amount of correspondence, but its results have been most gratifying.

When a consulate is to be organized the secretary has to prepare circulars and ballots, and receive and count the votes. He has to prepare ballots, distribute, receive, and count them for every sub-division and consulate. Last October he conducted elections in fourteen States.

The distribution of recruiting matter is no small part of the work of our office. Our standing notice calling for names of non League wheelmen brings to us every day a large number of names to which we forward our circulars and blanks. We cannot say just how many thousands of these white winged messengers of solicitation we have sent out this year. We haven't had time to count them since they passed the hundred thousand mark, but we can say that we have had good returns from them.

Advice to and consultation with the member who gets run over by a road hog, whose wheel is stolen, who has trouble with a baggage master, who wants to make a record or a tour, who knows just how we ought to run the official organ, or who meets with trouble in its many other guises and forms, pulls from the storehouse of our time a very large quantity.

The entertainment of the country member occupies no little time. Every member of the League who comes to Boston likes to call on the Secretary, and we are always glad to see him. If we are busy and don't want to see him, we have to do it just the same, and on these occasions we have to call up the official smile and the worn out stock phrases to disguise the boiling that is going on within.

Now one word as to the detail in the membership enrolment.

An application is received and a receipt is immediately sent. The next step is to sort out the several blanks by clubs and in alphabetical order, by States and names. If any one imagines this to be an easy task, let him take say 1500 blanks, as we had to on one occasion last year, and let them be of all sizes and shapes, and written in every kind of legible and illegible handwriting, and if he does not perspire over his task we will confess ourselves a poor prophet. The names have to be written for the printed list in the BULLETIN after this. Proof of the BULLETIN list has to be read. Tickets have to be written and the name and address has to go on the envelope as well. Then the name goes into the numerical list and after that upon the alphabetical index. The name has to go on to the mail list and the original pasted in our scrap books. Thus each name has to be written seven times, and each member costs us three cents in postage.

A renewal that comes to us with the right number simplifies our work a great deal, but by far the larger portion do not send the number. The nearer we get to the individual in receiving a renewal, the easier is our task. It is when we get lists from clubs that we enter the valley and shadow of tribulation.

A renewal is first checked on the books, the name is then entered, the ticket and envelope written, the name entered upon the sheets to be returned to the division secretary-treasurer, the name checked on the mail list, and the blanks pasted in the book. To secure accuracy, nearly all of these steps have to be verified before the record is allowed to stand.

Such is the volume of our work during the renewal season that we are never up with the regular work during that time and often we are as much as two weeks behind. We have never been able to complete our book lists and our indices during the season and even at this time we have two clerks hard at work trying to complete the work of the year by showing completely written indices at the close.

No, gentlemen, the expenses of the secretary's office have not been large and the policy has not been an extravagant one. I believe that the office should be kept up in a style to comport with the dignity and the demands of a great and flourishing organization. It has been given out by an officer of the League that the League should not be called upon to pay for ice that cools the water for drinking purposes, another has said that the secretary has no right to travel in a drawing-room car when he goes to League meetings. Gentlemen, I don't believe you want the young lady clerks to drink warm water when the burning sun scorches their throats and I don't believe you want your servant to go to the meetings in a freight car.

The work of the office will be very largely increased the coming year. The new scheme of enrolment whereby a man obtains a full year of membership will lead to complications that will call for very much more labor. Every week we shall have to take off and put on names,—some will take the paper and some will not and we shall need to exercise the greatest care in keeping our records. We have outgrown the book system of records and it is imperative that we adopt the card index system. It will be well if every division adopt this same system. It will cost a good deal at the outset but it will more than pay for itself in the end.

We promised that we should move up the numbers when our numeration reached 100,000. That will come this year and the change will be made so that a member may have his new number next year.

In one respect an injustice has been done on the League records to a very worthy and a very deserving class of our members. Those who were at Newport and who were instrumental in laying the foundations of the League deserve some recognition at our hands. Many of these, through the procrastination of club secretaries are entered upon the books against dates far removed from that of the Newport meet and would seem to have been among the laggards in the recognition of the L. A. W. and its worthiness. I suggest that every man who was at Newport be entered upon the books as a founder and that he be given one of the official numbers. This can be done easily when the list is revised and it will incommode no one except those who have in late years held an executive office. It would be a graceful act to do and we hop that the secretary will be instructed to do it.

And now we come to a matter which we approach with great delicacy. The official department has been called the dry-goods department of the BULLETIN. To a certain extent the characterization is merited but it must be remembered that the secretary contributes very little of the matter that appears. I am now talking to the contributors and that is why I must treat the subject delicately. We have been trying to squeeze a gallon of material into a quart jug during all of the year. We are allowed under our contract to use eight pages of the BULLETIN per week. We have used in all 429 pages or an average of 9⅛ pages per week. The excess comes to us through the generosity of the publishers of the BULLETIN and amounts to 69 pages more than we have been entitled to.

The success of the L. A. W., in a very large measure depends upon the BULLETIN. An interesting paper will send our numerical strength up among the stars; a dry and uninteresting journal will bend us in the dust. I do not doubt we can depend upon the generosity of the publishers in the future as in the past to give us more space than we are entitled to, but I submit that as we extend our space we make the paper uninteresting to the large majority. I submit that forty thousand men do not care to read a long report of an annual meeting held in a division of a thousand members. The application list has a business aspect that is pleasing to us all and we would not like to see it curtailed. If those whose duty it is to send in reports will kindly remember that our space is very valuable and put their contributions through a condensing apparatus before sending it they will see good results growing out of a better BULLETIN.

The future is rich with promise for us. The boom that has affected cycling has been and will be greatly beneficial to us. If we, by good deeds and fruitful work show ourselves deserving, we shall reap a harvest that will place us well up the top, in the list of the influential organizations of America.

NEW YORK DIVISION.

Secretary-Treasurer's Report.

TO THE BOARD OF OFFICERS OF THE NEW YORK STATE DIVISION

Gentlemen:—The membership of the New York State division was 3,031 on Dec. 1, 1894; to these were added by March 31, 1895, 215 new members, making a total membership of 3,246 at the close of the membership year of 1894-95. Of these there have been renewed to date 2,675, about 82 per cent. The previous membership year the renewals numbered 2,144, out of a total membership of 4,532, about 47 per cent, a gain of 35 per cent in renewals over last year.

The total number of applications received during the membership year of 1894-95, was 1,102. The applications received to this date number 7,255, a gain of 6,153, with three months yet to hear from.

The total net expenses of the division for this fiscal year with a membership of 9,930, amounted to $11,916.25, or $1.20 per member.

For the previous fiscal year, with a membership of 3,031, the expenses were $4,230.86, or over $1.39 per member.

Owing to the reduction to the income of the division of 15 cents per member, the receipts for this year have been $1,480.50 less than they would have been under the division of the income between the State and the national body, which existed previous to this year.

For the information of this board I have prepared an estimate of the income of the division for the coming fiscal year.

Cash on hand Dec. 30, '95,		$1,361.62
Estimated receipts, from renewals and applications, on basis of receipts for the year just ended, as follows:—		
8,142 renewals (82 per cent of 9,930), at 35 cents,	$2,849.70	
7,255 applications at $1.35,	9,793.25	12,642.95
Estimated income from Dec. 1895 to Dec. 1896,		$14,004.57
Liabilities:—		
Cash Prizes,	$300.00	
Long Island road improvement fund,	633.06	$933.06
Estimated available income,		$13,071.51

The condensed financial statement for the past year is as follows:

Financial statement:—

W. S. Bull, secretary-treasurer, in account with the New York State division, from Dec. 19, 1894, to Dec. 30, 1895.

RECEIPTS.

Dec. 19, 1894. Received from the retiring secretary-treasurer, T. A. Raisbeck, as per his last report,	$1,680.66	
Received from Albert Mott, chairman L. A. W. transportation committee, amount paid secretary United Trunk Lines, national assembly 1895,	11.00	
Received from Secretary Bassett, membership fees and dues,	10,964.15	
Division meet, Brooklyn, June, 1895,	920.13	
Austin Corbin, Long Island road improvement fund,	633.06	
Division meet, Buffalo, September, 1895,	223.78	
Advertising, mail vote, envelopes and hand books,	225.00	
Sale of cap pins and button badges,	222.50	
Sale of tour books,	$46.00	
Cash discounts,	25.81	
Total receipts,		$14,961.09

DISBURSEMENTS.

Chief consul's office:—		
Allowance,	$1,800.00	
Postage,	228.05	
Printing, stationery and supplies,	1,540.00	
Traveling expenses,	44.25	
Telegrams and messenger,	03.07	
Express, carting and freight,	10.05	
Office expense,	5.47	3,690.88
Vice consul's office:—		
Postage,	$32.41	
Printing, stationery and supplies,	14.55	
Traveling expense,	31.47	
Telegrams and messenger,	.25	
Freight and Express,	0.71	129.41
Secretary-Treasurer's Office, 1894:—		
Postage,	7.38	7.38
Secretary-Treasurer's Office, 1895:—		
Allowance,	$1,200.00	
Postage,	$20.50	
Printing, Stationary and Supplies,	324.13	
Travelling Expense,	184.70	
Telegrams and Messenger,	7.35	
Express, Freight and Carting,	81.17	2,618.00
Executive Committee:—		
Postage,	$5.52	
Printing,	2.90	
Travelling Expense,	69.38	
Telegram,	.40	78.20
Rights and Privileges Committee:—		
Retainer,	$100.00	100.00
Highway Improvement Committee, 1894:—		
Postage,	$30.73	
Printing and Stationery,	26.10	
Express and Freight,	1.10	57.93
Highway Improvement Committee, 1895:—		
Postage,	$10.00	
Printing, Stationery and Supplies,	10.25	
Travelling Expense,	33.73	
Telegram,	.88	
Express,	.83	55.69
Road Book Committee, 1891:—		
Postage,	$1.14	
Printing, Engraving and Paper,	507.23	
Maps,	134.25	
Binding,	258.00	
Storage,	2.25	
Travelling Expense,	10.83	922.70
Road Book Committee, 1895:—		
Postage,	$4.20	
Printing and Supplies,	1,100.68	
Storage,	2.75	
Travelling Expense,	6.10	
Express,	.55	1,119.77
Racing Board:—		
Postage,	$6.30	
Printing and Stationery,	10.95	
Travelling,	31.15	
Telegrams,	.75	
Express,	.70	
Racing Rules,	15.00	64.55
Cap Pin and Button Badge Account:—		
Pins and Buttons,	$524.14	
Printing and Stationery,	12.10	
Express,	1.20	537.44
Testimonial to Dr. E. M. Santee:—		
Engrossing Resolutions,	$30.00	30.00
New Jersey Division:—		
Commissions on applications secured at the Asbury Park Meet, L. A. W.,	$21.40	21.40
National Assembly, New York City, Feb. 18, 19, 1895.		
Secretary United Trunk Lines,	$11.00	
Entertaining Visiting Delegates,	100.55	111.55
Division meet, Brooklyn, June, 1895:—		
Postage,	$155.00	
Printing, stationery and supplies,	538.17	
Advertising,	161.00	
Stenographer,	36.00	
Messenger,	12.00	
Addressing envelopes,	6.00	
Trunk Line Ass'n,	$11.00	
Souvenir and official badges,	220.30	
Prizes,	110.45	
Tours and runs,	10.40	$1,261.80
Division meet, Buffalo, September, 1895:—		
Advertising,	$1,044.50	
Trunk Line Ass'n,	11.00	
Souvenir badges,	100.00	
Prizes,	867.18	
Band,	120.00	
Balloon ascension,	94.00	
Rent of driving park,	550.00	2,702.77
Total disbursements,		$13,500.47
Balance on hand, Dec. 30, 1895.		1,361.62
		$14,961.09

W. S. BULL, Sec.-Treas.

Audited and found correct,

I. B. POTTER,
GEO. E. BLACKHAM, M. D.,
Executive and Finance Committee.

All of which is respectfully submitted, W. S. BULL, Sec.-Treas.

Report of the Executive Committee.

TO THE BOARD OF OFFICERS OF THE NEW YORK STATE DIVISION L. A. W.:—

Your executive committee takes pleasure in reporting a very satisfactory condition of the affairs of the division. In consequence of the increased activity along all lines of the division work, the labors of your executive committee have greatly increased during the past year. They have collected from various sources $14,961.09, and of this amount have expended $13,599.47, as will be shown in the secretary-treasurer's report. Every item of this receipt and expenditure has been carefully checked and audited; nothing has been paid except upon voucher approved by all three members of the executive committee. The details of all this work will be presented to you in the reports of the chief consul and the secretary-treasurer.

One important matter has been forced upon the attention of the executive committee, and that is, the absolute necessity of a more practical arrangement of the executive and financial work of the division. With an increase of membership from three thousand two hundred and forty-six (3,246) to ten thousand (10,000) members; with increased activity along the lines of road improvement, etc., the detailed labor of the chief consul's and secretary-treasurer's offices has been largely increased. It will not, of course, be expected that work of a division of 10,000, or as we hope to have it before the coming year expires, over 20,000 members, can be done satisfactorily by the same force, and at the same expense that was sufficient for a division with a membership of only 3,500.

The executive committee has taken this matter into careful consideration, and has called into consultation some of the older and more prominent members of the division and board of officers; and it is their unanimous opinion that the time has come for a thorough reorganization of the methods of doing the business of the division. They recommend:—

First. That the secretary-treasurer's office should be brought to New York City and consolidated so far as location is concerned with that of the chief consul. That the secretary-treasurer should be given a sufficient allowance to enable him to devote his entire time to the service of the division and should be furnished with necessary help to keep the accounts properly, answer all correspondence promptly, and generally to do the business of the division in a business-like manner.

This, of course, will require increased appropriations, but with our enlarged and enlarging membership we will have an increased income, out of which to pay the increased expenses.

It is not the belief of the executive committee that the policy of the division should be to accumulate a large fund. On the contrary, it is their belief that the moneys collected from the members should be expended, so far as possible, for the benefit of the members during the year in which it is collected, and that only a sufficient cash balance should be kept on hand to provide against contingencies.

It is also the belief of the executive committee that, if a proper amendment can be secured to the League Constitution at the Baltimore meeting to permit of such action, the office of the secretary-treasurer should be made a permanent and salaried office; a capable man elected to serve until removed by the board of officers. In this way only, can we retain the services of a competent and experienced man, whose knowledge of the affairs of the division will be of great value to the division and to the chief consul, for the time being, whoever he may be.

As this course is not practical until the League Constitution shall have been amended, it is recommended for the present, that beginning with Dec. 1, 1895, which is the beginning of the present fiscal year, the Secretary-treasurer's office should be removed to New York City, suitable office rooms secured, and allowances to the chief consul and secretary be made, sufficient to enable them to carry out the plans above outlined. It is estimated that the necessary appropriations for this purpose will be as follows.—

Chief Consul,	$1,250.00
Secretary-Treasurer,	2,500.00
Office rent, say,	1,000.00
Stenographer, say,	750.00
Office boy,	250.00

making a total fixed charges for these two offices of $5,750.00

This, of course, will not include printing and stationery, nor the necessary travelling expenses of the officers.

It is, therefore, recommended that if after due consideration you shall agree with your executive committee, as to the advisability of

putting the business of the division on a business basis, that you will vote the appropriations as above stated.

The executive committee would also report that it has examined from time to time the books and accounts and methods of the secretary treasurer's office and has found them correct. It has audited and checked all bills, and examined the financial statement or report of the secretary-treasurer, and has found it to be correct and supported by the proper vouchers.

Respectfully submitted,
GEO. E. BLACKHAM.
I. B. POTTER.

Report of the Committee on Rights and Privileges.

Since my appointment as chairman of this committee, I have devoted to its duties such time as I believed it required, and my business would permit.

I have been repeatedly called upon and consulted by members of our State division in reference to matters pertaining to their legal rights as wheelmen and to their rights upon the public highways and streets of the State, and in reference to the duties of common carriers and transportation companies in regard to the carrying of wheels of wheelmen. I have been very frequently consulted by members of the New York State division, in reference to the recovery of stolen wheels, and have given them such legal advice and assistance as I deemed necessary in the premises. I believe it would be advantageous to the interests of the New York State division, that some means should be devised by which aid could be promptly rendered to such of our wheelmen who have lost their wheels by theft.

One of my associate members on this committee, has written me that he succeeded in securing for the wheelmen, the privilege of using certain sidewalks in the village of Charlotte, Lake Ontario, because of the unridable condition of certain streets in said village; and also made a satisfactory and beneficial arrangement with the railroad officials of the New York Central & Hudson River railroad company, as to the amount of toll which should be exacted by said railroad company, for the carrying of wheels in that locality.

One of the members of the League residing in the city of New York, consulted my office in reference to an accident which had happened to her, while using her bicycle, through a collision with a delivery wagon on the streets of New York city, and after much correspondence and consultation, this matter was amicably adjusted, and the rider in question was compensated for the loss and injuries.

I have under consideration at the present time, about which considerable correspondence has been carried on, claims against the Westcott express company and against the Long Island railroad company. In each case the claim being for loss of a bicycle through the negligence of the company in question. I am in hopes that these matters will be arranged in such a manner as to be satisfactory to the members who have suffered this loss. I have also pending in behalf of one of the members of the League, residing in the city of New York, a suit against the Metropolitan street railroad company, for injuries and damages sustained, by reason of this member, while riding his wheel on Broadway, in this city, being struck by one of the cars controlled by the Metropolitan railroad company. I had considerable correspondence with the railroad company and numerous consultations, but no amicable settlement could be arranged, and suit was consequently begun.

During the early part of last summer, a party of eight members of our division, consisting of five gentlemen and three ladies, left New York by a train on the Erie railroad company for Port Jervis, New York, to take a bicycle run to the Water Gap and return, and this party made arrangement to return on the early evening train from Port Jervis on the following Sunday evening. On the day in question, the parties were all on hand at Port Jervis station about a half hour before the arrival of the train. The ladies secured their seats on board the train and the gentlemen looked after the bicycles. After the baggage master had taken on board half a dozen bicycles belonging to other members of the party, he refused to take more, alleging that there was no room on board the car, which was afterward found to be untrue. After the baggage master had refused to accept the wheels of the parties in question, other wheelmen presented their wheels, and upon giving the baggage master one dollar each, by way of "tip," their wheels were taken on board the train. The train then left the station before any arrangement had been made about the taking of the bicycles in question and the gentlemen missed the train and the ladies in the party were compelled to buy additional tickets to Jersey City and wait there until the arrival of the rest of the party on the next train from Port Jervis, which was about 1 A.M. One of the members of the party immediately wrote to the proper officers of the railroad company, but could obtain no satisfaction from the company. The railroad company acknowledging to him that they were well aware that the baggage master did accept small sums of money from the owners of wheels which he received at this time, and seemed to convey the idea that they considered it perfectly proper.

The matter was then called to my attention, and I proceeded at once to investigate it. I wrote to the general passenger agent of the New York, Lake Erie and Western railroad company, explaining to him fully the facts in the case, and demanded that the parties should be reimbursed for their expenses and trouble. I received no response to this letter, and then communicated directly with the receivers of the railroad company in question, and received a reply that the matter would be promptly attended to. I subsequently held numerous consultations with their legal representative, and the result was that the company delivered to me a draft in full payment of all expenses of the party, and stated to me that they very much regretted that this occurrence took place, and assured me that it would not occur again, and that there would be in the future no discrimination between wheelmen in the carrying of bicycles, and such arrangement would be made, by which all wheelmen would be amply provided for. I turned the draft in question over to the parties and informed them of the result of my consultation with the railroad company, and received in reply a letter in which they stated: "We all join in thanking you for your trouble. It is very gratifying to have the assurance of the Erie railroad company that wheelmen in general would be treated with respect in the future, and I feel that the small sum spent for dues in the L. A. W. for five years past is a mighty good investment, as our personal complaint was turned down with the same degree of promptness that our wheels were thrown out of the car. Again thanking you as well as complimenting you at your successfully bringing said road to terms."

I cite this case in detail as one of many which illustrate in what manner and to what extent the division may be directly useful in protecting its members, and the appreciation with which such services are regarded by the cyclists who belong to our organization.

Our committee has in course of preparation a brief revision of the "Law of Cycling" to be included in such future publications as may be printed for the use of our members. The need of information relating to the legal rights and liabilities of the cyclist is becoming every day more apparent and pressing.

GEORGE E. WEINER, Chairman.

Report of the Committee on Rules and Regulations.

The committee on rules and regulations, to whom were referred the amendments to the by-laws and upon whom were devolved the duty of revising our constitution and by-laws so as to conform to the national constitution and by laws, on the basis of which this division is organized, respectfully report as follows: Section 2, Article II. of the constitution, as amended September, 1891, referred to as the basis of our organization, should read "Section 4, Article II.," to conform to the constitution of the League of American Wheelmen, as amended February 1895, said constitution being hereby adopted as the constitution of this division.

Sect. 2, Article I., of the by-laws, by amendment, was stricken out, thus necessitating the renumbering of the following sections: Sect. 3 thus becomes Sect. 2, and Sect. 4 becomes Sect. 3.

Sect. 2, (new number) Article I., is changed by the striking out of the words, "Article IV., Sect. 2," and inserting in the place thereof the words, "Article V., Sect. 1."

Sect. 3, Article II., was amended by the striking out of the words, "There shall be an annual meeting of the division" and inserting in the place thereof the words, "Two meetings of the division shall be held in each year."

Sect. 1, Article III., was amended by the striking out of the words, "By the board of officers at its annual meeting," and inserting in the place thereof the words, "or approved by the board of officers at any regular or special meeting."

Sect. 3, Article III., was amended by adding at the end thereof the words, "or approved by the board of officers at any regular or special meeting."

Sect. 2, Article IV., is changed by the striking out of the word "July," and inserting in the place thereof the word "September."

Sect. 2, Article V., is changed by the striking out of the word "one," and inserting in the place thereof the word "two."

Sect. 7, Article V., was amended by adding at the end thereof the words, "In each case where two or more candidates have been regularly nominated or regularly certified for the same office, the names of such candidates shall be printed on the official ballot in such order as shall have been determined by lot by the secretary-treasurer; and each ballot shall also contain a sufficient space for the writing of additional names, a place for the voter's signature, and instructions as to how many candidates may be voted for each office. Said ballots, when prepared, shall be sent promptly by mail, one to each member of the division, together with an envelope marked "Mail Vote," and addressed to the secretary-treasurer, who shall canvass the same as provided in Sect. 3 of Article III. The secretary-treasurer shall not sell or deliver ballots to any candidates or other persons except as hereinbefore provided.

Sect. 8, Article V., was amended by the striking out of the word "fifteenth" in two places, and inserting in the place thereof in two places the word "first."

Sect. 1, Article VI., was amended by the striking out of the words "consisting of three members each, i.e.:" and inserting in the place therof the words, "to wit:" and by adding at the end thereof the words, "Each of these committees shall consist of three members, except the committee on improvement of the highways and the road book committee, which shall each contain as many members as in the judgment of the chief consul shall appear necessary to thoroughly perform the respective duties prescribed in these by-laws for said two last named committees, and who shall be appointed by the chief consul in the exercise of the discretion herein conferred.

Sect. 5, Article VI., was amended by adding at the end thereof the words, "or approved by the executive committee."

The following amendments to the by-laws, notice of which has been duly given through the official organ, will be acted upon at this meeting. It is proposed to amend Sect. 3, Article VI., by striking out the words, "and shall designate from time to time, what newspaper or other medium is to be accepted as the official organ of the division, but shall have no power to render the division liable for any expense in connection with such organ without authority from the board of officers;" to amend Sect. 1, Article VI., subdivision 1, by striking out the words, "one member," and inserting in the place thereof the words, "an auditor." Also to amend Sect. 3, Article VI., by adding the words, "It shall be the duty of the auditor to examine and audit all bills and accounts against the division, and report thereon to the executive committee, before payment thereof shall be made."

C. B. BENSON,
F. A. SHERMAN,
J. STEWART KELLY,
Committee on Rules and Regulations.

Report of the Committee on Improvement in the Highways.

As chairman of the committee on improvement in the highways, I would offer the following report, for the last half of the year 1895.

Since the report made in June, little has been done that has shown any apparent results, though your committee has endeavored to keep alive the fact that one of the prime objects of the League is to get better roads; and to give all the aid we could to anyone laboring for the same end.

When the assembly committee made its tour through the State, gathering facts for a report to the Legislature this winter, I urged the members of the committee, and League members also, to attend their meetings, and aid them all they could. I believe that the labors of that committee will result in favorable road legislation this winter, and would urge on all officers and members of the division, that they watch the bills offered for road improvement, and request the support of their senators and assemblymen for those that are truly in the interest of honest and effective road work.

I would recommend that a committee be made in each League Club, on highway improvement; and that care be taken in selecting such members of the club for members of the committee, for their knowledge of the roads in the county in which the club is, and their acquaintance with the town officers.

The L. A. W. BULLETIN published a letter from me on November 20th, in which I called the attention of New York State members to the fact that we have a number of copies of the "Primer on Road Building" and will mail any number of copies, if list of names of those having charge of road work in the several counties are sent to me. I was in hopes that my mail would be much heavier than it proved to be. A few requests for copies was received, but in only one case, that of a worker in Erie county, has lists of road officials been received. I cannot get these lists without the aid of other members, hence if I cannot get the asked-for aid, the men with whom we are all willing to find fault, must go without a little book that will be of great service to them in their work; and the many cyclists will continue to cry about the poor roads in New York State. I do not mean to say that the general distribution of this book will make good roads, but I do claim that we can each aid in some way toward the improvement of our highways if we will; and simply finding fault with those in charge of the work will not improve anything.

I want to call the attention of the division to the fact that the building of "Stone roads" is being called for more and more by those that use our highways; and that information as to how it is best to build them, is being asked for. If a book similar to the "Primer" could be distributed by the division, I believe it would be of great benefit. At present much money is wasted, for want of proper knowledge in this direction.

WM. C. VROOMAN,
Chairman Committee on Improvement of Highways.

Report of the Road Book Committee.

TO THE STATE BOARD OF OFFICERS OF THE LEAGUE OF AMERICAN WHEELMEN:

Gentlemen,—It has been deemed advisable to make certain important changes in the form of the road book; changes that have been suggested by the result of the labors of those who have so faithfully worked to produce the books of the past. The radical character of these changes may render it impossible to make the next issue as perfect as might be desired, owing to lack of funds and of time. However, a beginning must be made.

The State is to be divided, for the present, into six route districts, each of which will extend about fifty miles around a large centre, to wit: New York, Albany, Rochester, Buffalo, Syracuse and Binghamton. Through routes extending beyond these fifty mile limits will not be lost sight of.

This subdivision will materially simplify the preparation of the book, and will overcome some of the difficulties that may have been encountered by the previous committees. The publication of the book for one section will not be retarded by the lack of interest of the wheelmen in a different part of the State. The credit for accuracy, or discredit for inaccuracy, in the routes of a district, will be clearly chargeable to those in that locality.

One of the features of the book will be to give credit for each route to the party reporting it. A credit that is justly due to each and every member who takes sufficient active interest in the matter to honestly work for the benefit of his fellow wheelmen.

The index maps for each district will necessarily be much smaller than the present ones, and consequently more convenient. For simplicity and clearness they will show only the routes contained in the book, and will be so arranged that no printed index of routes will be necessary. It will be possible to select, at a glance, a complicated route, that is, one composed of the whole or parts of several routes.

Wherever the necessary data can be obtained, the important or leading routes will be shown in map form, with sufficient notes to make them clear and readily intelligible. The printed descriptions now in use, are generally more or less difficult to follow, and are confusing, as they must be read and re-read before becoming sufficiently well fixed in the mind to avoid constant and tedious reference to them. Whereas, a mapped route, showing all branches, forks, and other important and readily recognizable features along the road, can be pictured in the mind, and followed without difficulty, especially if accurate cyclometer measurements are given, from some well defined starting point, to each one of the features above mentioned. These distances will read in one direction on one side of the page, and in the reverse direction on the opposite side, so that the map can be conveniently used in whichever direction the wheelman may be going.

From information received, it is evident that routes have been listed which are now far from being desirable for comfortable travelling, because they were examined and reported at a time, when, through the spasmodic effort of some path master, they were in good condition temporarily.

A dirt road is always unreliable; its near-by-future condition can never be foretold to a certainty, because its period of transition from fair to bad, is short. Not so, however, with the improved road; it may deteriorate, but it will do so slowly, thereby giving opportunity to issue warning of its changed condition. Therefore, classifying the roads as fair, good, etc., is not satisfactory; such designations are not misleading, not indicating the probable permanency of that condition. From this it appears that it would be advisable to adopt a different nomenclature for the classification of roads.

An attempt will therefore be made to state clearly, in each instance, the character of the road and its usual condition, that the wheelman may know what to expect.

Whether everything that is herein outlined can be fully carried out in the next issue of the road book, will depend entirely on the assistance that the committee will receive from the wheelmen in the several districts. However incomplete the information may be, it will at least be a foundation upon which a clear and readily understood route tracing system can be built in time. A system that will admit of being corrected and extended without undoing any of the work previously done. After the first edition, the original hand drawn maps can be filed to be corrected, amended and reproduced at small cost for future editions; thereby insuring a constantly increasing degree of accuracy and clearness.

One of the principal difficulties, encountered by all previous committees, has been the lack of interest shown by many wheelmen, who took no pains to report the desirable routes in their vicinity. Those routes being familiar to them, they saw no necessity in describing them. All wheelmen should bear in mind, however, that that which is familiar to them, is not necessarily so to others, and that, while they are laboring for others, those others are laboring for them. They may themselves some day be "travellers in a strange land" and glad to avail themselves of the labors of their fellow wheelmen in that locality.

Respectfully submitted,
G. A. ROULLIER,
Chairman road book committee, N. Y. Div., L. A. W.

Report of the Transportation Committee.

TO THE BOARD OF OFFICERS, NEW YORK DIVISION, L. A. W.

Your transportation committee respectfully report as follows: —

Special rates were secured for the June 15th meeting at Brooklyn and Coney Island, and also for the Buffalo meeting in the fall and for whatever else was necessary.

One of the members, who is on the national transportation committee, has been in consultation with them regarding the charges of wheels by the railroads, so that all matters pertaining to this branch of the division work have been carefully looked after.

Respectfully submitted,
GEO. C. PENNELL,
Chairman Transportation Committee.

MASS. CLUB REPRESENTATIVE.

Columbia Club, No. Attleboro, G. E. Curtis, Rep.

Fraternally,
A. D. PECK, Sec.-Treas.

ARKANSAS DIVISION.

By order of Chief Consul Newhouse the following gentlemen have been appointed to the offices named below.

FINANCE. C. S. Mellard, R. I. Lawson, W. W. Wright.
RIGHTS AND PRIVILEGES. J. G. Lonsdale, F. M. Hudson, W. G. Maurice.
HIGHWAY IMPROVEMENT. Alf. Whittington, Ed. Johnson, A. E. Smith.
TRANSPORTATION. F. W. Gregory, Sam Blumensteil, D. B. M. Souder.
RULES AND REGULATIONS. Dr. C. E. Fitzgerald, G. W. Gunder, D. F. Wadley.
RACING BOARD. W. J. D. McCarter, W. S. Holt, G. W. Thomas.
ROAD BOOK. C. H. Puddephatt, J. W. Dickinson, J. J. Sumpter, Jr.
TOURING. H. R. Vaughan, F. M. Fortune, Berry Bowman.

Fraternally,
SAMUEL R. JACKSON,
Sec.-Treas., Ark. Div.

HOT SPRINGS, ARK., Feb. 6, 1896.

NORTH CALIFORNIA DIVISION.

Members of the North California Division, League of American Wheelmen, are earnestly requested to assist this division all they can in the matter of showing their membership cards when staying at any of the League hotels, as in this way the good work is enlarged, and you are getting only what you are entitled to, in the matter of reduction.

During the past week, the city ordinance, of San Francisco, regarding bells, has been enforced, and not a few wheelmen have been caught out without them and spent the night in jail. When their cases came up in court, League Attorney F. H. Dunne appeared for them (League members and non-League members) and secured their release.

This is as it should be, and I wish to urge upon you one and all to call upon Attorney Dunne when you are in such fix, or when you need the help of a brainy lawyer, as he is anxious to show you that he does not belong to the L. A. W. for just what he can get out of it, and in no other way can he do it more thoroughly, than in having you seek his assistance.

During the week Chief Consul F. H. Kerrigan appointed the following hotels League hotels: Burdge Hotel, Lincoln; Haywards Villa, Haywards; Commercial Hotel, Stockton; Levinger Hotel, San Miguel. Please show your cards when patronizing any of them.

Local consuls have been appointed by him as follows: W. H. Sawyer, Auburn; Col. C. G. Starr, Angel Island; O. G. Tranz, Benecia; S. P. Wible, Bakersfield; Burr Mitchell, Colusa; C. A. Wetmore, Crows Landing; E. W. Simmons, Calistoga; G. B. Fairbanks, Castroville; F. A. Hutton, Dixon; G. L. Roberts, Eureka; R. M. Thompson, Fresno; C. J. Cavanaugh, Fort Bragg; S. Dickson, Fortuna; F. M. Ring, Ferndale; J. C. Tyrell, Grass Valley; W. Blackman, Gonzales; A. J. Powell, Haywards; D. L. Newman, Hanford; H. C. Hendricks, Kelseyville; A. M. Reynolds, Lakeport.

STANLEY G. SCOVERN, Sec.-Treas.
North California Division, League of American Wheelmen.
SAN FRANCISCO, Feb. 3, 1896.

NEW JERSEY DIVISION.

TO ALL NEW JERSEY MEMBERS:

There will likely be an amendment to the present stone road law to be presented in Trenton within the next few weeks.

The strength of the present law lies in the fact that the boards of free holders are compelled to build stone roads when they are petitioned by the property owners along the line of the proposed improved road. This clause it is endeavored to amend making it optional with the freeholders, and it is highly important that this mandatory clause remains, as we hear from many sections of the State, where freeholders who are opposed to road improvement, favor the proposed amendment.

An effort will also be made to have the township to bear a portion of the expense—this is wrong in that it will make the law more difficult to become operative.

Please write your senator and assemblymen quickly and ask them, in all fairness, to let the State aid law of 1891 remain as it is for at least a year longer—thus giving it an opportunity to prove its value and also ask them to work against the amendment.

Concerted and prompt effort will materially aid road improvement in New Jersey.

Signed, ROBERT GENTLE, Chief Consul.

1575—MISSOURI DIVISION—2500.

The following standing committees have been appointed for 1896:

FINANCE. Robert Holm, E. P. Moriarity, M. J. Gilbert.

RIGHTS AND PRIVILEGES. Franklin Ferris, chairman, St. Louis; T. H. McNeil, Kansas City; W. H. Shipley, Monett.

HIGHWAY IMPROVEMENT. Levi Chubbuck, chairman, Kidder; W. B. Hazen, St. Joseph; J. L. Irwin, Headman.

RACING. E. N. Sanders, chairman, St. Louis; E. P. Moriarity, Kansas City; J. L. Peltz, Springfield; G. H. Imbrie, St. Joseph; Geo. H. Kinkel, Mexico.

TOURING. M. J. Gilbert, chairman, St. Louis; W. H. Cameron, St. Joseph; W. H. Reynolds, Sedalia; H. R. Warren, Kansas City; T. G. Burkhardt, Jefferson City.

CITY STREETS COMMITTEE. (Executive). Sanford Northrop, chairman; Geo. C. Oeters, secretary; O. H. Greene, treasurer; Henry V. Lucas, Wm. D. Waters, Eugene H. Abadie, R. Stuart Chambers, Chas. W. Scudder, Wm. H. Gregg, Jr., Hon. D. D. Wood, Gordon Willis, Clarence Parker, Thomas R. Collins, W. W. Nisbet, Edward Sells, Wm. G. Boyd, Oliver H. Greene, Chas. Espenchied, Clifford B. Allen, C. F. Simon, W. B. Dean, W. M. Butler, Wayne G. Simmons, M. J. Gilbert, C. C. Hildebrand, Douglas W. Robert, J. R. Bettis, Edgar N. Sanders. (Legislative). Everett W. Pattison, chairman; Hon. Horatio D. Wood, Percy Werner, Hon. Henry T. Kent, Paul Bakewell.

ROBERT HOLM, Chief Consul.

INDIANA APPOINTMENTS.

The following have been appointed local counsuls at their respective points: Mr. B. F. Leiser, of Albion; Mr. Jno. R. Mutz, of Edinburg. Resident members in each of these towns can assist their local consul greatly by arousing still more interest in L. A. W. affairs among the non-members and see that these "outsiders" have copies of our new recruiting circular which has just been issued. Get them interested, tell them about our new road book that will be out by April 1 and which goes to each member of this division free of cost. Have them drop in and see the local consul, or post him so he can see them, or both. Help him so he can help us and so enable us to help you. Reciprocity. See?

MARO R. THOMPSON, Chief Consul.

FEB. 8, 1896.

INDIANA PUBLICATION BUREAU.

We have established a publication bureau in order to the more thoroughly disseminate the inducements we have to offer prospective members and at the same time inform each member of this division what this division is doing and expects to do. Through the channels of this department we shall, from time to time, issue folders, circulars, pamphlets and magazines upon topics of interest to our members. For several months we have been gathering data relative to cycle paths, their construction, cost under various conditions, and means of raising funds. When as complete information as is desired has been obtained it will be properly classified and sent out to members along with other printed matter. Touring information will be handled in the same manner. All Indiana points of interest will be arranged in a convenient form for members' use. The good roads question will receive especial attention. It is our plan to scatter broadcast all over this State literature pertaining to this subject. Arrangements have been made for articles concerning Road Leagues, best manner of constructing dirt roads, gravel roads, and the repair of same. Our publication bureau will be self-sustaining, in fact we hope to see it doing more than this. Enough space will be devoted to advertising in the different publications to insure an amount sufficient to cover the cost of issuing them.

By the time this notice will have appeared every member should have received some of our new recruiting literature that has just been issued. We have an abundance of it and want every wheelman in the State to have a copy. Distribute it freely and with a word or so of advice to your friends that they join us. Get their applications and have them sent to Abbot Bassett, 12 Pearl street, Boston. Push the work along in every town in the State. See that your town appears in the official columns of this paper each week with at least one name.

In case any member does not receive a copy or copies of the circular above mentioned it will be because there is some error in his address, and he should, upon reading this notice, advise Secretary-Treasurer Mueller promptly of the fact and send correct address.

Sincerely yours,

MARO R. THOMPSON, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, Feb. 14, 1896.

Total, 331—40,042.

Arizona, 1—153

Unattached

92,726 Miller, Albert — Tempe

Connecticut, 3—970

Unattached

92,727 Bond, Wm. Edw. — New Canaan
" 8 Neide, Rev. Robt. H. —
" 9 Harrison, J. Wm. — South Willington

Delaware, 1—35

Unattached

92,730 Wilson, Horace, 1103 Adams st — Wilmington

District of Columbia, 2—94

Unattached

92,731 Bowie, C. O., 1215 M. st — Washington
" 2 Pellew, Henry E., 1637 Mass. ave "

Illinois, 128—1,733

Illinois Cycle Club

92,733 Ahrens, John H., 306 Ogden ave — Chicago
" 4 Arnold, Hugh F., 240 W. Lake st "
" 5 Arnold, Adolph, 145 W. Randolph st "
" 6 Adams, Fred L., 1010 Home Ins. bldg "
" 7 Babycar, William F., 70 E. Madison st "
" 8 Biddison, H. M., 1119 W. Lake st "
" 9 Belden, C. W., 10 N. Jefferson st "
740 Barrett, Fred, 155 Cleveland ave "
" 1 Bond, Walter M., 25 W. Erie st "
" 2 Campbell, Robt. W., National Tube Works Co. "
" 3 Cady, Chas. C., 1059 Rookery "
" 4 Cook, J. A., 18 N. Sacramento ave "
" 5 Cook, G. H., 229 S. Water st "
" 6 Cameron, J. W., 6 Clarkson ct "
" 7 Casion, A. J., 1010 Home Ins. bldg "
" 8 Conner, J. J., 161 E. Madison st "
" 9 Cook, C. E., 376 Dearborn ave "
750 Claflin, Wm., 154 E. Lake st "
" 1 Dodge, Ralph T., 74 Wabash ave "
" 2 Davis, J. E., 226 Adams st "
" 3 Davison, Sam'l D., 1676 Carroll ave "
" 4 Dean, H. S., 1396 Jackson Blvd "
" 5 Denman, H. M., 123 W. Washington st "
" 6 Duncan, Thos. F., 1084 Harrison st "
" 7 Diener, Geo. W., 608 W. 20th st "
" 8 Dahmke, John C., 980 W. Lake st "
" 9 Diener, Adolph C., 21 E. Division st "
760 Fry, Frank L., Tacoma bldg "
" 1 Francoeur, A., 1272 Congress st "
" 2 Fergus, G. S., 307, 172 E. Washington st "
" 3 Frantz, Harry C., 610 Teutonic bldg "
" 4 Geisler, F. E., 88 Lake st "
" 5 Graham, Edward M., 75 Fulton st "
" 6 Gillespie, D. S., 142 W. Washington st "
" 7 Gutches, John H., Jr., 19 N. May st "
" 8 Geissler, Chas. E., 609 Security bldg "
" 9 Graham, F. M., 477 W. Madison st "
770 Gearing, E. J., 735 Rookery "
" 1 Herbert, W. A., 1371 Jackson Blvd "
" 2 Hall, Frank H., 309 Washington blvd "
" 3 Hinkley, J. P., 55 Whipple st "
" 4 Hawkins, Chas. E., 73 W. Monroe st "
" 5 Hall, John S., 731 Monadnock bldg "
" 6 Herrman, Geo., 179 La Salle st "
" 7 Hawkins, W. G., 5 Wabash ave "
" 8 Irvine, Thos. W., 1218 Lexington ave "
" 9 Jones, Ira B., 419 Rookery "
780 Kreider, C. R., 1648 Monadnock bldg "
" 1 Leggett, John, 126 State st "
" 2 Loomis, P. A., 403 Jackson blvd "
" 3 Murphy, E. N., 745 Warren ave "
" 4 Maure, M. L., 522 S. Halsted st "
" 5 Matthei, August, 134 Canalport ave "
" 6 Marteeny, T. R., 127 California ave "
" 7 Motz, Fred J., 73 W. Monroe st "
" 8 McCarthy, Geo. L., 1449 Madison st "
" 9 McEdward, W., 118 State st "
790 McGreer, F. B., 236 S. Clinton st "
" 1 Norton, F. A., 701 Monadnock "
" 2 O'Neill, Dr. A. D., 1317 Champlain bldg "
92,793 Parker, Clarence M., 211 Wabash ave — Chicago
" 4 Preisman, Leon J., 1215 Monroe st "
" 5 Parker, Wm. W., 538 Warren ave "
" 6 Ruthardt, O. A., 16 S. Ann st "
" 7 Richardson, Chas. H., 107 W. Madison st "
" 8 Scarritt, Ralph, 772 Monroe st "
" 9 Spearin, A., 400 Park ave "
800 Stoddard, J. D., 766 Jane st "
" 1 Stegeman, Edward, 487 W. Ohio st "
" 2 Sisson, O. W., 1250 Madison st "
" 3 Shannon, Oscar M., 65 Canal st "
" 4 Sauter, C. F., 91 Dearborn st "
" 5 Schwinn, Ignaz, 240 W. Lake st "
" 6 Springer, C. B., 1454 W. Lake st "
" 7 Schob, Fred, 21 N. Clarkson ct "
" 8 Thacher, T. J., 51 Aberdeen st "
" 9 Winterson, L. H., 200 Adams st "
810 Watkins, David P., Mer. Nat. Bank "
" 1 Williamson, H. M., 22 5th ave "
" 2 Westrich, F. A., 209 The Temple "
" 3 Walter, W. F., 55 Dearborn st "
" 4 Wirtz, F. J., 48 E. Madison st "
" 5 Moore, Leonard E., 209 Lake st — River Forest
" 6 Morford, W. G. — Riverside
" 7 Hennes, E. C. — Sandwich

Century B. C.

" 8 Delano, Leslie, 404 E. Erie — Chicago

Danville C. C.

" 9 Cadwallader, H. W., 133 No. Vermilion — Danville
820 Hooton, R. A., 210 No. Vermilion "
" 1 McFarland, O. A., 110 West Main "
" 2 Swisher, Chas. E., 133 Vermilion "

Peoria B. C.

" 3 Baillie, J. M., 811 Fayette st — Peoria
" 4 Bunn, W. A., 1303 Perry st "
" 5 Brownlee, J. P., 205 So. Underhill st "
" 6 Bryan, Wm. F., Jr., 503 No. Madison st "
" 7 Clark, Walter M., 118 High st "
" 8 Cockle, C. S., 213 Crescent ave "
" 9 Conner, H., 621 No. Monroe st "
830 Dickson, Wm. B., 1407 Knoxville ave "
" 1 Downs, A. A., 217 So. Wash. st "
" 2 Emerson, D. C., 306 Ellis st "
" 3 Fahnestock, H. H., 200 Perry st "
" 4 Graber, Robert, 1101 Perry st "
" 5 Hunter, J. A., 303 W. Madison ave "
" 6 Hudson, H. D., Rhea, Theilens & Elton "
" 7 Hieronimus, J. W., Rolls Hotel "
" 8 Kahn, Edgar J., Mer. National Bank "
" 9 Martin, Howard R., 1018 Monson st "
840 McAlenan, W. J., 612 First ave "
" 1 Rhea, R. L., 511 Monroe st "
" 2 Russell, J. C., 118 Taylor st "
" 3 Sandmeyer, Geo. P., 217 Randolph ave "
" 4 Schnebley, Jos. K., 612 Penn. Ave "
" 5 Sandmeyer, Henry, Jr., 318 Perry "
" 6 Smith, W. B., 319 Fulton st "
" 7 Skielvig, S. C., 115 Perry st "
" 8 Warren, Beriah, 112 So. Madison "
" 9 Warren, W. B., 112 So. Madison "
850 Westmeyer, Arthur, 606 Third ave "
" 1 Wiley, F. P., 1107 No. Jeff. ave "
" 2 Sieberns, Otto, 125 North st "

Unattached

" 3 Brown, W. A. — Carrollton
" 4 Sharon, R. W. "
" 5 Tullis, C. B., Morgan & Wright — Chicago
" 6 Webber, Harry W., 91 Cass st "
" 7 Baldwin, W. H. — Delevan
" 8 Laing, E. — Highland Park
" 9 Bowen, H. L. "
860 Klein, Edw. H., box 238 — Troy

Indiana, 5—279

H. C. C.

92,861 Scheiblen, Chris., 11 Leopold st — Huntington

W. C. C.

" 2 Hamilton, Earl P., 313 Poplar st — Terre Haute

Unattached

" 3 Mills, Henry N., box 79 — Clinton
" 4 Staats, John B. "
" 5 Vail, W. H., 7 Main st — Valparaiso

Iowa, 21—785

Bohemian C. C.

92,866 Hac, Louis, 1017 Q st. West — Cedar Rapids
" 7 Hac, Peter, 1017 Q st. West "
" 8 Jackson, O. W., So. 7th st "
" 9 Petranek, J. O., 815 So. 2d st "
870 Soukup, Joseph E., 826 So. 5th st "
" 1 Zbanek, F. J., 1015 So. 2d st "
" 2 Coenen, Joseph E., box 98 "

C. R. C. C.

" 3 Ludy, Geo. B., 225 First ave — Cedar Rapids
" 4 Taylor, Robert P., 225 First ave "

Unattached

92,875 Sperling, H. W. — Atlantic
" 6 Armitage, Zell, 1334 E. Grand ave — Des Moines
" 7 Dockstader, Geo., 1334 E. Grand ave "
" 8 Gilbert, F. C., 1378 E. 9th st "
" 9 Chapin, C. C., 1353 Des M. st "
880 Oliphant, Harry F., 604 E. Grand ave "
" 1 Stiles, C. W., 416 4th st "
" 2 Troth, J. C., 310 E. 9th st "
" 3 Wuest, R. J., 830 E. Pine st "
" 4 Adams, A. A. — Spencer

Kansas, 2—469

T. A. A. W.

92,885 Tayman, Oliver G., 407 Tyler st — Topeka

Unattached

" 6 Donley, C. M., box 3 — Great Bend

Maryland, 8—710

Unattached

92,887 Goodman, Bernhard A., 735 Saratoga st. W. — Baltimore
" 8 Hanna, Chas. F., 1015 Linden ave "
" 9 White, J. LeRoy, 2400 North ave, W. "
890 Kunkel, Robert M., 111 W. Monument st "
" 1 Braly, E. E., Braly's brick hotel — Cambridge
" 2 Simon, Dr. W. — Catonsville
" 3 Speers, S. P., Jr. — Earleigh Heights
" 4 Yellott, Osborne I. — Towson

Massachusetts, 11—6035

Stoughton B. C.

92,895 Burt, George, box 184 — Canton

Lechmere B. C.

" 6 Frye, Charles E., 203 Bridge st — East Cambridge

Dorchester W.

" 7 Natter, Ernest S., 51 Alexander st — Roxbury

Unattached

" 8 Pond, G. Fred, Jr., box 182 — Auburndale
" 9 Housman, Fred, 167 Devonshire st — Boston
900 Frost, Lloyd A., 79 Oxford st — Cambridge
" 1 Vinton, Raymond B., 36 Robinson st — Dorchester
" 2 Darling, E. A. — Hopedale
" 3 Peirce, Charles H., N. Milton st — Malden
" 4 Mitchell, H. L. — Medfield

Michigan, 3—700

Unattached

92,905 Chittenden, Harry M., division No. 9 — Adrian
" 6 Swift, G. Roscoe, 7 W. Maumee "
" 7 Whitmarsh, Rollin H., 60 Broad st "

Minnesota, 3—256

Unattached

92,908 Linquist, O. E. — Dassel
" 9 Wing, J. W., box 677 — St. Cloud
910 Shillock, Victor L., 321 St. Albans st — St. Paul

Missouri, 9—1620

South Side C. C.

92,911 Jungk, Charles, 2728 Geyer ave — St. Louis

Unattached

" 2 Mann, Rev. Cameron — Kansas City
" 3 Clark, Warren, 3551 Pine st — St. Louis
" 4 Johnson, Robt. A., Columbia Building "
" 5 Semple, Fred H., 4111 Westminster pl "
" 6 Gast, Franklin, 910 No. 6th st "
" 7 Lane, N. T., 3640 Pine st "
" 8 Lehman, J. S., 5000 Minerva ave "
" 9 Bribach, Eugene, M. D., 1828 Choteau ave "

New Jersey, 19—2,520

B. C. & A. C.

92,920 Kimball, Arthur S., 53 Franklin st — Bloomfield

Ocean Co. W.

" 1 Becker, Daniel H. — Toms River

Unattached

" 2 Dailey, Frank B., 34 Hill st — Bloomfield
" 3 Hillier, Chas. H. — Burlington
" 4 Concklin, Walter W., Chestnut st — Englewood
" 5 Rouse, Geo. W., Jr., 214 11th st — Hoboken
" 6 Clark, Robert B., 305 New York ave — Jersey City
" 7 Clark, Dr. S. Wellman, 110 Mercer st "
" 8 Baldwin, D. H., 2 Church st — Montclair
" 9 Sayre, Henry N., 65 Oriental st — Newark
930 McManus, Chas. M., 127 Spruce st "
" 1 Potter, Frank N., 37 Howard st "
" 2 Waite, Dr. Geo. M., 132 Wickliffe st "
" 3 Riegel, Howard — Riegelsville
" 4 Le Huray, Geo. H., Jr. — Summit
" 5 Agnew, Raymond H. — Titusville
" 6 Mott, Wm. P. — Toms River
" 7 Williams, Frank "

New York, 69 — 10,483

Mazeppa B. C.

92,938 *Prigge, Miss Minnie*, 318 Lincoln st — Flushing

Ft. Edward B. C.

9 Pattee, Raymond, M.D., Broadway — Fort Edward

Hackensack W.

940 Miller, Frank W., Jr., 80 Wash. sq. East — New York

22nd Reg. C. C.

1 Bunsman, E. M., 15 Union sq — New York

C. C. of Brooklyn

2 Scrymser, E. J., 80 South st — New York

Ironside B. C.

3 Hennan, John, box 128 — Port Richmond
4 Mersenan, E. L., box 167 — "

Unattached

5 Bushnell, John S., 107 Berkeley pl — Brooklyn
6 Callanan, Thos. J., 341 Halsey st — "
7 Cunningham, L. J., 123 1st pl — "
8 Donnatin, Louis N., 123 Meserole ave — "
9 Donnatin, Frank, 10 Clifford pl — "
950 Hamburger, H., 235 Stockton st — "
1 *Hudders, Etta M.*, 308 Lewis ave — "
2 Josephs, Max, 231 Bergen st — "
3 Josephs, J. A., 141 Smith st, — "
4 Ladd, C. W., 1313 Bedford ave — "
5 Kihn, Alfred C., 264 17th st — "
6 Prentice, Dudley H., 77 State st — "
7 O'Meara, P. B., 309 Hart st — "
8 Stegemann, Edw., Jr., 12 Charles pl. — "
9 Wiehl, Arthur F., 117 Park pl — "
960 Brown, D. J., 209 Prospect ave — Buffalo
1 Meredith, S. A., 776 Seventh st — "
2 Wagner, Chas. W., 17 Lewis Block — "
3 Bogert, Henry A., Lawrence st — Flushing
4 *Logan, Mrs. Hattie L.*, 93 No. Parsons ave — "
5 Rockwell, Arthur V., Box R — Mathawan
6 *Senff, Mrs. F. W.*, — Newburgh
7 Senff, F. W. — "
8 Alliger, R. D., Jr., 151 East 70th st — New York
9 Barnard, P. R., 31 Washington pl — "
970 Bell, Edward, 58 William st — "
1 *Brudi, Miss E.*, 214 East 87th st — "
2 *Deeley, Miss Nellie*, 78 West 102d st — "
3 Ergens, Albert A., 55 Duane st — "
4 Foshcim, Dr. F., 830 Lexington ave — "
5 Gitsky, Wm. H., 463 2nd ave — "
6 Hartman, Jacob, 305 West 36th st — "
7 Huntington, Francis C., 804 Broadway — "
8 Mallett, Percy S., 68 Wall st — "
9 Rundle, W. E., 53 Duane st — "
980 McNaughton, Stuart H., 63 West 49th st — "
1 Barney, A. S., 170 William st — "
2 Cox, Fred L., 455 Broadway — "
3 Espy, Frank D., 46 Univesity pl — "
4 *Gayler, Mrs. James*, 353 West 57th st — "
5 Glauber, N., 211 West 134 — "
6 Gerstendorfer, Albert, 17 Barcley st — "
7 *Hayden, Miss M. P.*, 116 East 18th st — "
8 *Livingston, Mrs. Murray*, 20 Fifth ave — "
9 Manning, J. J., 226 Central Park West — "
990 Parsons, James G., 201 West 57th st — "
1 Platt, Harry B., 48 East 26th st — "
2 Roath, Asa R., 505 Columbus ave — "
3 Smith, Albert C., 573 Broome st — "
4 Wills, Harry L., 363 West 50th st — "
5 Wylie, S. Oliver, 29 Murray st — "
6 Wright, Arthur D. F., 1732 Broadway — "
7 *Wright, Miss Edith E.*, 1732 Broadway — "
8 Tucker, C. W. — Ozone Park
9 Hoysrault, Willet E., 54 Market st — Poughkeepsie
93,000 Howlett, Chas. — Pulaski
1 Bennett, Wm. H., 424 Broadway — Saratoga Springs
2 Krvesi, Paul J., 16 Union st — Schenectady
3 Holbrook, F. N., box 395 — Tarrytown
4 de Peyser, Johston L. — Tivoli
5 Sperling, Otto, Fish ave — Winfield

North California, 3 — 971

Unattached

93,006 Campbell, S. T. — San Miguel
7 Bruce, J. A. — Valleji
8 Nordheim, Louis — Yreka

North Carolina, 3 — 41

Carolina C. C.

93,009 French, W. A., Jr. — Wilmington
10 Latta, W. L. — "

Unattached

1 Cooper, A. D. — Statesville

Ohio, 2 — 1950

Valley City C. C.

93,012 McCaslin, F. M. — Sidney
3 Wagner, H. G. — "

Oregon, 8 — 47

Oregon R. C.

93,014 Birdsall, T., Conning, Wallace & Co. — Portland
5 Cannon, E., 6th and Washington — "
6 Gilliland, Chas. L., care Oregon Road Club — "
7 Morgan, J. C., 9 Sixth st

M. A. A. C.

8 Seaquest, Chas. L., 62 Sixth st — Portland
9 White, Eugene G., 201 16th st — "

Unattached

20 Arnold, Hosmer K., 275 Stark st — Portland
1 Wilbur, Earl M., 62 21st North — "

Pennsylvania, 9 — 4,553

Unattached

93,022 Hockley, Alfred — Emporium
3 Bardwell, Dr. E. O. — "
4 Morris, Sidney F., 1535 Sellers st — Frankford
5 Sanford, W. T. — Leeper
6 Baker, Frederick D., 1610 Summer st — Philadelphia
7 Hall, Frank J., 2610 No. 16th st — "
8 Young, Harry W., 1121 Master st — "
9 Dubbs, Geo. W., 132 Main st — Pine Grove
30 Seiler, Joseph L., (P. O. Riegelsville, N. J.) — Riegelsville

Texas, 3 — 280

Star W. C.

93,031 Reese, H. C., 207 Main — Houston

Unattached

2 Crow, Douglas — Henderson
3 Hurd, S. L. — Sherman

Washington 1 — 80

Unattached

93,031 Rosling, Eric Edw., Vanderbilt Building — Tacoma

Wisconsin, 16 — 1138

Unattached

93,035 Ast, Charles N., 122 So. Jackson — Green Bay
6 Echtner, J. L., 302 No. Washington — " "
7 Green, O. A., 1019 Pine st — " "
8 Mueller, Theo., 311 No. Washington — " "
9 Nejedlo, Jos. D., 1374 Main — " "
40 Nejedlo, G. J., 321 No. Adams — " "
1 Robinson, Chas., 221 Madison st — "
2 Hill, Arthur V. — Ranney
3 Prudhomme, H. C. — Washburne

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Iowa — 2

Spinners B. C.

93,044 *Playter, Mrs. John E.*, 129 No. 11th st — Cedar Rapids
5 *Whelpley, Mrs. C. B.*, 1st ave — " "

Massachusetts — 1

Woodbridge B. C.

93,046 *Small, Mrs. Fred E.*, 7 Harvard ave — Allston

New Hampshire, 1 — 269

Kingston C. C.

93,047 Stevenson, Lester — West Brentwood

New Jersey — 1

Hackensack W.

93,048 *Kirby, Mrs. Leonard* — Bogota

New York — 1

Unattached

93,049 Schoverling, Rudolf W., Westervelt ave., Fort Hill, New Brighton

Wisconsin, — 7

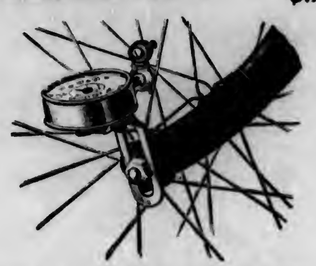
Unattached

93,050 Bates, Wm. T., 620 S. Jackson st — Green Bay
1 Engels, Louis J., 206 N. Washington — "
2 Fontaine, Albert J., 216 Main st — "
3 Ross, Vic, 324 Main st — "
4 Schaefer, Jos. J., 112 S. Washington — "
5 Schaefer, Phil, Myers & Strubel — "
6 Terrio, H. P. — "

NEW LEAGUE CLUB.

656 The Blue Hill Wheelmen — Dorchester, Mass.

BRIDGEPORT JUNIOR CYCLOMETERS $1.00



Registers One Thousand Miles and Repeats.
Weight 4 ounces. Absolutely Reliable.

Send for samples and complete catalogue of Tally Ho Lamps, Bridgeport Handle Bells, Saddles, etc.

The Bridgeport Gun Implement Co., 315 Broadway, New York.

The value of a Bicycle depends upon results — and results have demonstrated that

Remington Bicycles...

can be depended upon.

The universal reputation accorded Remington products for 80 years is a guarantee of excellence and reliability . . . . . .

Handsomely illustrated Catalog, describing new models and their exclusive improvements, mailed free. Agencies arranged in unoccupied territory.

REMINGTON ARMS CO.
313-315 Broadway,
Factories, Ilion, N. Y. New York City.

QUERIES AND ANSWERS

No. 71,562, Philadelphia, Pa.:

Please tell us how you use benzine in your lamp. Must "raw cotton" be used or will the plain, cooked variety do?

L. Z., Detroit:

There are quite a number of one-armed and several one legged bicycle riders in America.

L. D. Levengood:

Please send your address.

Eliza D., Buffalo:

Red bloomers will add more to your notoriety than it will to your fame as a bicycle rider.

D. V. O., Ottumwa, Ia.:

A widow may appear in public on a bicycle as soon after her husband's death as she would in an open pleasure carriage. It is not considered good form to ride a wheel in a funeral procession. No one knows just why.

C. E. S., St. Louis:

Yes, there is a law in all the states prohibiting the public from riding bicycles on the tracks (rails) of a railroad company, where such tracks are an inclosed right-of-way; and besides there is the law of self-preservation.

Lucille, Oshkosh, Wis.:

Your letter asking us "how can a sweater be washed without shrinking?" is at hand. We see no reason why one should shrink from so simple a task.

Geo. Weaver, Albany, N. Y.:

A Missouri division member in answering your inquiry says the best way to keep a tire in winter is to ride it. He is fifty-eight years old and says, "there are very few days during the winter I do not ride. As a general thing when a team or a street car can go one can go on a wheel unless it is very muddy."

Information wanted: Harrie M. Crandell, 80 Hanson Place, Brooklyn, N. Y., writes:

"Any of the members familiar with the roads in Nova Scotia, would confer a favor by conveying any information as to their condition, or as to what would constitute a good three or four weeks' tour in that province."

10 times out of 10

The New York Journal recently offered ten bicycles to the ten winners in a guessing contest, leaving the choice of machine to each.



ALL OF THEM CHOSE

Columbia

Bicycles

STANDARD OF THE WORLD.

Nine immediately, and one after he had looked at others. And the Journal bought Ten Columbias. Paid $100 each for them, too.

On even terms a Columbia will be chosen

TEN times out of TEN.

POPE MANUFACTURING CO.

1896 Art Catalogue free from the Columbia agent; by mail for two 2-cent stamps.

HARTFORD, CONN.

Reserve 8000a.11

THE L·A·W BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, February 21, 1896 No. 8.



GOOD ROADS, GOOD HORSES.

If roads were good as they are bad
And free from mud and jolt,
The horse would be forever glad
And spry as a frisky colt.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts. *Entered at Boston Postoffice as Second-class Matter.* **Price, 5 cents.**

PAID CIRCULATION, 40,049



C. H. Fargo & Co.
(Incorporated.)
Manufacturers of
Boots and Shoes.
Chas. C. Fargo, Pres.
Frank M. Fargo, V. Pres.
Edw'd A. Fargo, Sec'y.
196-198-200 Market Street.
Chicago, Oct. 8, 1895.

Sterling Elliott, Publisher,
L.A.W.Bulletin & Good Roads,
Boston, Mass.

Dear Sir:-

We wish to state that we are every much pleased with the results of our advertising in the Bulletin, and we feel that we are reaching the best and most enthusiastic Wheelmen and Wheelwomen through the medium of your columns.

The Bulletin being the official organ of the Bicycle fraternity, we feel that your publication is the best one in which to advertise articles which come within the requirements of Bicyclers.

Thanking you for the pains which you have taken in getting up and arranging our ads, we wish to remain,

Yours truly,

C. H. FARGO & CO.

FM Fargo

Rambler

AGENCY APPLICATION.

GORMULLY & JEFFERY MFG. CO.:

Gentlemen, —.....hereby apply for agency for the Rambler Bicycles in this city, provided you are not now satisfactorily represented here, and also provided we can make arrangements which will be mutually agreeable.

(Sign here).....

City,.....

State,.....

We have added new factories and doubled our output, and solicit correspondence from wide-awake dealers. Please fill out the above blank and mail to the nearest "G. & J." Branch House, either Boston, New York, Chicago, Washington, Brooklyn, Detroit.

Rambler Bicycles
GORMULLY & JEFFERY MFG. CO.

CORRESPONDENCE

ANOTHER APPROVING MINISTER.

Permit me to express the pleasure I find in reading the L. A. W. BULLETIN. Its contents are bright and sparkling, its tone is invigorating, its object most worthy, and its readers should be multitudinous in number.

(Rev.) Alex. S. Van Dyck, No. 92,143.

193 St. James Place, BROOKLYN, N. Y.

EDITOR L. A. W. BULLETIN:

PENDING passage of the bill making bicycles baggage in New York State, let no bicyclist sign a release holding a railroad company harmless against damages occurring to his wheel. I have repeatedly shipped my wheel on railways in New York State, and when assured that the wheel would not be accepted unless I signed this release, I have written the words: "under protest" before my signature, and no lawyer can doubt but that such a signature is powerless to relieve the company from its well-established common law liability as common carrier. Once the baggage man drew his pen through the words, "under protest," and then received the wheel. But I had in no way consented to his erasure, and it is needless to point out that he was evidently not acting by advice of counsel. No. 88,314.

N. Y. CITY.

EDITOR L. A. W. BULLETIN:

The suggestion of Mr. G. J. Oakes, of Bristol, Pa., (under the heading of Bicycle Paths), of building a cycle path between New York City and Philadelphia, and the way to raise the money to pay for same, in last week's issue of the L. A. W. BULLETIN is a good one and in order to "push it along" the writer pledges the "Century Wheelmen of New York" to subscribe $50 toward that end as their share of the cost, providing the necessary amount is raised. Fraternally yours,

M. GIBB. No. 70,790

CLUB HOUSE, 310 W. 53d St.

SOME COLD GLAD FACTS.

EDITOR L. A. W. BULLETIN:

Before we improved and macadamized our main thoroughfares, our farmers had to use an extra team and man to get their produce to market, costing them, on an average, $2.75 extra on every load, or in other words, a man and team one-half day. They hauled on an average three loads per week and an average of thirty loads each during a season, making the cost of poor roads $82.50 for each farmer who hauled his produce

I beg to acknowledge receipt of the new "Standard" Cyclometer in exchange for the one damaged and returned to you. Thank you for replacing my damaged Cyclometer, and allow me to compliment you on the excellence of the "Standard," also you have treated me. Thank you for your kindness and promptness. I find the "Standard" very accurate, and like it better than any I have seen. D. E. LOUNSBERY, *Cincinnati, O.* —— New courtesy and promptness in making exchange. G. W. MILLER, *Utica, N. Y.* —— Please accept my thanks. If you desire to refer to me, both for the correctness of your Cyclometer, as well as the readiness with which you make good your promises, I am at your service. LOUIS H. SCHNEIDER (General Manager Home Life Ins. Co.), *Boston, Mass.* —— Thank you for your method of doing business. OTTO JOHNSON, *St. Paul, Neb.* —— The new Cyclometer received, and I must say I never knew of a firm doing quite so much, and I shall tell of the way house I have dealt with for a good while. H. S. MCCURDY, *Bloomington, Ill.* —— Please accept my thanks for your Cyclometer in exchange for the one damaged and returned to you. Thank you for replacing my damaged Cyclometer, and allow me to compliment you on the excellence of the "Standard," also you have treated me. Thank you for your kindness and promptness. I find the "Standard" very accurate, and like it better than any I have seen. D. E. LOUNSBERY, *Cincinnati, O.* —— New courtesy and promptness in making exchange. G. W. MILLER, *Utica, N. Y.* —— Please accept my thanks. If you desire to refer to me, both for the correctness of your Cyclometer, as well as the readiness with which you make good your promises, I am at your service. LOUIS H. SCHNEIDER (General Manager Home Life Ins. Co.), *Boston, Mass.* —— Thank you for your method of doing business. OTTO JOHNSON, *St. Paul, Neb.* —— The new Cyclometer received, and I must say I never knew of a firm doing quite so much, and I shall tell of the way house I have dealt with for a good while. H. S. MCCURDY, *Bloomington, Ill.* —— Please accept my thanks for your

Testimony that counts

New York State Division L. A. W. is preparing its Road Book for 1896. It intends to measure all distances very accurately. Consequently, it looked into the merits of the various cyclometers now on the market, with the care that was due to the importance of making a right selection.

The result was a foregone conclusion, in the minds of those who have gone into the question of comparative values. The New York Division L. A. W. officially announces that "the 'Standard' Cyclometers to be used in our Road Book work are the latest improved cyclometers (new design), manufactured by the New York Standard Watch Company, and are believed to be strictly accurate."

No. 1 (1000-mile), $1.00; No. 2 (10,000-mile), $1.50; No. 3 "Midget" (10,000-mile), $1.75.

New York Standard Watch Co.

to the New York and Brooklyn markets. They now take a much larger load with *one* team, where two, and sometimes three teams had to be used, and save enough to pay *all* their taxes, town, county and State, and yet some object to a slight increase in the tax on account of the good roads.

No. 91,432.

WESTBURY STATION, QUEEN'S CO., N. Y.

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

The Quincy.

Sixteen neatly printed pages, two of which are devoted to the good purpose of increasing the L. A. W. membership and in explaining the objects of the League, are within the attractive two-color cover pages of the catalogue issued by the Quincy Cycle Co., Quincy, Mass. The paper used in cover and catalogue is a symphony in brown and buff, and the cover design is "catchy."

Bicycle Locks.

The Slaymaker-Barry Co., Lancaster, Pa., issue a neat "red book" catalogue, describing their very full line of bicycle locks, including chain, aluminum, sprocket, shackless and pressed locks.

"S. & Z."

Smith & Zimmer, Minneapolis Minn., have issued a 12-page catalogue describing their "Kenwood" and "S. & Z. Flyer."

Bicycle Sundries.

Davis, Hopp & Co., Chicago, have issued a 24-page catalogue of bicycle sundries which they handle as manufacturers and selling agents.

Road Machines.

The American Road Machine Company, Kennett Square, Pa., has issued an elaborate and extensive 40-page catalogue, describing all kinds of road-making machinery as well as devices for keeping highways in good repair. It is a book that will be of interest to many.

RIDING a bicycle on a sidewalk or footway being prohibited by statute in Pennsylvania, it is held in Com. *v.* Forrest, 29 L. R. A. 365, that the fact that the sidewalk ridden upon was on land appropriated by a turnpike company, which consented to such use, did not take the case out of the statute, and the further fact that other persons were in the habit of riding on the sidewalk was immaterial.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.

Associate Editors:

NIXON WATERMAN. ABBOT BASSETT.

FEBRUARY 21, 1896.

THE NATIONAL ASSEMBLY

Meeting which adjourned last week in Baltimore, Md., accomplished the passage of several measures which are of the greatest importance to the L. A. W.

The most sorely needed reformation being the abolishment of what had been known by the meaningless title of class B.

A large proportion of the trouble to the League which had come through its control of racing, was due to the attempted enforcement of rules which were both unnatural and unjust.

When cycle racing began to develop into a business, there came up a class of riders who necessarily and very properly made their living by their speed, and yet who, owing to certain disreputable doings on the part of professional racing men, and which were still fresh in the public mind, did not relish the idea of being known by the then odious title of "professionals."

Hence, it seemed advisable to invent a new name, by which to designate these young men who were, and yet in a sense were *not*, professionals.

When, however, some of our very best riders who were beyond the suspicion of dishonesty came to be generally known by the now less objectionable title, professionalism in the public mind ceased to be a synonym for dishonesty, and the result of that public education was seen in the recent decision of the national assembly to hereafter call all riders what they are, namely, either amateurs or professionals.

Total number printed this week, . . . 42,000
Sent to paid Subscribers, ... 40,049
Samples to Advertisers, Exchanges, etc., 1,951

It is to be hoped that this simplifying of the racing rules may do away almost wholly with the trouble heretofore caused by our attempt to control racing *too much*.

League Meets.

Another important move was that which takes the location of the annual "meet" out of L. A. W. politics.

The question of where this meet should be held is supposed to be of the greatest interest to those towns which are striving to obtain it, while it is of comparatively little consequence to the average L. A. W. member.

The proposition now is to have this matter settled during the month of January by some sort of a mail vote, the exact nature of which is to be determined by the executive committee. Although this new plan for settling what at times has seemed the principal question may detract somewhat from the interest taken in the next national assembly, it cannot fail to have a beneficial effect.

Proxies.

Much trouble has arisen in the past from the improper use of proxies. As our rules stood last year, any delegate could hold one proxy from outside his State, providing, however, that more than three such proxies could not be held by the delegates from any single State.

As amended at Baltimore, no delegate can be represented by proxy except when the holder of said proxy is a delegate from his own State.

In other words, a State to be represented at all, must send at least one delegate.

A most remarkable fact in this connection is, that the motion was made by Texas and seconded by southern California.

Much other business of more or less importance was transacted by the assembly, a full report of which will be published in our official columns.

A Sure Thing.

My father used to say to me,
"If you wish a thing well done
Do it yourself, for you can't," said he,
"Rely on any one."

But my new rule works twice as well
For it counts not when or where,
If I want a thing well done I tell
The waiter to bring it rare.

To insure good health, ride a bicycle either before or after eating, or both.

IF you don't see the good road you want, in your community, ask for it.



Have you ever stopped to think

What you are paying for in most bicycles? No? First, there's material; that's about the same in all *good* bicycles (though a heap of poor stuff is worked into "Jobbers' Wheels," and sold as "high grade"). Then, there's *Labor;* it may be good, bad or indifferent; it's not often bad, except in *convict-made* wheels (then it's *worse*). It's generally "indifferent," the "don't care a ——" kind that makes wheels which sell to clubs at $35.00, more or less. The kind

OF BICYCLES NEW CLIPPERS

are can best be learned by a trip through the factory, or by reading the Clipper catalogue and our new booklet, "There's Money in it."

◆◆◆◆

GRAND RAPIDS CYCLE CO.

Grand Rapids, Mich.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

BICYCLES AS BAGGAGE.

Are they baggage or not?

The League of American Wheelmen would like to know.

The legislatures of New York and Massachusetts will soon have an opportunity to answer this question. We travel on the railroad. We pay the price. We are entitled to take one hundred and fifty pounds of baggage.

What is baggage? There is no statutory definition. It has been generally understood and decided by the courts that "baggage is whatever a traveller may take with him for his personal use and convenience, or for the ultimate purposes of his journey." Certainly the bicycle answers these requirements.

A million bicycles are being sold in America this year. There are several millions already in common use. These are used by people who have votes.

One hundred and thirty-two transportation companies in this country already carry bicycles and consider them baggage. A few prominent railroads are now standing out. It has been decided to put this matter to a vote in several of the States.

If the tourist may carry his canoe, sketching materials, bedding, etc., if the oarsman may carry his racing shell, if the theatrical company may carry its scenery. if the travelling man may carry his sample trunks, if the carpenter may carry his tool chest, why may not the bicycle rider carry with him his wheel "for his personal convenience and for the ultimate purposes of his journey?" We do not "pause for an answer." There is no answer but one.

We must insist that the bicycle should be carried and considered baggage, and especially when the traveler has no other belongings for which he asks transportation.

We do not ask that bicycles be carried "free" any more than that trunks be carried free. All of these things are carried for the money which the passenger pays. The question is purely a technical one. It is whether the bicycle which weighs 20 odd pounds may be carried in place of the trunk which weighs 150. That is all there is to it, and it must be answered by the courts or the law-makers.

But, says the railroad man, the bicycle is a nuisance. *Of course it is.* It is a most wilful piece of property, when no special arrangement is made for its storage.

Trunks would be a great nuisance, did not the railroad companies provide special cars in which to carry them.

Bicycles are now received and thrown into these baggage cars, which were made for trunks, without any provision whatever for their proper care. In the upper portion of every baggage car is room for a dozen bicycles. Bicycles, as now made, are very uniform as to size, shape and weight. The railroad companies should have long ago provided

"Built Like a Watch"

means for storing these common, every-day wheels. Whether wheels are to be carried as *baggage* or not they *do* have to be carried, and even when paid for the railroad companies have not, to date, devised any satisfactory means of storing them.

Moral suasion is all right in its way, but railroad corporations seem to be peculiarly deficient. We could not afford to ask for that which we did not think is just. In asking that bicycles be regarded as baggage we believe that our only fault is that we are several years behind the times. It should have been asked sooner.

Among the larger railroads our most conspicuous friend has been the Baltimore & Ohio, and what is the result? Wheelmen all over the country are patronizing that road in every way possible, and the managers inform us that they find their "concession," so-called, to be an extremely profitable investment as they obtain very much more money from wheelmen by carrying wheels as baggage, than they could possibly gain out of the more pessimistic policy of making a charge for them.

All wheelmen in New York and Massachusetts (we know of no bills pending in other states on this subject) should write at once to their representatives in the legislature to urge upon them the importance of acceding to these very just and reasonable requests which are soon to be formally made.

The photographer has a taking way with him.

"LEAGUE HOTELS."

The League hotel, so-called, is a thorn in the flesh of every chief consul who has had experience with them.

The League hotel agrees with the chief consul that if appointed and advertised as a League hotel in a given town that it will make a special rate to L. A. W. members. In many instances this rate is made and complied with, but in nearly every case this same rate is made to wheelmen who are not League members. In other words, we publish in our hand books and advertise in other ways that a certain hotel is appointed and will give to League members a special price.

This is a plain business transaction and should, in many instances, be very profitable to the hotel which receives the distinction. As soon, however, as these privileges are granted to non-League members, the hotel not only breaks faith with the League officials but at once takes from us the only incentive which leads to the appointment of such a hotel.

We learn that Chief Consul Potter is attempting to make the New York State hotels carry out their agreement with the L. A. W. The editor of the L. A. W. BULLETIN would be very glad to hear from those who know whether the scheme is working satisfactorily.

THE average spring road is quite too springy.



Waverley BICYCLES.

Are Built in the Largest and Best Equipped Factory in the World

Do you handle them? If not, why not?

No other wheels made stand so high in the estimation of dealers and riders. The cause is plain. Waverleys are built on honest value lines and the purchaser receives full value for the investment. This makes easy sailing for the dealer. No trouble to sell Waverleys, no matter what your next door neighbor handles.

Better get in line while you have a chance.

INDIANA BICYCLE CO.

Eastern Wholesale Branch,
339 BROADWAY, NEW YORK.

Indianapolis, Ind.

For the Ladies

"God Bless 'Em!"

FIRST, we congratulate you, Mr. President, upon your election. He "needs no introduction, but it may be proper for us to go through the formality."

"Forty thousand League members," allow us to present Sterling Elliott, Esq. (with a *BIG S.*), Honored President of the League of American Wheelmen."

✣

Now we have discharged our obligations. He has congratulated us on our new department; we have congratulated him; now we wish to add that the first time we meet him upon neutral ground we shall demand a settlement on account of the innuendoes cast out week before last, concerning "*crankiness*."

We don't aspire to so lofty a height as that of "crank," meaning a person born in advance of the age in which he lives, and consequently not being appreciated or understood, is looked upon by humanity as a semi-lunatic, if not plain fool. We don't want to be either, as being "of the earth, earthy," love the world, the people and things therein.

NEXT, a gentleman wants the writer to understand that "there is nuthin' that makes a man — and an ex-racer at that — so tarnashun mad as ter see a fool woman meddlin' with subjeks she don't know nuthin' about, an' the papers at sich er loss for reliable news as ter print her stuff. What's a woman know about racin', enny how?"

Perhaps women do know little about racing generally. One might judge so, if the "Woman's Race," held during the latter part of the past year at Madison Square Garden, was an example. But it "*attracted attention to the League*," in just the same manner as the men's races do, when reports of fights, lying and bribery get out and fill column after column of the daily and cycling papers, and keep the officials of the League busy for months after, writing and talking in explanation, argument and apology for the discreditable actions on the part of participants, and at the same time giving no reason why any self-respecting person should join that body.

Let men race if they will, and if we may be permitted the suggestion, also let each victor have his noble brow crowned by a laurel wreath, after the ancient Roman custom. Then we will have pure sport, indulged in only by pure lovers of sport, and the time we spend each year in fixing up and explaining fights and dishonesties. can be employed much more advantageously in looking after road and street improvement.

It is said by good authority, that at least one of the women (a Brooklyn woman), who took part in this woman's race, is a League member. If any law has been broken, that is, if the clause which was inserted in the racing rules about a year ago, to the effect that no woman should be allowed to take part in races is not a dead letter, then the person guilty of violating this rule should be punished, and if there is no law to reach such ses, would it not be well to have one framed?

✣

WE have the gracious permission of the editor to talk about any "bloomin'" thing we please. Apropos to this, we would say that the ladies of a fashionable New York club, who recently made life miserable for a poor little actress, arrayed in this much-discussed costume, who was practicing for an act in the play called "The Century Run," did not succeed in proving anything, but inconsistency. Last summer at Newport — and they were all there — all the fashionable world was wheeling; the Baroness Selliere, white-haired mother, in the lead, the admiration and envy of her set, in bloomers. Artistic, graceful, Parisian-made and imported bloomers, to be sure, but unmistakable bloomers. But that was last summer, and in Newport, doncherknaw, and now it is the winter, and in New York, doncherknaw. It must be some satisfaction, however, to the ill-used little struggler for daily bread, to know that an enterprising *man* — "God bless 'em" — has got a patent on bloomers. Now what capricious daughter of wealth and idleness shall say what shall and what shall not be worn?

THERE is a man in our town who calls himself Gothamite, and who writes things. That is, he puts many words together, and these words form sentences, and these sentences are much after the style of a certain editor of a certain very correct periodical published in the "Quaker City," who, after a long and arduous life of *thirty* years, feels called upon to give, from his wonderful store of knowledge and experience, good advice "to young men." Now, Mr. Gothamite would be exactly like this gentleman, were it not for this difference — he gives good advice to young women, and the clever things that this ambitious young man don't say, would fill quite a large book. Last week he told girls what they ought to be, and talked to them very seriously upon the subject of "The New Woman," the greatest and most glaring of whose faults always lies in her use of a bicycle. He says, "If I were only able to write a book" (and herein we can appreciate the saying of that most wise man of biblical fame, when he exclaimed, 'Oh that mine enemy would write a book'), "I would try to make my heroine as sweet and pretty and decorous as Thackeray's Amelia, who, after all, is the *woman we* ought to marry (we might infer from this that he has lived recently in a certain part of China, where women are permitted to marry as many men as they can support). We admire Becky Sharp, but we would not like to be her husband. I never have loved the new woman, although I have admired her immensely. But men don't marry the women they admire. I do not even think I should care

"Locks, bolts and bars all fly asunder."

You may exclaim, "Well, what about it?" Be patient. It is our intention to apply the above quotation very specifically. It is easier to flatten the ends of tubes and fasten them by means of bolts and nuts than to make difficult forgings and by dint of extra labor make the frame one solid whole.

Which is best? My dear reader there is but one reply: one is economical and trappy, the other expensive but effective. You are entitled to the best regardless of cost.

UNION construction has always acknowledged your claim.

We could make $—— by bolting the rear stays of **CRACKAJACK II.** Ah, but we would lose your confidence. We care more for your confidence than your dollars.

Union honesty of construction is proverbial.
A pleasant experience, — ride **Crackajack II.**

Union Cycle Mfg. Co.

239 Columbus Avenue,
BOSTON, MASS.

HARTFORD SINGLE TUBE TIRES

The World's Standard Tires

IF IT'S A HARTFORD TIRE IT'S RIGHT.

EDDIE "CANNON" BALD

Champion of '95, Rode to Victory on

Hartford Single-Tube Tires

SAFEST,
FASTEST, MOST RESILIENT.

THE HARTFORD RUBBER WORKS CO.,
HARTFORD, CONN.

BRANCHES—100 Chambers St., New York.
335 Wabash Ave., Chicago.
Distributing Depots—18-24 Main St., San Francisco.
370 Atlantic Ave., Boston.
503 Market St., Philadelphia.

$50 IN GOLD

SUPPOSE WE MAKE 1,000,000 PAIRS OF TIRES IN 1896; HOW QUICKLY COULD THEY BE INFLATED BY HAND, AT THIS RATE: THREE MINUTES PER TIRE, EIGHT HOURS PER DAY, 365 DAYS PER YEAR.

ANSWERS WILL BE OPENED MAY 1st. FIRST CORRECT ANSWER OPENED WINS THE PRIZE.

MARK ENVELOPE PLAINLY "FIGURING CONTEST."

PIN THIS AD. TO YOUR ANSWER.

MORGAN & WRIGHT

1 CHICAGO

to be the husband of a superior woman. I want to be superior."

Poor fellow, he "wants to be superior." Are no idiots left in the world, that he must go about seeking a mate whom he can impress with his superiority?

✠

ANOTHER man discusses the woman question by starting out thusly: "The new woman will not like it, but it is beauty that puts woman in perfect harmony. No man can pass the statue of Apollo without involuntarily straightening up. I have sat before Venus de Milo whole hours, just to see the influence of her serene majesty and sweet, calm, self-sufficiency upon the visitors. Hundreds of perfect faces are not pleasing; hundreds of plain ones are captivating. Any woman who pleases can be charming. Men admire that indescribable something we call femininity, color, lace, grace, ornament, novelty, freshness, or nonsense, if you will. Men own up to the enjoyment of following a pair of dainty boots over a muddy crossing. *Mon Dieu!* Why not? The girl who gets on a bicycle in bloomers is guilty of public offence. She is a nuisance and should be locked up. Bloomers are horrible; they leave nothing to be imagined."

That is a fact, but it don't strike the writer as an argument against them, but rather in their favor. Like the Bible, they are so plain (spoken) as to leave no room for imaginative speculation, and should be commended a a time saver to men, if for no other reason.

✠

MRS. ST. JOHN GAFFNEY, of New York, is one of those noble women whose life is spent in doing good. She is an officer or leader in many organizations, political, educational, moral and philanthropic. Her views are very broad and liberal, and expressive of careful study and deep thought. Mrs. Gaffney, like many other women in the varied fields of woman's work and development, rides, and advocates bicycling for women.

'IDA TRAFFORD BELL.

COMMITTEE ON SIGNS AND SIGNALS.

A has been suggested that we have a committee to investigate and report on a system of road signs and signals. Is the motion seconded?

OPPOSED TO A MALE VOTE.

During the discussion of the League meet question, someone suggested a mail vote, whereupon one of the delegates showed his gallantry by exclaiming "I object to this male vote because I believe the ladies have as much right to vote as we have." This suggests an idea. Why not settle the next League meet by a vote of our ladies, members only.

We want to drive it home

That for EXCELLENT WORKMANSHIP
SPEEDY LINES
SLICK RUNNING
UNEQUALLED STRENGTH

The... **Orient**



BUILT LIKE THIS.

is the Finest of 1896 Models.

The **Waltham Mfg. Co.**

BRANCHES:
Boston, Brooklyn, Chicago, New York, Detroit, Omaha, Denver, Cincinnati, Providence, Philadelphia Waltham, Springfield, Newark, Lynn.

240 Broadway, New York.

If You Don't Break Down.

Oh, toilers in life's vineyard—
In the country, in the town;
Keep courage! You will get there
If you
Don't
Break
Down!

How not to Break Down.

Oh, toilers in life's vineyard—
In the country, in the town;
Just ride an ELMORE CYCLE
And you
Won't
Break
Down!

If you would know more about the Elmore and it is to your interest to do so

Address... **Edw. Oliver & Co.,**
21 Park Row, New York.

What Are You Going to Do?

NIXON WATERMAN.

What are you going to do, boys,
With the years that are hurrying on?
Do you mean to begin life's purpose to win
In the strength-giving dew of the dawn?
The toiler who builds in the morning,
At even may joyfully rest,
His victory won as he watches the sun
Go down in the beautiful west.

What are you going to do, girls,
With time as it ceaselessly flows?
Are you molding a heart that joys will impart
As perfume exhales from the rose?
Let things that are purest and grandest
In memory's wreath be entwined.
There is no other grace can life's shadows efface,
Like the charm of a beautiful mind.

FROM NEW YORK TO ALBANY.

The Hudson, (N. Y.) Bicycle club has started a movement to build a path four feet wide along the Hudson river from New York to Albany. The four miles of clay between Hudson and Stockport is known as one of the "pest spots" between Chicago and New York. The Hudson club will care for this at a cost of $600. To raise this amount the following circular is being distributed locally:

HUDSON, N. Y., February, 1896.

The Hudson Bicycle Club proposes to construct as early in the spring as possible a cycle path between this city and Stockport. To carry out this project will call for a considerable expenditure of money, and the club look to the cyclists of this vicinity to subscribe the greater part of the funds required.

The business men of the city have very generally contributed, and the committee now appeal to those *directly* interested in the scheme,—the cyclists.

You are requested to fill out the slip attached with the amount of your contribution, and hand the same to either of the undersigned. Any sum from 25 cents up will be gladly received and acknowledged in the papers. Remember that no cyclist can consistently use the path if he refuses to contribute toward its construction.

Yours respectfully,
CYCLE PATH FINANCE COMMITTEE.

.....

..... 189

I herewith contribute the sum of $.....toward the Hudson-Stockport Cycle Path Fund.

.....

The members of the club state their position on the bicycle path question to be that they believe in "good roads" first. In cases where that seems to be possible only in the distant future then they believe in trying to do something for their immediate benefit. Hence the path.

E. V. W. VREELAND, an enterprising bicycle dealer of Jersey city, gives a full rate membership ticket, including a year's subscription to the L. A. W. BULLETIN AND GOOD ROADS, to everyone purchasing a bicycle of him.

The Grand Triumphant Tour of....

The Fowler Sextuplet

TRADE (The Frame tells the Name) MARK

And the....

DAILY FOWLER TRUTH

Will commence immediately following the New York Cycle Show. It will embrace in its route the following cities, and probably many more: Philadelphia, Denver, Salt Lake City, San Francisco, Los Angeles, Minneapolis, Omaha, St. Louis, Kansas City and City of Mexico.

Stops of from three days to a week will be made in each city, and when we get through we intend it to be admitted by all that **Fowler Agents are Treated Right.**

Fowler Sextuplet, matched against the famous Empire State Express, of the N. Y. C. & H. R. R. R., half mile, flying start. Race to be run in April.

FOWLER CYCLE MFG. CO.

142-148 W. Washington Street, Chicago.

NEW YORK BRANCH:
307 Broadway, cor. Duane St.
JAMES H. ROBLEY, Mgr.

NEW ENGLAND BRANCH:
8 Park Square, Boston, Mass.
CHAS. H. LARSEN, Mgr.

Winter Cycling in Southern California

IT may seem improbable, if not impossible to those (I almost said "unfortunate") people who are now struggling with a furnace in an almost vain endeavor to keep the house warm, that we wheelmen in this southwest corner of the United States are enjoying the best of riding. Nevertheless, it is a fact. The weather is like a Minnesota summer, warm days and cool nights. Roads are generally good, and where they are sprinkled, by no means a rare thing in this section, they are very good indeed.

The favorite run for Los Angeles riders is to Santa Monica, a town well known to wheelmen as being the winter quarters of some of our noted racing teams. It is on the ocean, seventeen miles from this city. The road, rather dusty now, runs along the foothills, parallel with the mountains the entire distance, through immense grain fields, now dry and yellow; with an occasional orange or lemon orchard, that breaks the monotony with its bright green leaves studded with yellow fruit. It takes us through the grounds of the soldiers' home, the handsomest spot in southern California. To see the well-kept roads, shaded by rows of palms, hedges of calla lilies, flowers of all kinds and roses everywhere, it seems to one brought up in the north that the seasons have made a mistake and this cannot be winter. At Santa Monica it seems even more unreal. On the track the record-breakers are hard at work and on the beach you will find the bathers nearly every day in the year.

Travelling east from Los Angeles one finds an altogether different sort of country. This section is merely a succession of towns. The roads (they are all called "avenues"), are of the very best, well graded, generally well sprinkled.



Old Mission Walk, San Gabriel, Cal.

Through here is where the finest of the oranges are grown. The "tenderfoot" on his arrival here thinks that any orange, fresh from the tree, is delicious, but after wheeling a little soon learns to choose between a navel, a blood and a seedling. Oranges are free to bicycle riders and wherever you stop you are invited to try the fruit from this or that choice tree. If you feel tired of riding and would like to stretch your legs you can leave your wheel and walk up Wilson's Peak. It is "only nine miles up" and the grade averages one in nine. The greatest drawback to this trip now, is the liability of finding snow and cold weather at the top.

The San Gabriel Mission, which lies in this valley, is well worth a visit. A half day will be plenty for the trip. This building was built in 1771, and is still used by the good Mexicans and Spanish. The female dragon in charge would be a terror to evil doers. The writer, though he does not include himself in this class, had quite a seance with her. After paying the regular admission and getting inside he undertook to photograph the organ. On getting outside he found he had forgotten his camera case and it took a half hour's hard argument before she would give it up.

The Chinese gardener is also a prominent feature here, and unlike his brother farther north, is generally well treated and respected. His crops are planted with little regard to season, his principal consideration being to have a crop of each and every vegetable maturing at all times, in which he is very successful.

As a city Los Angeles would be a paradise for wheelmen, were it not for unjust laws and reckless drivers. Bicyclists are limited to eight miles an hour while horsemen can travel at any speed they may choose. The wheelman who runs over a pedestrian, or is run over by a street car or horse, is always regarded as being to blame, and he can do nothing but submit. In this respect, at least, we are far behind eastern cities.



San Gabriel, Cal., Streets.

But, taking it altogether, no thorough "bicycle crank" can find a better place than this is for the winter. Good roads, good weather, and many novelties, both scenery and people all combine to make "life worth living" here.

W. F. ROBINSON.

LOS ANGELES, CAL.

"THE man who has an axe to grind" is quite apt to overlook the fact that someone is turning the grindstone.

Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

A Humber Agency means
Reputation — Profit — Satisfaction

Humber Patrons

Duchess of Fife
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Lady Clifford
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Humbers hold every World's Record, from ⅜ mile to 1,800 miles.

HUMBER & CO., America (Limited)

WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.
Brooklyn Salesroom, 545 Fulton St.

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.



Look Out for the Dog!

What shall we do with him?

"Let Hercules himself do what he may,
The cat will mew and dog will have his day."

* * *

A large and increasing number of communications serves as a standing notice to the editors of the L. A. W. BULLETIN that the "dog question" is not yet disposed of. Believing that it should be muzzled, at least, it is here taken up, but not with the thought of settling it to the satisfaction of all who have shown an interest in the discussion.

When good Isaac Watts, early in the seventeenth century, quilled the lines,

Let dogs delight to bark and bite,
For God hath made them so;

people were not riding bicycles. Neither were the women of those days wearing bloomers, thus robbing themselves of the needed protection of the lower limbs. Things are different now.

It is not a theory but a condition that confronts us. We have bicycles and we have dogs. How shall we harmonize these two factors? Many men of many minds have expressed opinions on this subject. We cannot do better than to let them give voice to their thoughts and permit the reader to draw his own conclusion.

* * *

EDITOR L. A. W. BULLETIN:

I was much interested in a correspondent's suggestion that we jump off and talk to savage dogs, but would it not be an improvement to carry small pieces of beef, that could be thrown to the animal without dismounting.

Many dogs would not touch veal if beef were offered them, and I for one should object to dismounting unless I had an axe with me.

PHILADELPHIA, PA. No. 78,089.

* * *

EDITOR L. A. W. BULLETIN:

A member writes you that he has ridden for four years in New York, Connecticut, Massachusetts, Rhode Island and Maine without meeting a dog that has troubled him, and asks, "Why this continual outcry against dogs?" Permit me to submit that he is necessarily inexperienced. I have ridden for many years in west and south and east and north, and found the dogs in the States he mentions always perfect ladies and



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We have discontinued the manufacture of the **"Yost Tire,"** and where a detachable tire is wanted, shall hereafter use the . . . . . .

DUNLOP

Immediate Deliveries of.... DUNLOP TIRES

Yost Manufacturing Co.,

TOLEDO, OHIO.

gentlemen, exhibiting the utmost courtesy and refinement, while those of the rest of the Union, and notably of New Jersey, are lacking in the first principles of decency. He has been most fortunate in choosing his riding grounds, for elsewhere he would discover the canine contingent an aggregation of the most complete and comprehensive blackguards. No. 40,338.

NEW YORK CITY.

* * *

EDITOR L. A. W. BULLETIN:

A correspondent puts in a word against the prosecution of our canine friend, the dog.

I fully agree with him on the dog question, and am very much surprised and grieved at the uncalled-for advice given by some.

I am not the owner of a dog, and never have been, but consider it the duty of every citizen to prevent cruelties to animals.

No wheelman need have trouble with dogs. A friendly or commanding whistle, just as the case may require, is all that is necessary, and in no case has this method failed me in being effective. This way is not only convenient but amusing.

PHILADELPHIA, PA. F. OLDACH, JR.

* * *

EDITOR L. A. W. BULLETIN:

Please let me thank your correspondent for raising his voice in behalf of dogs. I have been much surprised by the continual outcry against "the friend of man." I am "only a woman," but I have ridden many hundreds of miles. Of course dogs have often flown at me, but I have yet to see one which could not be brought to reason by coolness. In general I find the best course to be to speak to them with kindly contempt: "What are you making that noise for? You are acting like a perfect idiot," will bring most dogs to terms.

It is true that one dog caught me by the ankle and forced me to jump off my wheel, but as soon as I was on the ground he invited me to pet him, which I did, and we parted excellent friends. If wheelmen would keep a cool head and not be filled with rage and fear at the sight of a dog there would be less trouble. No. 87,211.

MORRISTOWN, N. J.

* * *

EDITOR L. A. W. BULLETIN:

Referring to your correspondent's brief monologue upon the dog, I am minded to ask him if he really denies that cyclists have any rights that a dog is bound to respect. Wherefore this extreme consideration for these mongrel curs "who" take possession of the public highways? If 72,924 during his 3,000 miles ride took time to stand by his wheel and conciliate with sweet persuasive speech every dog that "acted savage" upon the trip, he must possess a spirit of patience worthy the emulation of a Job. Certainly not every cyclist is thus endowed. I think most people will conclude that a savage dog "who" "acts savage" toward travelers on the highway is altogether *de*

..PUNCTURE PROOF BICYCLE TIRE.



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No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.
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...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers,

BOSTON, MASS.

Agents Wanted. Catalogue Free.

trop and deserves cold lead rather than friendly advances. It may be my duty to treat such brutes on the Christian plan of turning the other cheek, but I'll be "dog-goned" if I do it. C. L. ELLIS.

BATTLE CREEK, MICH.

* * *

EDITOR L. A. W. BULLETIN:

I wish to refer to articles that have lately appeared in the BULLETIN. No. 75,644 says: "Shoot blank cartridges in hopes of scaring an attacking dog; but if bullets are used, it is likely to get the shooter into trouble."

'Tis true, 'tis pity, and pity 'tis 'tis true.

The ancients used to regard certain animals as sacred, and worship them. Are we, as a people, beginning to regard the dog as sacred?

Surely many of us have bowed (or tumbled) down to him, but I fear it was not to worship.

No. 72,944 says: "If the dog acts savage, I jump from my wheel, stand beside it and talk to him a minute, and he is sure either to at once become friendly or return to his kennel." Who else has seen a bicycle-chasing dog "become friendly," or, after such a dose of medicine, "return to his kennel?"

And will No. 72,944 kindly tell us how he jumps from a bicycle going twelve to twenty miles an hour, when a savage dog is making frantic efforts to grab the unprotected calf?

To be able to "jump" and "stand beside" one's wheel under such circumstances is a thing to be devoutly desired.

Again he says, "The fault is usually with the wheelman and not with the dog."

That is right. Teach the dog to smash bicycles and bite the riders. Encourage and justify them in so doing, and then shout after the unfortunate bicyclist, as he limps away with the remains of himself and wheel, "You were the most to blame."

I have seen bicycles smashed by attacking dogs, and the lives and limbs of the riders endangered. I have known men, women, and children to be attacked repeatedly by the same dogs, and that, too, while passing peaceably along the public roads. Some escaped being bitten, and some didn't.

Even all this we might endure, for a dog isn't supposed to have brains enough to know where his rights end and the rights of men begin; but when the brutal, belligerent owners of such vicious dogs claim that the dog isn't to blame, the limit of toleration is passed and we are tempted to appeal to the bullet and the law.

If a man goes onto the highway and commits an assault and battery he is "committed." If a dog on the street commits an assault, and compels the bicyclist to batter himself, the bicyclist and the bicycle to batter each other, and both to batter the road, the dog generally goes scott free.

Then "the dog poisoning fiend" riseth in his wrath and perhaps a dozen valuable dogs die a painful, lingering death, simply because there is no law to prevent a vicious dog from attacking whoever, wherever and whenever he pleases.

BREAK THE RECORD



Increase the speed of your wheel and the ease of driving it; make your chain run easier and last longer by the use of Dixon's "679" Graphite CYCLE LUBRICANT. Prepared of the choicest and smoothest soft graphite, it thoroughly lubricates chain and sprockets, and prevents them from wearing. Will not gum or hold dust or dirt. Saves money and muscle. Send 15 cents for sample stick.

JOS. DIXON CRUCIBLE CO., JERSEY CITY, N J.

Wheeling at night with the "Search-Light" —is a pleasure.



1896

"Search-Light" Lantern

HAS NO COMPETITOR.

Reflecting surfaces are always bright, and cannot become tarnished. Can use kerosene or naphtha. By the new method of attaching to the wheel it cannot jar out. Price, $5.00.

Ask your dealer or send to

Bridgeport Brass Co.,
BRIDGEPORT, CONN.
Or, 19 Murray St., New York. 85-87 Pearl St., Boston.
17 No. 7th St., Philadelphia.

BEWARE OF IMITATORS.

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained. The "Search-Light" never follows, always leads.

If the L. A. W. BULLETIN AND GOOD ROADS and the S. P. C. A. would unite their influence to pass a law which should impose a heavy fine on the owner of any dog that should attack a person on the streets, whether afoot, on a bicycle, or in a team, this *obstruction* to "Good Roads"—in fact the whole dog question — the bicycle-chasing dog, the irresponsible vicious dog, and "the dog-poisoning fiend" would all cease to exist. F. L. F.

FOXBORO, Dec. 28, 1895.

* * *

EDITOR L. A. W. BULLETIN:

I have read various articles in your paper treating on methods of avoiding "dog bites." If my personal experience is applicable generally, the simplest and most satisfactory plan is, metaphorically speaking, to do nothing. Keep on pedalling, pay no attention to the dog, and after a few barks and apparent longings for revolving calf meat, he will, in disgust, relinquish the attempt to get it. Possibly I haven't been unfortunate enough to meet the wrong dog. No. 55,528.

PHILADELPHIA, PA.

* * *

EDITOR L. A. W. BULLETIN:

I notice in the last BULLETIN, No. 72,924 states that he has ridden 3000 miles in New York, Connecticut, Massachusetts, Rhode Island and Maine, and has not been troubled with dogs. I do not know how numerous dogs are in the States mentioned, but I do know that in this city (Philadelphia) the writer has been troubled considerably with dogs. I have noticed that most dogs have a tendency to follow wheelmen, and I myself have met with very narrow escapes, while I have friends who have been seriously hurt by being tripped by dogs. Of course, if a person would stop and get off to accommodate every dog they saw, they might escape uninjured, but it is not always convenient to do this. Some time ago, while riding along a public thoroughfare, I saw a man deliberately hiss his dog after me. Of course, the dog was not to blame for this. If owners of dogs would train them properly, I agree with No. 72,924, we would not have to kick the dogs — nor the owners either, for that matter. No. 73,639.

* * *

EDITOR L. A. W. BULLETIN:

Supposing a dog should make an attack on you in the street, or road, while riding a wheel, would you be justified in shooting the brute?

ST. JOSEPH, MO. MARY KYLE KNIGHT.

Ans. We do not care to answer this publicly. It is a point on which people differ. We wish to be thought humane and kind-hearted. However, if you have a dog you wish to preserve, don't let him make it a practice to bite us, or you'll have to pickle him to preserve him. We do think that the owner of such a dog is the real guilty party.

A Pride and Satisfaction to Riders

EASY-RUNNING....
Gendron
and . . .
Reliance
Bicycles
Catalogue on application to
GENDRON WHEEL CO.
Toledo - - - Ohio.

Trenton Cyclometers


⅔ SIZE
MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. Three models for 1896.

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

It Pays to have the Best....

Everything that could be done has been done to make

THE RIALTO....

Absolutely Perfect. What more could be asked?

Continental Cycle Co.

15th Street and Western Avenue
Chicago . . . . .

When ordering your wheels REQUEST that they be fitted with

Hunt
BICYCLE SADDLES
WESTBORO MASS

The Bloomer Girl

A Study from Life

MONTAIGNE is wrong in declaring that custom ought to be followed simply because it is custom, and not because it is reasonable or just. — *Blaise Pascal.*

Let me address some words of encouragement to my fellow-wheelwomen who are desirous of shedding the skirt on long country runs, or tours, and yet, perhaps, lack the courage to stand up for their convictions, in the face of the decided stand taken by some cycling editors.

I cannot agree with Mrs. Mary Sargent Hopkins or Miss Branth, that skirts are conducive to safe, comfortable, or speedy riding.

The long dress can not but impede the free movement of the limbs, to say nothing of the loss of the rest, and the glorious exhilaration afforded by coasting, which a skirt, unless it be short, renders too dangerous. What rider who really loves the sport and knows what a coast is, would forfeit that means of descent, after toiling more or less painfully up the previous ascent? As for the short skirt worn with leggings and over bloomers, I admit that it is decidedly the most graceful and stylish costume yet adopted, provided the clerk of the weather guarantees not to send too hard a wind to ride against.

Those of my readers who have been on the Coney Island cycle path on an ordinary summer's day, and have seen the many poor women struggling against that strong headwind from old ocean, with skirts gathered in folds and lying in their laps, exposing bloomers and leggings in the front, and from the back, presenting the appearance of inflated balloons, will agree with me, that under these circumstances, bloomers are the neatest and most sensible.

There is nothing I so venerate and honor in our sex as womanliness; but I consider the essential womanly virtues, viz., unselfishness, tenderness, softness, modesty and dignity, perfectly compatible with the sterner qualities of sound judgment, logic, self-reliance and independence, this last mentioned a woman must possess in some degree to ride in bloomers anywhere outside of the large cities.

I can fully appreciate and sympathize with that woman who feels that bloomers are the proper garb for wheeling, but shrinks from making herself conspicuous, or becoming the mark for low wit and occasionally disagreeable remarks.

If you have decided in favor of bloomers, make up your mind not to hear or notice anything of the kind, and you will be astonished at finding how really indifferent you become in a short time. If only more women in the interest of cycling and free unhampered enjoyment of it by their sisters, would adopt a neat bloomer costume (not the baggy kind, nor yet the knickerbocker style, but a happy medium) so that universally it would be the general rule, not the exception, whatever discomfort and annoyance attendant on wearing them, would then be done away with.

I have run the gauntlet, having been the first woman in my native town, Hackensack, N. J., to don this much-abused costume.

Probably I was somewhat hardened, and had paved the way to feeling a certain amount of indifference, by learning to ride at all, which I did four years ago, just after my marriage, and against the bitter disapproval and opposition of my three brothers and two sisters. In passing let me add that now they all ride and own wheels. My husband has always been an enthusiast, and is one of those liberal-minded men, who think a woman is the best judge of what is suitable, and though he disapproves of skirts for all around riding, never insisted upon my abandoning that style of dress. However, after many trials, tribulations, and several narrow escapes from what might have been serious accidents, common sense at last came to my rescue, and I now strap my skirt on the handle bar, when going out for long runs. My bicycle suit consists of bloomers, skirt, leggings, coat and cap of one material. On leaving my wheel, I throw my skirt around me (it opens on the side, buttons being concealed by a fold of the goods), hook the band, button as many buttons as is convenient, and I'm all right, at least I feel so.

In the matter of wheels, as in dress, let each decide for herself, and be allowed to carry out her ideas, without being frowned down as bold, vulgar or unwomanly. Remember that the costume does not make the woman, but woman the costume.

Do not imagine that I am excusing or sustaining the "bloomer girl," in the usual acceptation of the term, that gum-chewing, slang-speaking rowdy, or "lady scorcher," who thinks she must "keep up with the boys" to such an extent as to lay over her bars, adopt their clothes, and in many other ways copy them so closely as to be, to all outward appearances at least, one of them. Let these individuals be put down, if possible. Women, especially mothers, cannot but look with sorrow, not unmixed with alarm, on the increase of this element in these latter century days. How can we rear our sons in that chivalrous respect and veneration for woman, simply because she is a woman, that our fathers had, and which is the foundation of the home, our security and happiness, the fundamental source of our present position and influence, if these are the kind of girls with whom they are thrown.

I shudder to think of the future of men, and our own also, should the time ever come when they cannot respect us as a sex.

ELIZABETH D. KIRBY.

BOGOTA, N. J., Feb., '96.

Standard Rubber.... Cushioned Spring Saddle...



Price, $4.00

With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and a perfect seat. Made for ladies and men, and meets all hygienic requirements.

CAPITOL MFG. CO.
125-137 Rees Street, Chicago.

See advertisement of Climax 10,000 mile Cyclometer next week.

Philadelphia, Feb. 6, 1896.
Mr. STERLING ELLIOTT:
Dear Sir,— For goodness sake please take out that ad. of ours in regards to selling $75.00 Bicycles direct to the rider for $50.00 until we catch up with our orders, and oblige
Yours truly,
PENN. BICYCLE CO.,
H. D. LeCato,
1343 Arch Street.

The Automatic Bicycle Balance.

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.


"BALANCE" APPLIED.

Notice.— In ordering Single Balances, give diameter of this tubing.

Write for Descriptive Circular and Trade Prices.

Weighs only 2 ounces; entirely nickel plated; adjustable to any bicycle. Single Balances expressed on receipt of price or C. O. D., with privilege of examination. PRICE, $1.00. Manufactured by

Bicycle Chain Lightning Co.
Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

NEW YORK, Feb. 20, 1896.

Dear Sir,—The wheel your doctor refers to must be the "Lady Hardy."

It is a new bicycle, entirely rigid, constructed on the principle of a spring carriage in a way which prevents all shocks, jars and vibrations from reaching any part of the body. It allows one to ride with ease and comfort on the roughest of roads or streets.

It is now on exhibit in the Mechanics Fair Building, your city. If you have not time to go and see it, you can get full information regarding same by addressing The Hardy Cycle Company, at No. 42 West 67th street, in this city. (They are the makers.)

Trusting that you will enjoy the use of this wheel as much as my wife does, I remain, dear sir,

Yours very truly,
G. A. WEAVER, 856 Eighth Avenue.

The **old way** says you must "handle with care, and don't shake the bottle."



That's not the way with **Evans'** for you can **Turn it upside down and drink it all.**

Because.. there is no sediment.

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THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.

"CLIMAX"
Wire Spring Saddles...



New '96 Model, Style B, thorough in point of Construction and Riding qualities.

Only Sanitary Saddle, and Prevents Soreness.

Send at once for '96 Catalogue. Electros for Trade that desire to catalogue.
Weight, 12 oz.; Price, $4.50.
Fully guaranteed against defective construction for one year. Mention L. A. W. Bulletin.

Climax Manufacturing Co.
EAST HAMPTON, CONN.

Select Cycle Tours

White Mountains to Mt. Desert

Sooner or later the public learns to appreciate a good thing when it finds it. Touring by wheel is a delight that those who have journeyed only in the prison-like confines of a soot-stained, gas-tainted railroad car, or a "rocky," uncertain, over-crowded boat, have no means of measuring.

Bicycle touring at home and abroad will be more popular this year than ever. The wheel as a means of enjoying an extended outing is beginning to be happily appreciated. Bicycle touring parties will be numerous this season. In every centre of population will be many who will wish to know of pleasant routes for wheeling. To them a carefully-planned tour, on paper, will serve as a guide to the real enjoyment. Such may here be given from time to time, with the chief cities of the country as starting points. These should be preserved for future reference. The first of the series is by the very well-known cyclist, Henry Clyde.

* * *

First Day. Leave Boston, 1 P. M. from Union Station. Arrive at Plymouth, N. H., about 5 P. M. Stop at Pemigewasset House. Fine short runs about Plymouth, on river road towards Rumney, or towards Ashland or Holderness.

Second Day. Leave Plymouth, morning, Franconia Notch road; dine at Woodstock, (22.50 m.). Arrive at Flume House about 4 P. M. Make run about 3 miles up to-morrow's route to "Old Man" and Profile Lake. Best effect of the Profile about 5.30 P. M. Return, and, if time, visit the Flume. Day's run, Plymouth to Flume House, 31.50 miles.

Third Day. Leave Flume House, morning, to Profile House (stop), Eagle Lake, (stop), Franconia, Bethlehem (14 m.), dinner; Twin Mountain House, Fabyan's, Mt. Pleasant House (view of White Mountain range), to Crawford House. In late afternoon, make ascent of Mt. Willard for view of Crawford Notch. If road is in good condition, it is possible to take a bicycle up the carriage road and ride back to hotel. Day's run, Flume House to Crawford's, 28 miles.

Fourth Day. Leave Crawford House, morning. Through Crawford Notch via Willey House, Bemis's, Bartlett and Glen Station, to Jackson; arriving for dinner (Jackson Falls House). The hills about Jackson command some of the finest scenery in the White Mountains, and the valley roads are good. Good run north, up the Glen road and return, may be taken. Day's run (Crawford's to Jackson), 26 miles.

Fifth Day. Leave Jackson, morning; circuit by "Ledge Road," taking in Diana's Baths, Cathedral and Echo Lake, 14 miles, or, direct by Glen Station and Intervale, 8 miles, to North Conway. To Intervale Station, where take train for Portland, arriving there about 1 P. M. Dinner at Union Station. Wheel to Brunswick, via Cumberland, Yarmouth and Freeport, 25 miles. Day's run 33 miles; by "Ledge Road," 39 miles.

Sixth Day. Leave Brunswick, morning, via Richmond, Gardiner and Hallowell, to Augusta. Arriving at Gardiner early in forenoon may take the small steamer which connects with the Boston boat, and so avoid the hilly road between Hallowell and Augusta. Stop at Augusta House, near the State House and Blaine mansion. Scenery about Augusta very beautiful. Observatory on the high land to the northeast of the city commands an extensive view, including the White Mountains nearly due west, 80 miles. Day's run, (Brunswick to Augusta), 33 miles.

Seventh Day. Leave Augusta, morning. Cross river and follow east bank through Vassalborough to Winslow, where cross to west bank and on to Waterville (18 miles, dinner). P. M., via Fairfield to Skowhegan. Hazelton House. (At Skowhegan the route starts up the east bank of the Kennebec via Solon, Forks of Kennebec and Moose River, through the northern woods and over Bald Mountain, through Province of Quebec, to Quebec, 203 miles). Day's run (Augusta to Skowhegan), 36 miles.

Eighth Day. Leave Skowhegan early morning, via Canaan and Pittsfield to Newport (27 miles; dinner, Shaw House. P. M., Newport to Bangor, Bangor House. Day's run, 55 miles.

Ninth Day. Leave Bangor, early morning. Cross Penobscot and via Brewer, Holden Centre and Dedham, to Ellsworth (26 miles, dinner). P. M., to Thompson's (Mt. Desert Bridge, 10 miles), thence to Southwest Harbor, taking first turn to right on the Bar Harbor road, and passing through Somesville and by Echo Lake on the right. Day's run, 46 miles.

(Southwest Harbor is the best headquarters on the island for wheelmen desiring thoroughly to explore the country. The roads on Mt. Desert are generally fair to good, but mostly hilly. The finest run on the island is from Southwest Harbor to the Sea Wall and return (9 miles). At the Sea Wall, the view to seaward is grand, and so is the panorama of mountains to the northward on the return trip. There are several good hotels, charging moderate rates, at Southwest Harbor; of these, the Island House is nearest the steamboat landing. A superb trip from Southwest Harbor is by morning steamer to Bar Harbor, rounding the island, spending the day in runs about Bar Harbor, making the run back as far as Northwest Harbor by wheel, and thence taking the steamer to Southwest. The rider may choose the shore road or the inner route through the notch of Newport Mountain.

The Improved Automatic Cycle Saddle

As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



Dr. W. T. DODGE, Surgeon to St. Mary's Hospital, Big Rapids, Mich.
"I like your saddle very much. It is made on the correct principle."

Manufactured in Cane, Wood, Leather or Padded Seat, with or without springs. Send for circulars, to the

AUTOMATIC CYCLE SEAT CO.
441 Rood Block, Grand Rapids, Mich.

READING RUBBER TIRE COMPANY...
Manufacturers of **"Alligator Tread" Tires**
One Quality only — the Finest.
Reading, Massachusetts.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

McCune Cycles...
NONE BETTER,
Send for Catalogue.
EVERETT CYCLE CO.
EVERETT, MASS.
Agents Wanted.



"Ball-Bearing" Bicycle Shoes
For Men and Ladies,
They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.
C. H. FARGO & CO., Makers,
CHICAGO, ILLS.

VANGUARD
VANGUARD CYCLE CO. INDIANAPOLIS, IND.
HILL-CLIMBER

3 in One Prevents Rust, Cleans entire Wheel, Lubricates Chain and Bearings, and will not gum. Sample of "3 in 1" sent in this oil can for 10 cents. One trial will convince you. Ask your dealer for it.
G. W. COLE & CO., 111 Broadway, New York.

RUST on Wheels PERMANENTLY PREVENTED with MANNOCITIN 2-oz. cans, 25 cts. At dealers or by mail from Otto Goetze, Kemble Bldg., New York

MARY SARGENT HOPKINS' MAGAZINE,
THE WHEELWOMAN.
What to Ride, How to Ride, and what to Wear Awheel.
Send 10c. *for Sample copy to* 131 TREMONT ST. BOSTON.
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The Wheel and Cycling Trade Review.
A weekly illustrated cycling paper; oldest and most influential; covers the entire field, both trade and sport. Samples free. Two dollars per year.
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THE CYCLING NEWS.
A New Cycling Paper, full of late news and trade notes of interest to wheelmen; issued weekly. 50 cents a year; special rate of 25 cents a year to L. A. W. members. Send for free sample copy to
THE CYCLING NEWS, Toledo, O.

NEW ROADS AND ROAD LAWS
IN THE UNITED STATES, by GEN. ROY STONE, special Agent for the United States, Department of Road Inquiry. 1 vol. 12mo., cloth, 200 pp. with numerous illustrations. By an arrangement with the publishers we are able to offer this valuable book to our readers for $1.00. General Stone has enjoyed unequaled opportunities for obtaining information on this subject, and the book is replete with valuable practical suggestions, both as to road legislation and road construction. Its record of actual progress gives hope of an early realization of the benefits of Good Roads throughout the country. Every L. A. W. member who wants to be up to date on the road question should read his book. Send orders to
STERLING ELLIOTT,
12 Pearl St., BOSTON, MASS.
☞ *Sent by Mail on receipt of $1.00.*

THE AMERICAN WHEELMAN...
Everybody reads it—That is, everybody who is "in the swim." The electric light, among cycling papers, which never goes out. Always fair and fearless when criticism is needed.
Price, 10 cents. For sale on all prominent news stands. Subscription price, $2.00 per year in advance. Advertising rates on application.
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23 Park Row, New York, N. Y.

Road Rights and Liabilities of Wheelmen.
By GEORGE B. CLEMENTSON. Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities, and towns, for injuries to wheels and wheelmen. The liability of wheelmen for injuries to others. This book cites about 350 cases, and is a carefully written law book. One volume, pocket size. Price, paper, 50c., cloth, 75c., sent postpaid on receipt of price.
Address, STERLING ELLIOTT, Boston.

FOR SALE. A '96 Columbia, *used but little*, 26-inch frame, 17-inch handle bar, rat-trap pedals. This wheel has not a scratch on it. The best offer takes it. Address, Lock Box 39, Hightstown, N. J.

Tenth Day. At 1 P. M. (Bar Harbor) or 1.40 P. M. (Southwest Harbor) take the steamer to connect at Rockland at 6 P. M. with the boats of the Boston and Bangor Steamship Company for Boston, arriving in Boston at 5 A. M. on the eleventh day; or, take the Mt. Desert ferry boat from Bar Harbor, connecting with express trains to Boston. Charge for cycle, Mt. Desert to Boston, $1.00.

The above trip is made up of light runs each day, so as to give the tourist an opportunity to see something of the places of interest in the vicinity of the several stopping places. Stop-overs of a day or more might profitably be made at the Profile House, giving an opportunity to make the ascent of Mt. Lafayette and Cannon Mountain; at Crawford's, making the ascent of Mt. Washington by the bridle path and descending by the railroad, or *vice versa;* at Jackson, which is one of the best points in the mountains from which to make excursions. Portland and Bangor are each worth a day's exploration; and a week of fair weather is not too much to give to wheeling at Mt. Desert.

Do not attempt the road between North Conway and Portland on a cycle. It is mostly sand until Sebago Lake is reached. But you may leave the train at Sebago station of the P. & O. R. R. and wheel to Portland with comparative comfort, although the ride will hardly compensate for the time expended in making it, unless you intend to make a longer stop in Portland than that indicated above.

This trip may be reversed, but will not be found so easy as if taken in the direction indicated. The grades going north from Ellsworth to Bangor are generally sharply ascending, and there are also about 1400 feet of ascent between Glen station and Crawford's going west up the notch.

Times of boats or trains, as given above, are of course not guaranteed correct.

HENRY CLYDE.

BOSTON, MASS.

GOVERNOR RICH of Michigan is confident that the good roads convention, called by executive proclamation, to be held in Lansing, March 3, will be largely attended. It will be a mass convention, and anybody interested in the movement will be welcomed and invited to participate in the deliberations. In various parts of the State much interest is taken in the subject, notably in the Grand Traverse regions, in Muskegon, Manistee, Oceana and Montcalm counties, and in the Saginaw Valley. The bicyclists are largely back of the mass convention movement, but it is heartily approved as well by many of the progressive farmers, and the farming element, it is expected, will be well represented at the meeting.

Dry hard roads are best, but the sandwich should be otherwise (not the sand which is on the road, but the one on the lunch bar).

GITTIN' BACK HOME.

NIXON WATERMAN.

Gittin' back home from a long time a-wanderin';
  Gittin' back home where I ust to be a boy.
Gittin' back home an' my heart's jes' a-squanderin'
  All its wealth o' feelin' in a big feast o' joy.

Want to see the boys ag'in 'at ust to go a-skurryin'
  All the while an' everywhere as boys is sure to do;
Recollect 'ith sorrow how we kep' our folks a-worryin'
  And how our parents, lots o' times, 'u'd keep us worried, too.

Want to see the boys who, down aroun' the swimmin' place,
  When I'd sneak out to dress myself, 'u'd spatter me 'ith mud;
Never git so old but I'll call to mind the grinnin' face
  O' everyone 'at soaked me 'ith a mortifyin' thud.

Want to meet the ones who jes' fer the fun o' it,
  When cockle-burrs an' beggar's-lice was ripenin' about,
'U'd mix a feller's hair so full of 'em 'at hardly none of it
  Was left remainin' by the time his mother combed 'em out.

Want to fin' the trees 'at we got the slippery ellum from;
  Want to see the marsh where the sweet flag growed;
Want to git the boys all together like an' tell 'em some
  Things 'at ust to happen they've forgot I knowed.

Want to see the schoolhouse an' all 'at's surroundin' it;
  Want to see the church an' the graveyard too.
Sometime I 'spose there 'll be another mound in it,
  Where old-fashioned roses 'ill be kissed 'ith the dew.

But 'taint my way fer to go about a-worryin';
  Things is as they orter be, or purty near, I 'low,
An' so I'm done 'ith the frettin' an' the worryin';
  Goin' to fin' a paradise an' goin' to fin' it now.

Gittin' back home from a long time a-wanderin';
  Gettin' back home where I ust to be a boy;
Gittin' back home an' my heart's jes' a-squanderin',
  All its wealth o' feelin' in a big feast o' joy.

Paths of Pleasure

Should They Be Built?

IF indications count for anything, it is safe to predict that a great number of bicycle paths will be constructed during this year. The few completed last year brought such pleasant returns on the money and labor invested in their construction, the supposition naturally follows, that the joy-giving ways will be lengthened in extent and increased in numbers.

At first thought one might be led to think that there could be no objection offered to the building of cycle paths. They seem to be blessings unqualified; joys that do not come entangled in the meshes of regret. And in many cases they will prove to be all this.

There is a danger, however, that the building of cycle paths, if such action should be followed extensively, might, and no doubt would, lessen the wheelmen's interest in the work of securing improved highways. This seems the more certain for the reason that had it not been for the coming of the wheel and its friends the good roads movement might have been delayed indefinitely.

We say it "more in sorrow than in anger," when we insist that the public, which at first, was unkind to the wheel, has softened its heart only to the extent that the people, as individuals, have become patrons of the bicycle, until now the majority, or a very enthusiastic minority are on the side of the tireless steed.

Undoubtedly the good roads reform inaugurated by wheelmen has caused the great non-wheeling public to tolerate the wheel where it otherwise would have opposed it. If the building of side and independent paths were to divorce wheelmen from the general good roads work, the rest of the world would treat wheelmen less kindly in the common thoroughfares.

Wheelmen are not wholly sentimentalists and will be moved by the same incentives that stir the hearts of selfish mankind. Where thoroughfares are crowded or roads are hopelessly poor with no immediate prospect of being improved, wheelmen will very gladly take up any practical plan that promises to give them good and pleasant going. If they show a spirit of selfishness it may be charged to the examples that have been set before them during the years they have been trying to induce farmers and others to assist them in better ing the highways.

The subject is a debatable one. Among the communications at hand the following adequately set forth the advantages of and objections to path building:

* * *

EDITOR L. A. W. BULLETIN:

Having occasionally, in reading your valuable magazine, noted that the general impression among wheelmen seems to prevail, that bicycles should not be taxed any more than other vehicles, and I, taking for granted that it might meet with the approval of most wheelmen of the State of New York, I voted against a bill recently introduced in the senate, authorizing the supervisors of Niagara county to appoint sidepath commissioners to tax bicycles, but which, nevertheless, passed that body. Of course it affects only Niagara county, but if this taxing business is once started, it might eventually become a general law throughout the State. From the bill which I enclose, you will note it was introduced by Mr. Ellsworth, who is the leader of the republican majority in the senate of his State. I saw Senator Ellsworth about this bill and he informed me that he introduced the bill because Mr. Charles T. Raymond, president of the Lockport Wheelmen had requested him to do so. For your information I enclose to you herewith Mr. Raymond's letter to Senator Ellsworth, and you may make whatever use of it you deem best for the wheelmen of the State.

I would suggest that this whole matter be made an issue and be published in your valuable maga-

zine, and so get expressions of opinion from many sources which may serve me as a guidance in my legislative capacity.

Would be glad to hear from you on the subject, either direct or through the medium of your paper, what your views are on the subject.

THEO. KOEHLER.

SENATE CHAMBER, ALBANY, Feb. 9, 1896.

The bill referred to is sufficiently explained in the following extracts from Mr. Raymond's letter to Mr. Koehler:

HON. T. E. ELLSWORTH,
SENATE CHAMBER, ALBANY, N. Y.

My Dear Sir,—I enclose herewith a copy of the sidepath bill in regard to which I had some conversation with you.

It received the unanimous approval of the common councils of Lockport and the Falls before it went to the governor. . .

Mr. Pound sent a copy of the bill to every paper in Niagara county. Nearly all printed it in full and all without exception spoke favorably of it. It received the unanimous endorsement of the Lockport wheelmen, the "Pastimes" of this city and the Niagara Falls wheelmen and it also had the support of Chief Consul Potter of the League of American Wheelmen.

It has the following to commend it. It is a home rule bill. It permits the supervisors to tax wheels, but it is not compulsory. If it is not supported by local wheelmen it will never go nto operation.

It uses all the money for the direct benefit of those who pay it, the wheelmen, while incidentally it will be a benefit to every farmer in the county. It gives us the right to use paths after we have built them. At present, highway commissioners and others interfere with us after we have contributed the money out of our own pockets, to build the paths.

Mr. Pound held the bill for several weeks after it was introduced in order to secure an expression of opinion on it. He had letters from all over the State in its favor, but none against it. Mr. Clark received one local letter endorsed by a number of people, many of whom, however, were not wheelmen. The objection urged was, that wheelmen of Niagara county would be taxing themselves to build paths which Erie county wheelmen would use without paying anything for. This objection seemed narrow and selfish. We have believed that if this county went forward and the idea proved successful it would be adopted by other counties, and already the wheelmen of other counties are bringing forward similar bills.

The objection is particularly narrow this year in view of the fact that the wheelmen of Buffalo (Erie county) are raising by subscription among themselves the sum of $10,000 to build a path from Tonawanda to the falls along the river road, all of which will be in Niagara county. . . .

If you desire letters from prominent people endorsing the bill we can secure them in any number, and if you wish the clubs to again act on it we can have them do so. The Tonawanda Wheelmen are in line this year. I met with a number of them one evening recently and it was unanimously approved.

You will doubtless get some letters of disapproval from other sections of the State this year. There are many wheelmen who feel that wheels ought not to be taxed, but that whatever the wheelmen desire in the way of improvements should be paid for by the other property holders of the State; and there is still another body who believe that any bill which favors improved sidepaths will result in weakening the movement for good roads.

In regard to the former, I have to say that this bill affects only Niagara county and if the wheelmen here desire to tax themselves they should be permitted to do so, and certainly if wheelmen want paths they should be willing to put their hands in their pockets to some extent to get them.

As to the second class, we believe that both movements can and should go forward hand in hand. Wheelmen in favor of sidepaths do all they can for the good roads movement and wheelmen exclusively in favor of good roads ought to, at least, hold a negative attitude toward the sidepath movement. . .

Niagara county has been the banner county from the start in sidepath work, and if this bill becomes a law and goes into effect, it will still maintain its prestige.

CHAS. T. RAYMOND.

LOCKPORT, N. Y., Jan. 6, 1896.

* * *

EDITOR L. A. W. BULLETIN:

To my mind, the growing tendency to construct bicycle paths is a questionable expedient; first, because it diverts attention from the main question, good roads; second, it is a heavy expenditure of funds without a proper right of way; and third, because there is no security against its being appropriated by pedestrians at all times and by horsemen whenever the path is in better condition than the public road.

The improvement of the public road is the one phase on which all classes of society can unite, and while it may come more slowly, it is still best policy to concentrate all our energies on the one thing necessary to substantial benefits to wheelmen and all others.

No. 53,972.

APOLLO, PA.

* * *

EDITOR L. A. W. BULLETIN:

In the BULLETIN of Feb. 7, is printed this significant sentence—"Many bicycle paths will be built this year." There are localities where traffic has become so conjested that a separate path for bicycles is a necessity. Where this is not the case and wheelmen exert their efforts in building a path parallel to the road not because it is too crowded but because the road is poor they are making a mistake. The great object of this generation of wheelmen should be to improve the condition of our public roads and by accomplishing this result they will erect lasting monuments testifying to their energy and public spirit.

By building a path the wheelmen obtain cheap means of communication between towns that are connected by poor roads, but by so doing they naturally lose interest in the condition of that portion of the highway, thus delaying the day when means of travel will become convenient, not only for them but for traffic in general. Let us remember that the world's business is not done on bicycles, that there are other and broader interests at stake in this matter of "Good Roads" and that there is another great class (the horsemen) working to accomplish the same end. Let us not divide the forces then, that are working for better highways, by building bicycle paths which are of no use to the public, but rather let us unite with our friends the horsemen in constructing *good roads* which will be of use to every one.

WALTER STILLMAN.

CLOSTER, N. J.

THE editor of the Los Angeles, Cal., *Times*, proves himself to be something of a philosopher when he says:

There has been no end of talk about good roads, but very little has thus far been accomplished. We can talk till doomsday about good roads without accomplishing anything unless work succeeds discussion. It is time for work to begin in earnest, if this great and vitally important problem is ever to be solved.

WHEN the farmers take a better and broader view of the road question, they will put better and broader tires on their wagons.

WHEN the going is good it is just as easy to get back.

THE publishers of the Logan, Ohio, *Journal-Gazette* are the kind of men who are doing splendid work for the cause of good roads. They are offering a cash prize for the best paper on the subject of good roads, and are doing much to interest farmers in the work.

GOOD roads, big loads. Stones and sags, little "jags."

FARMERS should be in favor of good roads. They use them more than anyone else.

THE Maryland wheelmen are preparing a new road book.

Depressing!

D. I. VERSION.

The far-famed hero lost the race,
'Twas a sad event, my dears:
While the band played soft, I saw that the seats
In the grand stand were in tiers.

REPRESENTATIVE Carroll of York County, South Carolina, has introduced a bill in the legislature which he thinks will hereafter result in better roads in this State. The bill is as follows:

"A bill to prescribe the width of wagon tires to be used after March, 1897, provided that this shall not prohibit the continued use of wagons purchased prior to March 1, 1897."

This bill provides, as amended by the committee on roads and bridges, to which it was referred, that all wagons drawn by two mules, horses or oxen, shall have tires not less than three and one half inches in width. All wagons drawn by four or more horses, mules or oxen, shall have tires not less than four inches wide, after March 1, 1897, provided that it does not prohibit as above the continued use of all such conveyance in use prior to March, 1897.

Mr. Carroll hopes that by the passage, that the roads can be kept in good condition, especially during the winter seasons.

A BILL authorizing the employment of prisoners confined in the county jails for purpose of building and repairing highways in the county where confined, or upon the public works or in the institutions of the county or of the towns, villages and cities thereof, was introduced in the legislature during the present week. The bill provides that supervisors in each county shall provide the necessary means to carry the law into effect. The bill meets with the commendation of thousands of tax payers, who think the prisoners should be made to work out their sentences, instead of lying in comfortable idleness in jail.—Elmira (N. Y.) *Star*.

INASMUCH as "A rolling stone gathers no moss" it should be broken up and placed on the road.

SINCE the bicycle is conducive to good health and sound sleep, it bids fair not only to displace the horse, but to do away with the night-mare.

THE bicycle for the biped.

THE author eager to produce a volume from which a good living can be gotten, should write a first-class cook-book.

THERE are many farmers who know their business, but usually their business isn't road making.

SOMETHING FOR NOTHING.

NIXON WATERMAN.

Should anybody come to you and whisper, "I've a scheme;
For getting cash, hand over fist, an endless, golden stream,"
And add, "I'll let you in on this!" why, then, if you are wise,
You'll spurn the bait and never try to grab the golden prize,
For he's got a string tied to it
Or, of course, he wouldn't do it;
He is very sure to work the razzle-dazzle after while;
So distrust the souls who offer,
'Cause it's you, to fill your coffer,
For the men with gold to give away have all gone out of style.

When anybody smiles on you and warmly shakes your hand
And shows a depth of friendship it is hard to understand,
And doesn't seem to have a joy but he would have you share
Now, such a heart may be "O.K.," but, just the same, beware
For he's got a string tied to it,
Or, perchance, he wouldn't do it;
You have got to pay the price—aught else is a delusive hope;
And so, here's a thought to ponder
As about the world you wander,—
Anything that's worth the having's always anchored to a rope.

Parallel Cases.

"A new broom sweeps clean,"
And 'tis equally true,
So we've frequently seen,
With a janitor, too.

WE should all welcome a reduction in the cost of millinery, if it would make theatre hats come any lower.

PRINTERS do not care to have a finger in the "pi."

A PAINFUL corn can bring a man to time because it has him so completely in toe.

No Fair Weather.

A king must have a stormy life,
For though he reconcile
All elements of war and strife
He's reigning all the while.

W. H. C., Brockton, Mass.: The age limit was not discussed at the Baltimore assembly and remains as it has been.

IF President Cleveland were to ride a bicycle he might reduce his weight and increase his chances for re-election.

IT isn't what we need but what we want that makes us poor.

The Hard Part of It.

There's many a man who might, no doubt,
Win something in life's race
If he wouldn't wear himself clear out
In search of an easy place.

Her Winning Card.

The independent girl has guessed
The way to charm, God bless 'er!
She knows by being self-possessed
We all sigh to possess her.

Force of Habit.

Bicycle Manufacturer—Where am I?

Nearest Angel—Why, this is heaven. Isn't it delightful?

Bicycle Manufacturer—Yes, indeed; it's very pleasant. But, I say (looking about critically), you ought to have better roads.— *Southbridge* (Mass.) *Journal.*

How sharper than a sprocket's tooth it is to have a punctured tire!

IF you can't be good-natured, don't "be" anything.

The *Arcanum Echo*, of Jersey City, is doing some good work for the L. A. W.

IT is strange so many good parents should have bad children.

THE worth of a farm depends on the kind of roads leading to market.

"IN order to get the ruts out of the road we must first get the road makers out of their ruts," Mr. Richardson of Maine.

It is seemingly a short lane that has no mud in it.

Good roads may cost more to begin with but they are cheapest in the end.



A PHOTOGRAPH of the members of the national assembly was taken on Wednesday, on the lawn of the Royal Arcanum grounds, Baltimore, by an expert photographer, and copies of the same can be had of Robt. H. Carr, Jr., Sec.-Treas. of the Maryland division.

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GOOD ROADS AND TRADE.

It should not require a very acute mental vision for merchants in country towns, who are almost entirely dependent on the farmers for their trade, to see that it is to their interests to assist in the work of improving the highways leading to their towns.

A spider with no web wherewith to catch flies is no worse off than a town with no roads radiating from it. Every mile of good road adds so much more area to a town's territory of trade. Every steep grade, every muddy place, every sandy stretch is a barrier that the farmers will avoid by going to some trade centre more easily reached.

If the merchants in a slow-going town would organize their idle clerks into a road improvement corps and go out in the highways and byways mending the roads it would attract more customers than to cut off two per cent from their selling price.

SIMPLE ARITHMETIC.

An approximation to accuracy in estimating distance from market can be made by this formula: Multiply length by square of depth (of yielding soil) and add, at discretion, to equal amount lost by coherence of yielding material such as clay. In certain cases this latter element could only be expressed by infinity. Thus a stiff clay yielding to a bicycle one inch would be absolutely impassable, but with a wagon sinking the same distance sufficient power might be applied.

No. 85,355.

UXBRIDGE, MASS., Feb. 15, 1896.

A MASSACHUSETTS member writes: "Let a town employ a skilled road engineer to lay out and specify what and where repairs should be made, leaving the work to be carried out by the highway superintendent. A few days' labor in this way could give more points to the ordinary road surveyor than could be got into his head by reading a year."

IT's a long lane that has no bottom.

ONE THING LACKING.

THE way of the transgressor is hard, but it isn't smooth. A good road should be both.

The illustration published, herewith, gives one the impression that it is, at least, a "hard" road. But it isn't smooth. A mud-puddle is smooth but it isn't hard.

A good road must be smooth and hard. It should also be somewhere near level.

The picture here given is of a road (?) in the vicinity of Clearfield, Pa. The photograph [it was made from was taken by a League member who is also an enthusiast for better roads, as most League members are.

The photograph is accompanied by the following lines written by the wheelman who sent the picture, and while they are not so very smooth they are not so rough as the road they treat of:



Not traveled for the above reason
At this or any other season.
Our politician supervisors
Don't seem to be the best advisors.

THE surface of a properly shaped road will act as a roof to keep the rain away from its foundation.

BOYS often leave the farm, but if the road is good enough they may return to it again.

ONE OF THE WHYS.

The good roads movement moves slowly in some localities. Men who should be progressive and up to date, cling to old habits and conditions as mud clings to the wheel. The roads were good enough for their fathers and their grandfathers, and so they insist that nothing better is required now.

While the average opponent to better highways is generally supposed to be a resident of Wayback county, Danville, Ill., is afflicted with a school superintendent who is fond of mud, and who ought to be peddling clams. But as a happy and efficient antidote for his influence, Danville possesses a live, progressive newspaper, *The Press*, which gave the slow-going superintendent the following lesson on brains, and how to use them:

"Superintendent Carter who has always been considered an advanced thinker, and for whom *The Press* has always entertained the highest esteem, stood before the Farmers' institute and declared the farmers did not want better roads as much as some people supposed. The roads were good enough for them, and if they were at times muddy and wet, the farmer could provide himself with rubber boots and gum coat. That sentiment fostered and encouraged and applied to education would send Superintendent Carter back to the farm, and put a $700 or $900 man in his place. Some people might think the $900 man was good enough for them, and those who did not could send their children to other towns and schools to acquire an education, just as well as the farmer who did not like mud and water could provide himself with gum coat and rubber boots. If the roads are good enough now for the farmer, we can make them more to their liking by ceasing to spend annually thousands of dollars for their improvement. It is folly to spend money upon something that already is to your liking, and in doing which there is danger of dispossessing yourself of a great boon. All things possible to others we should ourselves have and enjoy. If we mistake not, Superintendent Carter has been caught snoring on the progressive highway of thought and action."

AN INCENTIVE FOR GOOD ROADS.

The pleasure drivers of a township in Huntingdon County have made it a rule, for the past two years, to present a gold watch and chain to the road supervisors of the townships, for keeping the roads in good repair. A Mr. Allison, and his successor, Thaddeus S. Jackson, have each been the recipient of gold watches and chains. This is a new thing for public road supervisors, but a very common thing for railroad section supervisors to receive a prize every year for the best sections of road beds in each division of the Pennsylvania Railroad. This action on the part of the officials make it an incentive for good work and good roads beds.— *Media* (Pa.) *Ledger*.

THE GOOD ROADS REPORT.

The presentation of the report of the good roads investigating committee before the present legislature is interesting, but we fear not likely to be followed by any great results. We find nothing in the report of an especially striking or original character. The arguments in favor of the suggestions of the committee will be much the same that have been repeated for the past ten years whenever the subject has been discussed. Unfortunately the class that ought to be the most earnest champions of this proposed improvement are opposed to eleven projects yet suggested, and we see no reason to expect at present a change of heart.

The rural communities of the State are almost solidly opposed to good roads upon the ground of expense. The opposition is short sighted for the reason that the present expense will be slight compared to the direct future advantages. But the opposition is undoubtedly honest. It is apparently determined. And we see nothing ahead except a prolonged campaign of education and agitation. So far as can at present be seen the money spent in this investigation might as well have been torn up or thrown into the fire for anything that it will accomplish.—*Albany Argus.*

Good roads should be hard even when they are not frozen.

Join the L. A. W.

League of American Wheelmen
Official Department

Boston, February 21, 1896.

League Headquarters.
12 Pearl Street, - - - Boston, Mass.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

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North Dakota.—Chief Consul, Oscar S. Chenery, Grand Forks.
Ohio.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.
Oklahoma.—Chief Consul, Charles L. Wenner, Perry. Secretary-Treasurer, Reuben Harrison, 224 Chickasaw Ave., Oklahoma City.
Pennsylvania.—Chief Consul, Samuel A. Boyle, Dist. Attorney's Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.
Rhode Island.—Chief Consul, George L. Cooke, Box 1101 Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.
South California.—Chief Consul, C. C. Monaghan, Santa Ana. Secretary-Treasurer, J. A. Kelly, 211 New High St., Los Angeles.
Tennessee.—Chief Consul, Charles J. Scherer, 221 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings Bank, Memphis.
Texas.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, C. F. Wilmans, 170 Elm St., Dallas.
Utah.—Chief Consul, C. N. Butler, Box 884, Salt Lake City. Secretary-Treasurer, W. S. Evans, Box 487, Salt Lake City.
Vermont.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.
Virginia.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.
Washington.—Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, E. P. Baggot, Colfax.
West Virginia.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.
Wisconsin.—Chief Consul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505, E. Water St., Milwaukee.
Wyoming.—Chief Consul, C. P. Hill, Cheyenne.
Foreign Marshal.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. To the end of this year there are but 742 members entitled to wear this bar, and less than 150 have been issued.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

Dear Sir:— Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. Bulletin and Good Roads, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

Cycle Club,.....

References,.....

.....

***Write plainly, printing preferred, or enclose personal card.**

RACING BOARD.

Declared Professional.

F. R. Barnard, Stockton, Mass., under clause (i).
C. T. Miner, Binghamton, N. Y., under clause (c); he is also suspended from all track racing for one year, from Dec. 17, 1895, for false entry at Bath, Steuben county, New York, Sept. 25, 1895.

Transferred to Class B.

E. M. Swett, Norway, Me., under clause (i).
O. E. Towle, Auburn, Me., under clause (i).

Records Accepted.

Three-fourth mile, professional, paced, flying, against time, by P. J. Berlo, at New Orleans, La., 1 minute 17 seconds. Dec. 20, 1895
One mile, professional, competition, paced, flying start, by P. J. Berlo, at New Orleans, 1 minute 50 2-5 seconds. Dec. 21, 1895.
Two-third mile, professional, paced, flying start, against time, by P. J. Berlo, at New Orleans, 1 minute 7 1-5 seconds. Dec. 21, 1895.
One mile, professional, paced, flying start, against time, by P. J. Berlo, at New Orleans, 1 minute 40 3-5 seconds. Dec. 23, 1895.
One-half mile, class B, tandem, unpaced, flying start, against time, by E. A. McDuffee and Nat Butler, at Waltham, Mass., 53 4-5 seconds. Sept. 28, 1895.
One mile, class B, tandem, paced, flying start, against time by E. A. McDuffee and Nat Butler, at Waltham, Mass., 1 minute 51 3-5 seconds. Sept. 28, 1895.

Permanently Suspended.

D. A. Kramer, Des Moines, Ia., is placed upon the permanently suspended list for repeated false entries, while a professional, in amateur races.

Suspended.

Alex Reinecke, Elkader, Ia., is permanently suspended from all track racing under League auspices by unanimous vote of racing board, under Article 4, Section 7, clause(g) of L. A. W. by-laws.

Declared Professional.

James Marsh, Mobile, Ala., under clause (a).
Charles Marsh, Mobile, Ala., under clause (a).
Charles Hall, Mound City, Ia., under clause (i).
At the meeting of the racing board on Feb. 10, Hotel Rennert, Baltimore, Md., Hamilton's record for the unpaced mile in 2.00 2-5 seconds (paced to the tape by a tandem) was rejected.
The professional record of A. F. Senn, unpaced, five miles, was considered, and it was decided that this record should also be thrown out.
By vote of the board, Casey Castleman, Los Angeles, Cal., was declared a professional.
The Press Cycle Club of Boston is restored to sanction privileges.
In view of the new evidence submitted on behalf of C. M. Murphy to the racing board, the suspension placed upon him has been raised.

Records Accepted.

Class B, unpaced, standing start, against time, by F. G. Barnett, El Paso, Texas, Dec. 27, 1895. 1 mile, 2.35 4-5; 3 miles, 8.01 2-5; 4 miles, 10.46 2-5; 5 miles, 13.34 1-5; 6 miles, 16.23 2-5; 7 miles, 19.12 2-5; 8 miles, 22.02 4-5; 9 miles, 24.50 2-5; 10 miles, 27.37 2-5; 11 miles, 30.24 2-5; 12 miles, 33.13 2-5; 13 miles, 36.06 1-5; 14 miles, 38.59 2-5; 15 miles, 41.51; 16 miles, 44.46 1-5; 17 miles, 47.42; 18 miles, 50.39 3-5; 19 miles, 53.31 1-5; 20 miles, 56.22; 21 miles, 59.18 3-5; 22 miles, 1.02.09 2-5; 23 miles, 1.05.04 2-5; 24 miles, 1.08.04 2-5; 25 miles, 1.10.57 2-5.
The suspension placed upon George P. Johannes, Jr., Belleville, Ill., has been raised.

Reinstated in Amateur Class.

A. W Cleaver, Los Angeles, Cal.
Jesse W. Curry, Aurora, Ill.
Albert M. Price, Ghent, Ky.
L. A. Ryer, Jersey City, N. J
Robert J. Jobin, New Orleans, La.
R. Parker Rich, Harrisburg, Pa.

Suspended.

Charles Cavanagh, Robert Shelly Fred O'Dell of Austin, Tex., and C. D. Cummings, L. M. Jonnson, San Antonia, Tex., have been suspended from all track racing for 90 days from Feb. 10, by vote of racing board; also Will Tremaine, Dallas, Tex., W. B. Tackaberry, Ft. Worth, Tex.

MISSOURI DIVISION.

To Missouri Members:

There is now pending in Congress a bill to create a national highway commission. You are urged to agitate in favor of its passage in every possible way, and especially by writing to your congressman and impressing it on his mind that he *must* vote for this measure. We want better roads, and this bill will greatly help the country to get them

Fraternally,
William M. Butler, Sec.-Treas.

NEBRASKA DIVISION.

The committee on hand book of this division is anxious to hear all members' views and suggestions on same. Let each member have something to say. Also wish to get the main routes and roads all over the State and ask your help.
Would be pleased to see other State guide and road books and will appreciate some very much; every little helps.

We expect such a book will be of great value to all wheelmen, so do not be afraid to help the good cause along. Can give your news, etc., regarding same to chairman of committee.

L. S. Brodstone.
Superior, Neb., Lock Box 116.

MEETING OF EXECUTIVE COMMITTEE.

The new executive committee, consisting of Sterling Elliott of Boston, Mass., Chas. F. Cossum, Poughkeepsie, N. Y., and A. C. Morrison, Milwaukee, Wis., held its first formal meeting in Boston, Feb. 17.
Mr. Cossum was elected secretary. The result was much general discussion which will bear fruit later, and the following definite action was taken:
Secretary Bassett was authorized to at once adopt the library card system of keeping the membership rolls, as it was thought that the organization had outgrown the old methods. The president was authorized to hire and furnish an office from which to carry out the road improvement ideas as advanced by him at Baltimore. The secretary was authorized to employ artists to submit competitive designs for a permanent engraved membership ticket. Said designs to be submitted to the executive committee.
The president was authorized to negotiate for an early meeting with the cycle board of trade with a view to discussing the possible co-operation of the two organizations in the matter of highway improvement.

Signed,
Chas. F. Cossum, Secretary.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.
Tickets will be issued fourteen days after the publication of names.
Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.
The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Boston, Feb. 21, 1896.

Total, 466—40,508.

Arizona, 2—155

Unattached

93,057 Bethum, Jas. N. — Flagstaff
8 Schmidt, Lewis J. — San Carlos

Connecticut, 2—972

Unattached

93,059 Faunce, C. H. — Collinsville
60 Pratt, Alfred H. — So. Glastonbury

District of Columbia, 2—94

Wash. R. C.

93,061 Walcott, W. H. L., 1331 W. st — Washington

Unattached

2 McDermott, F. P., 120 4th st S. E. — Washington

Illinois, 116—1849

Chicago C. C.

63 Allen, W. E., 5036 Washington ave — Chicago
4 Aylsworth, W. A., 1424 Michigan ave — "
5 Bernard, A. B., 1827 Michigan ave — "
6 Bawden, J. H., 85 Madison st — "
7 Becker, B. F., 4924 Ellis ave — "
8 Bromley, J. E., 16th and Clark sts — "
9 Bliss, J. P., 280 Wabash ave — "
70 Brierley, Hy, 5327 Aberdeen st — "
1 Brinkman, A. J., 4824 Wentworth ave — "
2 Bode, W. F., 3 State st — "
3 Cox, C. A., 900 Isabella bldg — "
4 Carpenter, H. L., 3841 Forrest ave — "
5 Crosby, A. G., 3042 Groveland ave — "
6 Cameron, W. F., 180 La Salle st — "
7 Callahan, C. P., 4220 Vincennes ave — "
8 Clinton, J. T., 35 South Water st — "
9 Chase, R. R., 4052 Indiana ave — "
80 Chase, W. O., 62 The Temple — "
1 Cook, D. E., 5622 Michigan ave — "
2 Critchett, C. L., 3931 Ellis ave — "
3 Collins, C. H., 304 42d st — "
4 Carruthers, Roy, 706 Pullman bldg — "
5 Corsellis, E. H., 4947 Forrestville ave — "
6 Day, H. O., 112 Auditorium bldg — "
7 Davis, C. W., 611 Isabella bldg — "
8 Dickerson, C. W., 278 Wabash ave — "
9 Duncan, C. A., 114 31st st — "
90 Day, M. M., Jr., 3034 Groveland ave — "
1 Ellis, W. S., 4120 Lake ave — "
2 Earle, R. R., 3827 Elmwood pl — "
3 Elliott, H. F., 4833 Vincennes ave — "
93,094 Edgeworth, F. H., 3441 Calumet ave — Chicago
5 Fitzpatrick, P. D., 5822 Drexel boul'd — "
6 Ferguson, H. A., 7720 Eggleston ave — "
7 Fairman, Fred, 3323 Armour ave — "
8 Featherstone, A., 16th and Clark sts — "
9 Fowler, Dr. W. S., 4142 Berkeley ave — "
100 Goodrich, C. H., 4230 Drexel boul'd — "
1 Guston, E. E., 312 The Temple — "
2 Gould, D. W., 5023 Calumet ave — "
3 Hodges, J. H., 33 46th st — "
4 Howard, Fred, care I. C. R.R., South Water st — "
5 Holdridge, E. B., 3212 South Park ave — "
6 Hovey, F. S., 3816 Elmwood pl — "
7 Hudson, E. A., 3201 Wabash ave — "
8 Hazen, W. L., 3767 Ellis ave — "
9 Hammond, Wm., 218 Mecca Flats — "
110 Johnston, S. P., 359 East 43d st — "
1 Kelly, J. H., 18 Custom House pl — "
2 Knisely, C. T., 3201 Wabash ave — "
3 Lightner, J. S., 3931 Ellis ave — "
4 Lawson, F. B., Monon bldg — "
5 Levy, Jas., 3024 Prairie ave — "
6 Lee, W. M., 3305 Cottage Grove ave — "
7 Lumsden, A. E., 280 Wabash ave — "
8 Lyon, F. K., 201 E. 44th st — "
9 Loos, Vincent, 5717 Emerald ave — "
120 Mason, W. H., 5426 Jefferson ave — "
1 Miller, A. T., 4040 Wabash ave — "
2 Matteson, M. G., 3822 Langley ave — "
3 McCreary, A. L., 180 Wabash ave — "
4 Mackay, J. M., 84 Lake st — "
5 Macpherson, D. K., 9 Ray st — "
6 Montague, H. K., 2076 South Park ave — "
7 Manning, T. F., 230 5th ave — "
8 Nichols, J. C., 141 42d st — "
9 Osmun, F. W., 4202 Indiana ave — "
130 O'Connor, R. E., 755 61st st — "
1 Otis, G. A., 7155 Euclid ave — "
2 Overman, W. C., 6340 Madison ave — "
3 Phelan, Geo., 332 63d st — "
4 Penrose, Morris, 335 Wabash ave — "
5 Peterson, A., St. Luke's Hospital — "
6 Peck, C. H., 415 Fifth ave — "
7 Prior, H. C., 318 E. 40th st — "
8 Padgett, F. A., 18 Custom House pl — "
9 Padgett, J. M., 6410 Ellis ave — "
140 Plumb, C. H., 122 Dearborn st — "
1 Palmer, J. S., 34 Clark st — "
2 Root, C. P., Monon bld'g — "
3 Ritchie, T. W., 5127 Hibbard ave — "
4 Roden, Wm., 4323 Evans ave — "
5 Ruff, J. B., 3036 Lake Park ave — "
6 Ryan, F. J., 4503 State st — "
7 Stowell, H. A., 3947 Cottage Grove ave — "
8 Shiffman, J., 208 Wabash ave — "
9 Shattuck, C. W., 900 Isabella bld'g — "
150 Sage, C. F., 17 E. 40th st — "
1 Swanson, J. A., 614 Equitable bld'g — "
2 Sawyer, L. M., St. Luke's Hospital — "
3 Sinsabaugh, C. G., 900 Isabella bld'g — "
4 Schulenburg, H. H., 6649 Champlain ave — "
5 Schenck, M. C., 5120 Edwards ave — "
6 Schroeder, J. H., 50th and Lake ave — "
7 Steele, Gus, 3246 Graves pl — "
8 Stebbins, J. G., 30 16th st — "
9 Stone, R. R., 5627 Monroe ave — "
160 Starr, R. W., 6538 Sheridan ave — "
1 Spaulding, Fred., I. C. R. R., S. Water st — "
2 Shiffman, A. L., 3000 Michigan ave — "
3 Thompson, W. A., 88 Lake st — "
4 Van Nest, A. C., 3827 Elmwood pl — "
5 Van Pelt, I. N., 84 S. Water st — "
6 Wright, H. K. T., 3636 Indiana ave — "
7 Watson, M. C., 278 Wabash ave — "
8 Wilcox, F. F., 234 37th st — "
9 Wilson, F. H., 4630 Indiana ave — "
170 Wilson, P. B., 4630 Indiana ave — "
1 Wilson, J. A., 4417 Indiana ave — "
2 Wayte, A. H., 5204 Cornell ave — "
3 Waddell, H. E., 5422 Monroe ave — "
4 Wardrop, W., 410 Monon bld'g — "
5 Walrath, J. A., 1517 Michigan ave — "
6 Yorkey, A. J., 4503 Wabash ave — "

America C. C.

7 Peltzer, Max E., 230 La Salle st — Chicago

Unattached

8 Wilbur, Jacob H., 715 Hinman ave — Evanston

Indiana, 7—286

Franklin C. C.

93,179 Bridges, Harry — Franklin
180 McNaughton, John — "
1 Staff, Fred S. — "

Ft. Wayne C. C.

2 McCulloch, John R., 122 Wayne st — Ft. Wayne
3 Taylor H. J., 131 La Fayette st — "

Wabash C. C.

Miller, Chas. P., 22 S. 6th st — Terre Haute

Unattached

93,185 Dawson, Geo. V., box 857 — Rochester

Iowa, 10—795

C. R. C. C.

93,186 Frazine, A. J., 107 5th ave. N. — Cedar Rapids
7 Thomos, Frank — "
8 Willner, Milton F. — "

Unattached

9 Lamb, Burt L., 402 5th ave — Clinton
190 Heaton, Duane, 1344 Capitol ave — Des Moines
1 Smith, J. A., 208 5th st — "
2 Worthington, Leighton C., Iowa Nat'l bank — "
3 Hall, L. E. — Marshalltown
4 Emery, D. A., 120 E. 2nd st — Ottumwa
5 Osburn, W. S. — Rippey

Kentucky 1—494

Unattached

93,196 Matt, Edward — Paducah

Maryland, 12—722

Centaur B. C.

93,197 Klipper, Frederick W., 19 So. Broadway — Baltimore
8 Michelmann, Henry H. W., 524 West Saratoga st — "

Unattached

9 Boggs, Samuel S., 928 No. Fulton ave — Baltimore
200 Hutzler, Edwin B., 1403 Eutaw pl — "
1 Leftwich, Alex. T., 16 East Preston st — "
2 Numsen, Wm. N., 2022 McCulloh st — "
3 Oldham, Frederick, 16 North st — "
4 Tyson, M. D., 212 East Biddle st — "
5 *Tyson, Mrs. Margaret S.*, 212 East Biddle st — "
6 Wilkinson, Chas. M., 110 E. Huntington ave — "
7 Wood, Chas. J., Jr., 824 North Fulton ave — "
8 Kintz, Lewis — Cumberland

Massachusetts, 27—6062

Spindle City W.

93,209 Guckien, John J., 27 Dutton st — Lowell

Roslindale C. C.

210 Holland, E. E., 16 Florence st — Roslindale

Shoe City W.

1 Pratt, Walter E., Perkins ave — Campello

Mass. B. C.

2 Hartshorn, J. Harry, 71 Blackstone st — Boston
3 Morrill, John F., 344 Washington st — "
4 Hogaboom, Wm. Oran, 802 Centre st — Jamaica Plain
5 Jordan, William M., 20 Grenville st — Roxbury

Met. W.

6 Woods, Walter A., 174 Columbus ave — Boston

Unattached

7 Bassett, Howard — Arlington
8 Gifford, William, 5 Highland st — Attleboro
9 Richardson, E. E. — "
220 Griswold, Loren E., 180 Huntington ave — Boston
1 Payne, Frederick A., care R. H. White & Co. — "
2 Uriot, Geo. J., 44 Northampton st — "
3 Hazleton, Geo. H., 19 Hammond st — "
4 Ordway, W. P., 508 Columbus ave — "
5 Stearns, F. A., Pleasant st — Brookline
6 Young, W. H., John st — "
7 Swett, Guy S., 33 Weston ave — Gloucester
8 Mighill, Chas. F., 8 Fountain st — Haverhill
9 Lane, Herman E., box 18 — Lanesville
230 Hale, Charles S., 15 Robbins st — Lowell
1 Hart, Fred V., 14 Moulton st — Lynn
2 Webber, Walter W. — Newton Centre
3 Sansoney, N. J., Brooklyn st — No. Adams
4 Pease, Eugene L., 71 James st — Springfield
5 Fenn, Louis H., Elm st — Stockbridge

Michigan, 1—701

Unattached

93,236 Foote, R. A. — Nashville

Minnesota, 2—258

Unattached

93,237 Knowlton, J. E., 1307 S. E. 4th st — Minneapolis
8 Cheney, C. W. — St. Anthony Park

Missouri, 17—1637

Unattached

93,239 Benecke, Otto K. — Brunswick
240 Boone, Harry, box 76 — Excelsior Springs

93,241 Whitman, D. R. — Old Orchard
2 Atkinson, John E., 45 P. O. Arcade — Springfield
3 Fehl, George, jr., 1501 So. 12th st — St. Louis
4 Hoke, Chas. H., 3812 Castleman ave — "
5 Kirchner, H. W., 708 Commercial bldg. — "
6 Love, Edw K., 209 No. 8th st — "
7 Louderman, J. H., 4038 Lindell st — "
8 Orrick, Allen C., 3817 Wash'n ave — "
9 Peckham, O. H., 4382 Westminster pl — "
250 Peirce, Lawrence B., 4245 Westminster pl — "
1 Sharpe, Major Henry G., Old Custom House — "
2 Smithers, M. L., 4367 Laclede ave — "
3 Snow, Robt. B., 4033 West Bell pl — "
4 Uhri, Wm. C., 2163 So. Grand ave — "
5 Valier, Chas., 4362 Wash'n ave — "

Nebraska, 4 — 264

Triangle B. C.

93,256 Fetterman, A. D., 620 So. 19th st — Omaha

Tourist W.

7 Fitch, F. W., 1802 No. 29th st — Omaha
8 Barnum, Chas. E., 122 No. 15th st — "

Unattached

9 Smith, Howard B., 412 McCague bldg. — Omaha

New Hampshire, 5—274

Exeter B. C.

93,260 Anderson, H. W. — Exeter
1 Gilman, John O. P. — "
2 Seward, W. H. — "

Unattached

3 Kimball, A. E. — East Pembroke
4 Johnson, Milan H., 198 Church st — Keene

New Jersey, 25 — 2,545

Lakewood B. C.

93,265 Noble, Thomas, box N — Lakewood

Hudson Co. W.

6 Craige, E. T., 1st st and ave C — Bergen Point
7 Ahrens, B. C., 105 Lexington ave — Jersey City

Unattached

8 Ludlam, Ansley — Anglesea
9 Underwood, C. R., 121 Thomas st — Bloomfield
270 *Underwood, Mrs. C. R.*, 121 Thomas st — "
1 Booth, Edgar H., (P. O. Racquet Club, N. Y. City), Englewood — Englewood
2 Mackay, Walter W., Dwight pl — "
3 Mowry, S., Dwight pl — "
4 Carll, Harry C. M. — Hancock's Bridge
5 Dyer, James E., 36 Montague pl — Montclair
6 Eaton, Herbert A., 153 Mountain ave — "
7 Hartley, E. B., 73 Myrtle ave — "
8 Heller, Wm. C., 43 Orange ave — "
9 Hupfeld, Chas. L., 80 Walnut st — "
280 Hinck, E. C., 54 Walnut st — "
1 Junkin, Francis T. A., 55 Church st — "
2 Reid, Hugo, 74 No. Fullerton ave — "
3 Rodman, J. L., Mountain ave — "
4 Russell, Thomas F., 102 Union st — "
5 O'Neill, Addison D., 449 Scotland st — Orange
6 Stubbs, H., care J. Simpson & Co., Haledon ave — Paterson
7 Petry, Chas. H., 199 Ellison st — "
8 Ogden, Geo. P. — Salem
9 Yard, Fred B., 6 No. Broad st — Trenton

New York, 104 — 10,587

Jeunesse Dorre B. C.

93,290 Boury, Louis, 190 Columbia Heights — Brooklyn

L. I. W.

1 Neugass, C., box 219 — Brooklyn

K. C. W.

2 Loges, Theodore C., 84 Ross st — Brooklyn

Criterion B. C.

3 Bernheimer, Lorin S., 218 W. 14th st — New York

Greenwich B. C.

4 Curry, John A., 24 Jackson — New York
5 Curry, Dennis F., 24 Jackson — "
6 Lockwood, Williston B., 52 Broadway — "

Michaux C. C.

7 Brown, Hubert S., University Club, 26th st and Madison ave — New York

Triangle B. C.

8 Hamilton, John J., 217 E. 29th st — New York

Ren's Co. W.

9 Vanderheyden, Louis C. — Lansinburgh

93,300 Lucey, James, Fulton st — Troy
1 Nelson, Walter H., 355 Broadway — "
2 Ryanders, Reuben, Watkins blk — "
3 Roga, Harry P., 13 Congress st — "
4 Tyler, Geo. H., Fulton st — "

Unattached

5 Burton, Wm. H., Jr., 58 Partridge st — Albany
6 Hall, Sharon, 912 Broadway — "
7 Koelsch, Wm. G., 424 So. Pearl — "
8 Whitney, Dr. S. W., 343 State st — "
9 Bradstreet, Wm. H., 165 So. Pearl — "
310 Birdsall, James M., 35 Carroll st — Binghamton
1 Landon, Arthur, 11 Lydia st — "
2 Behrens, Augustus, 336 Schermerhorn st — Brooklyn
3 King, Dr. S. T., 34 Greene ave — "
4 Ireland, Manuel A., 50 Rochester ave — "
5 Sackett, S. H., 303A 6th ave — "
6 Stuart, Francis H., M.D., 123 Joralemon st — "
7 Smith, Fred'k, 174 Fort Green pl — "
8 Thursby, Irvin G., 412 Jefferson ave — "
9 Walmsley, Geo. W., 15 Putnam ave — "
320 Raynor, F. C., 163 Clinton st — "
1 Cobleigh, N. S., 257 Steuben st — "
2 Cruden, James D., 202 Garfield pl — "
3 Demarest, W. A., 748 Greene ave — "
4 Ferguson, Geo. W., 176 Penn. st — "
5 Horn, W. N., 1803 Fulton st — "
6 Wood, C. H., 24 Tompkins pl — "
7 Schaefer, Emil J., 233 Union st — "
8 Ruckgaber, Paul F., 373 Carlton ave — "
9 Snyder, Dr. L. A., 433 Fulton st — "
330 Cuthbert, F. T., 58 Coal & Iron Exchange — Buffalo
1 Wynkoop, Theodore, box 93 — Catskill
2 Harper, James E. — Delhi
3 Jaynes, F. G., Lyceum — Geneva
4 Erskine, H. W., 15 Lyceum — "
5 Pierce, Charles, box 82 — Groton
6 Hoffman, Augustus L., box 1008 — Lyons
7 Van Name, Edgar L. G. — Mariners Harbor
8 Cain, Charles D., 716 10th st — Niagara Falls
9 Eimer, Henry W., 731 8th st — "
340 Panter, Thomas A., 10th st — "
1 Mansfield, Edwin E., 755 8th st — "
2 Slade, Guy H., Ferry ave — "
3 Cole, Geo. O., 224 E. 15th — New York
4 Devlin, Edward, 24 State st — "
5 Foster, W. Edw., 117 Wall st — "
6 Griffin, Francis B., 21 E. 41st — "
7 Hayes Frank J., 57 W. 28th st — "
8 Herrmann, William., 524 East 85th st — "
9 Kiernan, Adrien T., 27 Pine st — "
350 Latour, V., 34 Horatio st — "
1 *Latour, Mrs. V.*, 34 Horatio st — "
2 *Mosher, Mrs. P. S.*, 89 W. 68th st — "
3 Seligman, Alfred L., 218 West 14th st — "
4 Wilcox, C. H., 115 West 75th st — "
5 Anderson, K. G. A., 24 State st — "
6 Buck, G. S., 55 Liberty st — "
7 Connell, J. Harvey, 110 Front st — "
8 Dunnell, Frank L., 35 Wall st — "
9 Schrader, Geo. H. F., 32 Rose st — "
360 Wells, Harry A., 415 Broadway — "
1 Adams, John Howard, 33 Wall st — "
2 Friedlander, Arthur, 2183 8th ave — "
3 Bender, H. F., 19 Barclay st — "
4 Crooks, W. G., 119 Broadway — "
5 Douglass, B. F., 515 East 116th st — "
6 Frank, Emanuel E., 695 Broadway — "
7 Griswold, Chas. D., 152 W. 123d st — "
8 Heuberger, Wm., 92 Sixth ave — "
9 Huntington, W. E., 18 Cortland st — "
370 Keagy, J. A. E., 195 Broadway — "
1 Kobbe, George C., 46 Wall st — "
2 Lorsch, Arthur, 47 East 64th st — "
3 Louis, I. Leon, 109 Prime st — "
4 Millar, J. Graham, 26 Ferry st — "
5 Nelson, John, Jr., 92 Sixth ave — "
6 *Noble, Mrs. W. L.*, 316 West 45th st — "
7 Redfield, G. H., 8 Wash'n pl — "
8 Rosenstein, Benjamin, 141 Greene st — "
9 Speer, James A., 49 Wall st — "
380 Tostevin, Henry M., 289 Fourth ave — "
1 Winters, L., 350 West 120th st — "
2 Page, M. T., 77 State st — Olean
3 Bierhardt, G. A., East End — Oneonta
4 Crouch, Chas. E., 7 Fulton ave — Rochester
5 Kever, Geo. J., 63 Prince st — "
6 Powers, Wm. C., 234 East ave — "
7 Ludlum, Wm. H. — Stapleton
8 White, Wm. F., 502 Catherine st — Syracuse
9 Huxtabb, William L., 15 Thompson st — Troy
390 Stanhope, Walter T., Frear ave — "
1 Turner, Benj. M., 649 Fourth st — "
2 Muller, Fred W. — Valley Stream
3 Silcock, E. G. W., Country Club — Westchester

North California, 47 — 1018

Bakersfield C. C.

93,394 Barnard, D. — Bakersfield
5 Bethel, F. J., box 1852 — "
6 Hansen, John P. — "

93,397 Price, Geo W. — Bakersfield
8 Masteller, K. C. — "
9 Taylor, Geo. H., box 121 — "
400 Walker, R. M. — "
1 Wible, Curtis — "
2 Wible, J. E. — "

Clear Lake C.

3 Myers, G. W. — Lakeport

Olympic W.

4 Day, Geo. F., 17 Bartlett — San Francisco
5 McLean, W. J., 327 Market st — "

California C. C.

6 Allen, R. S., 331 Guerrero st — San Francisco
7 Boyle, E. M., Corbett and Romain st — "
8 Broder, J. P., 94 Welch st — "
9 Bent, F. N., cor. 22nd and Folsom sts — "
410 Burnett, G. F., 1343 23d st — "
1 Brunt, W. N., 535 Clay st — "
2 Cardinell, J. D., 21 New Montgomery st — "
3 Curieux, C., 712 17th st — "
4 Doud, R. D., 432 A 23rd st — "
5 Egeberg, H. P., 625 York st — "
6 Harvey, J. W., 1871 St. Carlos ave — "
7 Johnson, W. O., 1285½ Treat ave — "
8 Lassen, A. C., 852 Mission st — "
9 Mayer, C., 37 Dorland st — "
420 Musser, W., 700½ Capp st — "
1 Mibach, W. P., 58 First st — "
2 Mayo, H. L., 1141 Ridley st — "
3 Nason, F. S., 912 22nd st — "
4 Neunaber, H. F., 232 California st — "
5 Reid, W. H. 620 Guerrero st — "
6 Tuttle, L. M., 519 Haight st — "

St. Helena C.

7 Sciaroni, James A., box 287 — St. Helena

Pajaro Valley W.

8 Baxter, John W., Main st — Watsonville

Unattached

9 Roberts, R. M., 1212 Buena Vista ave — Alameda
430 Erdmann, Wm. G. B. — Angel Island
1 Leckenby, A. B., box 1838 — Bakersfield
2 Webster, A. J., box 1803 — "
3 Burbeck, J. W. — Fort Bragg
4 Albrecht, Albert, box 37 — Fowler
5 Warnekros, A. W., Mariposa st — Fresno
6 Ransom, W. P., 952 Poplar st — Oakland
7 Abrams, Joseph D., 221 Montgomery st — San Francisco
8 Bostwick, Orsamus, 873 Mission st — "
9 Engleheart, Bush, cor Sierra and Louisana st — "
440 Sellars, T. J., 116 California st — "

North Dakota, 1 — 31

Unattached

3,441 Spalding, Burleigh F., First National Bank bldg — Fargo

Ohio, 7 — 1957

Cin. Gym. B. C.

3,442 McMillan, Dr. Wade, 29 Biglow ave., Mt. Auburn, — Cincinnati
3 Morris, Frank D., 2117 Auburn ave, Mt. Auburn, — "

Unattached

4 Mears, Chas. W., box 248 — Glenville
5 Hiler, Willard, 107 Whittlesey ave — Norwalk
6 Price, Evan C., box 532 — Springfield
7 Miller, D. W., 1113 Huron st — Toledo
8 Yaxley, C. H. — Willoughby

Oklahoma, 2 — 57

O. C. W.

93,449 Estes, Will M., Fire Department — Oklahoma City
450 Snyder, Walter J., 128 Washington ave — "

Oregon, 7 — 54

Oregon R. C.

93,451 Alvord, W. C., care First National Bank — Portland
2 Durham, R. L., Com'l National Bank — "
3 Held, Iost, First National Bank — "
4 Newkirk, J. W., First National Bank — "
5 Jones, Arthur O. — Oswego

Unattached

6 Parrish, C. L. — Klamath Falls
7 Stevens, Henry, box 544 — Portland

Pennsylvania, 42 — 4,595

Cola W.

93,458 Mifflin, Houston, M. D., 28 and Locust Corner — Columbia

Wissahickon W.

9 De Zouche, John J., 4 Upsal Terrace — Germantown
460 Myers, S. Horace, 5438 Morris st — "

Maple City W.

93,461 Ward, Wm. J. — Honesdale

Century W.

2 Pleibel, Eugene Theo, M. D., 2480 Frankfort ave, Philadelphia

Williamsport W. C.

3 Kreamer, Charles F., 673 East 3d st. — Williamsport

Unattached

4 Kern, Stephen O., 235 No. 8th st — Allentown
5 Steckman, John R., Grand Hotel, 6th ave — Altoona
6 Baisor, J. W. — Benore
7 Poffenberger, A. T., M. D., box 9 — Dauphin
8 Holder, W. G., — East Smethport
9 McDannel, S. E., 153 West 5th st — Erie
470 Deemer, O. J. — Gallitzin
1 Hobson, Geo. W., 180 Wisteria ave — Germantown
2 Jones, Edw. M., 143 West Coulter st — "
3 Ulmer, G. Linn, 21 East Walnut lane — "
4 *Brown, Margaret B.*, 264 Forster st — Harrisburg
5 Ogden, C. Edgar — Lima
6 Beadell, Harry C., 2020 Susquehanna ave — Philadelphia
7 Dutcher, Frank, 1517 Mundell st — "
8 Saunders, H. R., 133 So. 13th st — "
9 Kerr, John H., Frankford ave and Huntingdon st — "
480 Beatty, John D., box 1616 — "
1 Brooks, John W. H., 5300 Girard ave — "
2 Edwards, Harry D., 33 No. 11th st — "
3 Harvey, R. Wistar, 226 So. 19th st — "
4 Potter, Thos. C., M. D., 5020 Greene st — "
5 Scott, Lewis A., Jr., 1806 Locust st — "
6 Scott, Alexander H., 625 Walnut st — "
7 Stout, William A., 1926 No 21st st — "
8 Seeds, Jno. A. Jr., 1940 No. 20th st — "
9 Snyder, Geo. R., 2308 No. 15th st — "
490 Bruce, R. D. Forbes st and Shady ave — "
1 Waterhouse, Archibald N., box 1616 — "
2 Graes, Frank S., — Reigelsville
3 Bryce, Gerard S., box 312 — Scottdale
4 Colegrove, A. L. — Smethport
5 French, A. P., box 44 — Susquehanna
6 Brown, Dr. L. C., — Tioga
7 Guth, Dr. Norris S. — Warren
8 Dunwoody, W. B. — West Chester

Rhode Island, 5 — 622

Narragansett W.

93,499 Goodwin, Chas. H., 122 Jenkins — Providence
500 Greene, C. A., 93 Hope st — "
1 Nelson, Frank, — Rumford

Unattached

2 Chase, Fred L., 79 Barnes st — Providence
3 *Haile, Miss Hattie*, Main st — Warren

South California 14 — 278

Citvers Wheelmen.

93,504 Bullard, Dr. Frank D., 731 W. 11th st — Los Angeles
5 Cook, J. E., care of Cook & Langley, — "
6 Everett, W. W., Police Court — "
7 Heckok, L. E., 435 S. Broadway — "
8 Kitchen, Phil., 527 S. Broadway — "
9 Lacey, Will., Baker Block — "
510 Tuttle, H., Bradbury Bld'g — "
1 Thompson, Phil S., 405 N. Main st — "
2 Wesner, M. A., 120 N. Spring st — "

E. S. C. C.

3 Cook, James T., 1310 Downey ave — Los Angeles

Ontario W.

4 Carter, Charles, — Ontario
5 Gilbert, W. H. — "
6 Phillips, Erwin, — "
7 Strong, Emerson, — "

Tennessee, 1 — 105

U. C. C. C.

93,518 Thomasson, A. F., First st — Union City

Vermont, 2 — 65

Unattached

93,519 Bradford, A. D. — Jericho
520 Robinson, Carl N. — Pawlet

Washington, 1 — 81

Unattached

93,521 Perry, D. W., 1018 Tacoma ave — Tacoma

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Pennsylvania — 1

93,522 *Hobson, Mrs Ella.*, 189 Wisteria ave — Philadelphia

QUERIES AND ANSWERS

H. K. M., Camden, Mass:
The League's official color is royal purple. Address the secretary for a copy of by-laws.

G. C. C., San Jose, Cal.:
In the case of two men of equal weight on a 40 lb. tandem geared to 80, the effort required of each man is substantially the same as if he were mounted on a single machine of 20 lb. weight and geared to 80.

EDITOR L. A. W. BULLETIN:
If No. 80,241 will write to Mr. A. A. Denniston of Montrose, Colorado, that gentleman will be pleased to send the applicant a cut of device, such as is desired in your issue of Jan. 31, 1896.
Mr. Denniston is an excellent one-handed rider, but has invented for his personal use a very simple device for his stump and he will be glad to send a cut of it to any Leaguer desiring it.
J. E. BERRY, No. 77,142.

"AL. E. GHENY," Alleghany, Pa.: The lines appearing in this paper of the issue of Jan. 31, entitled "Eulogy on the Modern Restaurant," which you sent us, saying, "which you are at liberty to print if you so desire," we are informed were not yours. It is our wish to always give credit where credit is due. You may have meant all right, "Al. E.," but it isn't just the proper thing to give away what isn't yours. Honest, now, do you think it is?

EDITOR L. A. W. BULLETIN:
We want to build a ¼-mile track for $1,000. Can we do it, and, if so, what is the best way to go about it? E. V. W. Vreeland.
JERSEY CITY, N. J.

WHEELS ON INSTALMENTS.

We are asked to publish a form of contract suitable to be used in selling bicycles on "deferred payments." Will our readers who have such forms kindly send us samples?

L. A. W. CONSTITUTION AND BY-LAWS.

As soon as the revised constitution and by-laws are put in proper shape we will publish them complete in this paper, together with the revised racing rules. Watch for that copy of the BULLETIN, and preserve it for future reference.

Next Thing to it.

S. RAYMOND KITCHIN.

I met a friend upon the street,
His want I knew before he spoke,
His like you very often meet,
He was a man that's always 'broke.'

I stopped his supplications short,
I could not let him have a cent,
For though I was not quite 'dead broke'
I was pretty badly bent.

A correspondent asks if those good men who would prohibit women from wearing bloomers because the Bible says they shall not dress as men do, allow the feminine members of their households to wear balloon sleeves and theatre hats in defiance to *Ezekiel xiii, 18*, which says, "Woe to the women that sew pillows to all their arm-holes and make kerchiefs upon the heads."

ALFRED C. TOULMIN, 18 Silver street, Youngstown, O, has in his possession a first prize medal given by the L. A. W. to J. W. Leavitt for winning the mile race at Niagara Falls in 1890. It was found by a lady of Cleveland, O., who wishes the owner to write for it.

WHO can tell? A Boston wheelman wishes some one to inform him through the columns of this paper, what is the *best* method of cleansing a woolen sweater.

IF corn was selling in town for four dollars per bushel how much can the farmer make when the roads are impassable?

"THE longest way around" is where each man "works out" his tax.

"MUD slinging" should not be indulged in, not even by wagon wheels.

THE bicycle's acquaintances are its friends. Those who do not love it do not know it.

THE voter who cannot ride a wheel in the political parades of this year will not be up to date nor with the head of the procession.

GOOD roads will be a real factor in national politics this year.

TAKE a look at your bicycle in the shed, and see how it's wintering.

THE horse must have his oats, but the bicycle exists on air.

Tally-Ho ... The Light that Never Fails

Burns Kerosene



THE BRIGHTEST LIGHT
THE WIDEST LIGHT
THE STEADIEST LIGHT
THE CLEAREST LIGHT

The Bridgeport Gun Implement Co.
313-315 Broadway, New York City.
Send for our booklet, free. "Everything for the Bicycle."

Knowledge is the Result of Experience

We have had eighty years' experience in mechanical construction, and that we know how to obtain the best results is indicated by the universal reputation accorded . . . . . .

..REMINGTON..

products. Dealers and riders who have experimented with unsatisfactory wheels fully appreciate the value of REMINGTON reliability . . . Agencies arranged in unoccupied territory . . . Catalog describing new models and their exclusive improvements mailed free . . . . . .

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313-315 Broadway,
Factories, Ilion, N. Y. New York City.
BRANCHES:
New York, Brooklyn. Boston. San Francisco.

GEO. W. COLE. J. NOAH H. SLEE.

G. W. COLE & CO.
MANUFACTURERS OF
"Three in One" Compound
FOR
BICYCLES AND GUNS.
1. Prevents Rust
2. Cleans.
3. Lubricates.



REMOVES RUST
AND
PREVENTS FURTHER RUSTING.

NEW YORK: 111 BROADWAY.
CHICAGO: 1030 MONADNOCK BUILDING.

New York, Sept. 30th, 1895.

Mr. Sterling Elliott,

Dear Sir:-

We take pleasure in stating that we consider the L. A. W. Bulletin the best medium to reach those interested in Bicycles and their accessories that we advertise in. We think the circulation, and paying for what we receive, very satisfactory, and we are glad that we can be classed among the advertisers in the L. A. W. as we know we get good results.

Yours truly,

G W Cole & Co

No guesswork in the making of

Columbia Bicycles

No guesswork in your buying one



Standard of the World

COLUMBIAS SELL FOR $100 TO ALL ALIKE

The handsomest Art Catalogue ever issued is free from the Columbia agent, or will be sent by mail for two 2-cent stamps

POPE MANUFACTURING CO.

General Offices and Factories, HARTFORD, CONN.

There is a Columbia Branch House or a Columbia Agency in nearly every city and town. We want Columbias to be thoroughly represented in your vicinity.

Reserve 8000a.11

THE L·A·W·BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, February 28, 1896. No. 9.

L. ... Rec'd MAR 2 1896 A.M.



'T WOULD SET THEM THINKING.

Our roads would be level and hard and neat,
And planned in a better style,
If horses could ride on the cushioned seat
And men do the pulling awhile.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class Matter

Price, 5 cents.

PAID CIRCULATION, 40,517.

See That String ☞





Combination Detachable Pneumatic Tire 49

Patented Jan. 30, 1894.

Is attached to the Rim by a small string, cord or wire.

Simplest, Best and Fastest Tire.

The rider of our Detachable Tires has a decided advantage over those who use other forms of tires, because he can open his tire and extract the inner tube, and make a permanent and perfect repair in a few minutes. For further information, address . . .

NOTICE.—Our Detachable Tire is Not an Infringement.

The American Dunlop Tire Co. brought suit to prevent its manufacture, but the United States Court of Appeals decided that it was no infringement on their rights, and the bill was dismissed.

The Combination Roll and Rubber Co. BLOOMFIELD, N. J.



HE SAYS HE ISN'T DEAD.

EDITOR L. A. W. BULLETIN:

I am the fellow who was taken sick in October, and, as the papers stated, I had over-ridden on my bicycle, and that after a forty mile run was immediately taken with a stroke of paralysis and *could not* recover. This is one of the *many* articles and mistakes that the newspapers are heir to; for they certainly printed this and knew nothing of the real cause, or the circumstances surrounding my sickness; and then it was all on account of the "infernal wheel" as they expressed it.

To begin with I didn't ride down to Clyde on my wheel. I went down on the *Wheeling*, and there is where they misconstrued the gossip in the word *Wheeling*, and that "it caused paralysis." I had been working quite hard for the past five weeks, and the sickness was simply caused by nervous prostration.

You will pardon this epistle, but, as a member of the L. A. W., I write this letter to say that the person "that could not recover" is still worth a hundred dead men.

WILL A. BAKER.

AUBURNDALE, O.

WHEELS FOR SHORT MEN.

EDITOR L. A. W. BULLETIN:

I wish to add my experience to that of Mr. Huff, No. 50,581, regarding 26-inch wheels, for the benefit of a recent inquirer, and others who may not be up to standard in height. Like Mr. Huff, I am 5 feet 4 inches, and weigh 120 pounds, and for twelve years I rode various misfits, but did not find my ideal mount until 1893, when I had a 26-inch wheel made to order. Owing to a change in location I did not ride this wheel long, but while I did I rode a perfect wheel, which for ease of propulsion, and general "get there" qualities, I have never seen equalled.

In my opinion, a man of short stature should ride a wheel of this kind, which can be made more rigid, lighter, and carry a higher gear than the regular 28-inch wheel.

Brothers of the "sawed off" brigade, try this and make the long boys ashamed of their size, and also prove true the answer made by Abe Lincoln to the man who asked him how long a man's legs should be.

No. 4,463.

TOLUCA, ILL.

WOMEN AND CRANKS.

EDITOR L. A. W. BULLETIN:

"Beauty on the Wheel," printed in the BULLETIN of Feb. 14, is undoubtedly based upon good principles, but the author has gone to extremes with his illustrations, and a literal following of his figures would result in a most undesirable mount for any lady in most localities other than a dead level country. First he puts his characters upon wheels fitted with $6\frac{3}{4}$ inch cranks. Now I will risk the statement that there is not a ladies' stock wheel in the United States with any such preposterous length of crank, though of course that length may be obtained (from a few makers) on special order. But the dangerous part of his article is the proportion of gear and crank he holds up for admiration. If you figure a 49 gear and $4\frac{1}{4}$ inch crank, and apply the same proportion to his previous illustration, you will find that with the alleged $6\frac{3}{4}$ inch cranks, his heroines might have ridden a gear of about 78 with only equal effort. And if you take the common length for ladies cranks of 6 inch, it will be seen that it would take a gear above 69 to equal his proportion. Now, as I think no one will recommend a 68 to 70 gear for ladies' use, it would be only safe, to avoid misleading your lady readers, to advise them not to follow too literally Mr. Foster, but if they want a 49 gear, use not less than 5 inch cranks, or if they must have cranks of his *shortness* (I was going to say "length," but the word don't fit), then cut down the gear to about 42, if they live in such a hill country as it is my misfortune to inhabit.

No. 70,698.

DON'T be so all-fired good no one would care to be like you.



"The 1896 G. & J."

ANY GOOD TIRE IS GOOD UNTIL SOMETHING HAPPENS TO IT THEN YOU WISH IT WERE A G & J TIRE

Any Maker or Dealer will Furnish the Great G. & J. on his Wheels—if you insist



Ramblers—$100

Like Throwing A Lasso

around intelligent, well posted people who are going to buy Bicycles, to display an agency for

"Rambler" Bicycles

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Handsome illustrated Rambler book of details free.

GORMULLY & JEFFERY MFG. CO.

CHICAGO BOSTON WASHINGTON NEW YORK BROOKLYN DETROIT COVENTRY, ENG.

AN OLD THING.

EDITOR L. A. W. BULLETIN:

The suggestion in the February issue of the L. A. W. BULLETIN to organize torch-light or illuminated parades is a practical idea, but not a "novel one," at least it would not be in this locality.

In 1888 the wheelmen of Chambersburg, Pa., organized a Harrison and Morton club, consisting of forty wheelmen, and their illuminated cycles were the chief attraction of every parade they participated in. Their exhibitions in 1892, were received by increased demonstrations of enthusiasm; and in '96 we propose to eclipse our previous efforts.

C. W. KEEFER.

CHAMBERSBURG, PA.

CROSSING THE SEA.

EDITOR L. A. W. BULLETIN:

In answer to your correspondent's questions regarding expenses on wheel for a trip abroad, I would say that the sum of $2.50 is charged by all ocean steamship lines for the transportation of bicycles, hence, to Europe, also that it is necessary that the wheels should be crated.

CHANNING ELLERY.

NEW YORK.

BE honest in your heart. Whitewash may look like paint for awhile but the world soon learns the difference.

An Instance of "Natural Selection"



No. 3 Standard "Midget."
Registers 10,000 miles and repeats. Weight, 1¾ ounces. Price, 1¾ dollars. As good as it looks, and prettier than its picture.

The New York State Division, L. A. W., in the preparation of their Road Book, had to determine the important question as to the Cyclometer to be used in measuring the distances. As in all similar competitive trials, the selection was a foregone conclusion.

The New York Division, L. A. W., has just officially announced, "The 'Standard' Cyclometers to be used in our Road Book work are the latest improved Cyclometers (new design), manufactured by the New York Standard Watch Co." because they "are believed to be strictly accurate."

The guarded and conservative endorsement of an official circular covers the *real* enthusiasm which stirs in every wheelman who has seen and used the "Standard," and which will find echo in half a million enthusiasts before the snow flies, next fall.

The New York Standard Watch Co.

THE BICYCLE AT FUNERALS.

EDITOR L. A. W. BULLETIN:

In answer to D. V. O. in issue of Feb. 14, I notice you say it is not considered good form to ride a bicycle in a funeral procession. Why can't the members of the L. A. W. change the order of things and make it "good form?"

Last fall I was down in southern Kansas on my wheel and passing by a church I noticed that there was a funeral. I dismounted, went inside, and discovered that deceased was an acquaintance of mine, brought there for burial. I desired to attend the funeral, but had some hesitancy in going on my wheel, seeing I had no time to get a horse and carriage and as all others that had rigs were crowded for room, I determined on going to the cemetery on my wheel. As the procession started I "fell in" and before going two blocks another wheelman rode up alongside of me and asked me if I were going to the cemetery (on my wheel). On being informed that such was my intention, he joined me and said he wanted to go but considered it out of place for a wheel, but if I would not back out, he would accompany me. Thus we rode on and at the edge of town were joined by other wheelmen and we rode side by side into the cemetery and saw our friend placed "at rest."

Some little comment was made at the time about bicycles being in the procession, still no one thought it out of place for the silent steed.

I trust that other wheelmen, and wheelwomen too, will use their silent steeds for this same purpose. Then soon the prejudice, if such there be, against it will die out.

I hope when Father Time calls me, that bicycles will take the place of carriages for funerals. In any event, give me the bicycle funeral for myself.

No. 88,591.

KANSAS CITY, MO.

BAD ROADS COST MONEY.

EDITOR L. A. W. BULLETIN:

The most striking and destructive lesson for good roads has come under my notice. During the night of Feb. 15, at Sherman, Texas, the district attorney's residence was discovered in flames. The fire engine answered the alarm, but when within one block of the conflagration owing to the bad and gummy roads the two horses could not move the engine any further; two more horses were secured but met with no more success than the first pair. At last, with six horses attached to the one engine, the burning house was reached, too late, however, to save it. No. 4,925.

TEXARKANA, TEXAS.

A CRUST and a smile are better than a feast and a frown.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

FEBRUARY 28, 1896.

"APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN."

We have been often asked why we print under a separate heading the names of those who do not subscribe for the L. A. W. BULLETIN.

It is done for the benefit of secretary-treasurers and others who are obliged to keep track of members by the sending out of official notices, ballots, etc. It is known that the readers of the L. A. W. BULLETIN may be reached through that medium at no expense to the L. A. W., consequently State officials must know which of their members do not take the L. A. W. BULLETIN, so as to be able to reach them by some other means instead of overlooking them entirely as they would be obliged to if their names were intermingled with those who *do* subscribe for the L. A. W. BULLETIN.

It has been hinted that this publication of names was done to, in some mysterious fashion, black-list those who omit to take the paper

It may be proper to state in this connection that any pressure that has ever been brought to bear to make members take the L. A. W. BULLETIN was by L. A. W. officials and not by the L. A. W. BULLETIN publisher, who takes great pride in the fact that subscription to the paper is entirely voluntary and may be considered a strictly voluntary paid subscription.

While it is our aim to make the L. A. W. BULLETIN so interesting that nearly all members will take it at the ridiculously low price of 25 cents, we still do not wish any one to become a subscriber who does not do so voluntarily.

Total number printed this week, . . . 42,500
Sent to paid Subscribers, ... 40,517
Samples to Advertisers, Exchanges, etc., 1,983

The annual dues in the League of American Wheelmen are 75 cents. Subscription price of the L. A. W. BULLETIN to L. A. W. members only is 25 cents. To all others, $1.00. Although this information has been printed at the head of the application blank in the L. A. W. BULLETIN every week since it started, we take pleasure in giving it this additional prominence as we do not wish to have any one misunderstand the facts.

It is a very common occurrence for ladies to refuse the L. A. W. BULLETIN because their husband or some other member of the family already takes it.

We very much prefer to have one copy of the L. A. W. BULLETIN read by several members of the family than to have anybody subscribe for papers which they do not want.

"You pays your money and takes your choice."

The New Woman.

She was "swagger" and bold, she was heartless and cold,
An Amazon, body and mind.
He a white-livered youth, fuzzy-lipped and uncouth,
Of the goody-good, "mamma's boy" kind.
She was laying her plan to annihilate man
And build a new world, but one day
He said, "Will you wed?" and she pillowed her head
On his vest in the old-fashioned way.

LANTERNS IN MASSACHUSETTS.

There is a bill before the legislature of the Bay State which, if passed, would make it necessary for every bicycle rider to carry a lamp immediately after sundown.

Do the wheelmen of Massachusetts want such a law? We assume that they do not.

Massachusetts wheelmen who are anxious to see such a law passed should at once write to their respective representatives at the State house, urging upon them the importance of passing it.

Should Massachusetts wheelmen think otherwise it is equally as desirable that they express their preference in the most emphatic manner possible.

It is claimed that public safety demands the passage of such a law. This impression has gained ground among non-cyclists owing to the disagreeable fact that many irresponsible persons ride bicycles.

It is one of the most important duties of the League of American Weelmen to do all in its power to prevent, if possible, and certainly to punish riders who recklessly interfere with the convenience of pedestrians.

Reckless riding which may result in serious accident should be considered sufficient ground for expulsion if the offender is an L. A. W. member.

It is, however, pleasant to note the fact that but very little of the trouble arising from these causes comes from members of the League.

CLIPPERS NEW CHALLENGE COMPARISON

THE FINEST FINISHED bicycle on the market to-day is made right here in Grand Rapids, Mich. Besides its superior finish, there are other points of superiority, such as the Berkey & Gay, furniture-finished, cloth-lined wood rim; the Clipper hollow fork crown, the lightest, strongest, and most beautiful crown ever shown; the Clipper detachable front and rear sprockets, which are cut and milled to **fit** the chain on the first milling machine of the kind ever made; barrel hubs of a special design, turned from shafting steel by a very expensive process; the finest tool steel cones and cups turned from edge tool steel, tempered in oil, and ground perfectly true. These are a few of the features found **only** on our new

CLIPPER LIGHT ROADSTER,

the finest hundred dollar bicycle (we except none) ever placed on sale.

GRAND RAPIDS CYCLE CO.

Grand Rapids, Mich.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

It is our duty to use our influence, so far as possible, to prevent irresponsible riders who are outside the League from exhibiting conduct which is prejudicial to the general cause of wheeling.

It is just possible that the passage of this lantern law might help to restrain one man in a thousand. The question is, should the nine hundred and ninety-nine be put to unnecessary inconvenience and expense.

Let the wheelmen of Massachusetts, or any other State where similar laws are contemplated, communicate directly with the law-makers and plainly, sensibly and logically express their wishes.

NATIONAL COMMITTEES.

Attention is called to the fact that the national committees for '96 have been appointed, and that the revised list is published at the head of official department in this issue of the BULLETIN.

You Can Bet On This.

Here's a truth that is on the "dead level,"
On which you may safely depend,
The man bent on "raising the devil"
Will lower himself in the end.

ONE reason why we do not reform the foreign heathen more rapidly is because we send them $10 worth of rum with every 10 cents worth of religion.

THE "SAFETY."

"What's in a name?" It may be a little late to answer this question propounded by a certain Mr. Shakespeare who cut quite a swath in local literary circles in London (Eng.) some years ago. But it is never too late to mend or to marry or to go to one's funeral.

The "safety" is about the safest thing the world has ever seen.

As a means of securing health it is safer than all the squills and pills and patent medicines in the world. It beats the "bloom of youth" and "the elixir of life."

As an exerciser it is safer than dumb bells or health lifts.

As a means of travel it is safer than a kicking, runaway horse, or a railway train.

As a moralist its effect, superinduced by contact with the fields and woods, is safer than many of the faulty creeds preached within the musty walls of sanctuaries. As a pleasure bringer it is safer than a sacred picnic or a ride in the merry-go-round.

The "safety" is perfectly safe for all classes, ages and conditions of men. It is a safe thing for the mind and muscles, for the heart and the head.

If you do not own a bicycle, it may be worth your while to know that the safest thing for you to buy is a "safety."

A GOOD road is necessary for a good ride.

A few Representative Dealers

Burtis & Zimmerman, State Agents, New Jersey.
Stanley B. Huber, Detroit, Mich.
Logan, Gregg & Co., Pittsburg, Pa.
Western Electrical Supply Co., Omaha, Neb.
Gerwing-Hilton-Kennedy Cycle Co., Denver, Col.
Minneapolis Cycle Company, Minneapolis, Minn.
Reuben Wood's Sons' Company, Syracuse, N. Y.
Kenyon-Cooper & Co., Des Moines, Ia.
Gray-Dudley Hardware Co., Nashville, Tenn.

"The Higher the Grade, The Better the Trade,"

And the more satisfactory.
Make no mistake.
Do not make a contract for which you will afterwards be sorry.
A wheel with a reputation made by its own merits. Is not this best?
One which "Needs No Repairs."
Such a one is the **Sterling.** "Built like a watch."
Palmer tires for '96.
Send for Catalogue.

STERLING CYCLE WORKS

General Offices.

274-276-278 Wabash Avenue, Chicago, Ill.

New York City, Schoverling, Daly & Gales,
San Francisco, Sterling Cycle Works, 314 Post St.,
Boston, Dame, Stoddard & Kendall.
Denver, Gerwing-Hilton-Kennedy Cycle Co, and others.

BRAINY MARIA.

BY MOLLIE MURPHY.

Maria wasn't pretty in either form or face,
But there was a heap of pretty girls in this here western place;
And they used to guy Maria, and say she got the shake
From all the fellows in the town, who to her didn't take.

But Maria, she was brainy, and it came into her head,
That chaps that went a calling were biking now instead.
And she likewise then concluded that she could bike it too
And to overtake these fellows was just the thing to do

So now you can imagine how these pretty girls all feel
When Maria with their fellows spins by them on her wheel.
And then to add more timber to the rage with which they burn,
She shouts out "Come and meet us; we'll be back when we return."

NEW YORK CITY.

THE BICYCLE FACE.

The newspapers have had more or less to say concerning "the bicycle face," without clearly defining just what it looks like.

It may be of interest to know what a true "bicycle face" should be.

In the first place it should be a smiling face. If fresh air and gentle exercise count for anything, it should be a picture of health, and if the gracious ministries of field and forest are not in vain it should wear a look of happy content.

A religion, a science, a social or an industrial system that doesn't tend toward making men, women and children happier on earth is a faulty basis on which to build.

If the bicycle cannot make its users happier and better its coming has been in vain. If it does not succeed in making the face of its rider kinder and hence handsomer, it is not the friend men could wish it were.

Every bicycle face should be a happy inducement for others to become patrons of the wheel.

It should be modest, rosy with health, and an exponent of a mind at rest and a heart in the right place.

If you haven't that sort of a face try to cultivate one, and if you can't do that, why wear a heavy veil. No one with a wilfully unhappy face has any right to inflict its presence on the helpless public.

If your heart will not warm and your bicycle face become a pleasant appearing one under the genial influence of the wheel, you may conclude that your case is really serious, and you should consult a physician at once.

Look pleasant, please.

IN an article on Kashmir published in *The Nineteenth Century* for December, 1895, Sir Lepel Griffin, K. C. S. I., says: "Good roads rank higher than education as a civilizing agency, and the English, as colonizers and rulers of subject races, have no higher title to honor than as road makers, which they share with their prototypes the Romans."



Waverley BICYCLES.

Are Built in the Largest and Best Equipped Factory on Earth

A SMALL PORTION

of Waverley sales are the result of hustling for the business, the balance from the personal recommendation of the enthusiastic Waverley riders who are found by the hundreds everywhere. Dealers who have never handled Waverleys do not know how easy it is to sell them. Better write for terms.

INDIANA BICYCLE CO.

Eastern Wholesale Branch,
339 BROADWAY, NEW YORK.

Indianapolis, Ind.

Always Unsafe.

Oh, even in a ball-room,
We earnestly maintain,
A man's a chump who will try to jump
On a swiftly moving train.

THE CHIEF ROAD-MAKER.

The bicycle, which at first was seen only in the important cities and centres of population, soon wandered beyond the smoothly-paved streets out into the highways and byways of the world.

The wheel, which is the most nearly natural of all artificial means of locomotion, inspires in the breast of its rider a deeper and broader love of nature. It moves too fast and too far to be hedged within the confines of a city's walls. Its mission is to "go," and it has gone to the uttermost ends of the world.

At some time or another the bicycle has threaded its way through every hidden lane and by-path, in every nook and corner of the land, and wherever it has gone it has sown amid the rough clods and muddy wastes of the highways the seeds of discontent with existing conditions. Those who watched it patiently feeling its way, for the first time in their lives realized that the roads were rough. And from that seed of thought has grown the now general movement to mend the public highways.

Road improvement has followed in the track of the bicycle. Wherever it has gone it has served as a forerunner of progress, and to its presence the many and lasting joys of good roads may be very largely ascribed.

The bicycle is the good road maker of the world.

To the Girl in Skirts.

When tired and out of breath, you know,
Because of your skirts, perchance
The knickerbocker girl may show
Some even shorter pants.

FRIENDS OF THE ROAD.

The spirit of unfriendliness that for a time threatened to produce strained relations between the horse and the bicycle, is being softened by the flight of time and a clearer realization of the mutual interests and purposes of the two types of steeds.

The horse no longer shies at the wheel and the wheel no longer presumes to crowd the horse quite off the earth. They have mutually agreed that there will be room and use for both, though the former's sphere promises to continue the shrinking process it has for some time been undergoing. But while the sphere of the horse may grow smaller, it will surely grow smoother and better, and the horse himself will improve to the extent that his surroundings are improved.

Bicycles will bring good roads. Good roads will bring good horses.



Why do UNIONS Cut ice wherever Cycles are known?

THE REPLY IS SIMPLE...

They have always been manufactured without regard to cost.

Union Cycle Mfg. Co.

239-243 Columbus Avenue,
BOSTON, MASS.

UNION quality is as proverbial "as the sun shines."

Built on a Gold Basis.

One of the happy evidences of the fulfilment of this prophecy is found in the character of the editorial utterances of papers devoted to the horse and carriage trades interests. The following from *The Hub News*, New York, very neatly presents the case:

The efforts that are being made for the improvement of the roads deserve the hearty support of every carriage man. There is nothing that will increase the sale of carriages more than good roads, and nothing that retards the advancement of carriage business more than poor roads. It has become the fashion among some carriage men to look upon the bicycle rider as an enemy, in spite of the fact that the average wheelman never would have bought a carriage and seldom would have used one. But the great army of bicycle riders that has grown up in the past two or three years, and whose numbers will be vastly augmented in the year to come, has brought about a powerful sentiment in favor of good roads among a class of men who never gave the matter a moment's consideration before they began to ride the wheel. All this cannot fail to benefit the carriage trade. Where the roads are good, the number of pleasure drivers will greatly increase. This is clearly demonstrated by the experience in northern New Jersey, where the roads are probably the finest in the country. So it almost goes without saying that it is to the interest of the carriage man to second heartily the efforts that the League of American Wheelmen are making for better roads, since by helping others he will be casting bread upon waters for which he will not have to wait many days before getting it back again.

It is gratifying to think that through the future years there is to be no enmity between the horse and the wheel.

The equine and the bicycle shall trot out together and a little child shall ride them.

Let's Be Thankful.

Oh, girl in knickerbockers,
Who shrinks from public view,
It is lucky, quite, that your garments tight,
Aren't given to shrinking, too.

AN UP-TO-DATE MAYOR.

It's a cold day in Canada when Mr. Fleming, the newly-elected mayor of Toronto, doesn't receive some good word from wheelmen, and though all the rest of the world should give him the "marble heart" he can rest assured the bicyclists will ever extend to him the "glad hand." And why shouldn't they? In his recent inaugural address he said:

In the construction of streets hereafter the council should pay special attention to the needs of those who ride bicycles. A part of each street should be paved with the most suitable material for them. In addition to this, strips on a large number of streets in different parts of the city where asphalt or brick does not now exist should be put in first-class shape for bicycle riders. We must remember the fact that the traffic upon the streets is changing rapidly, both because of the electric service and because of the introduction of bicycles, and parts of the streets hereafter should be graded and paved with special reference to the comfort of those using wheels.

The desire to have Canada annexed to this land of stars and stripes is already very general, so it is said, and every such mayor as this will serve as annex-tra inducement on the part of wheelmen, to bring about that result.

HARTFORD SINGLE TUBE TIRES

IF IT'S A HARTFORD TIRE IT'S RIGHT

Hartford Tires are the Standard Single Tubes

"MADE BY THE HARTFORD RUBBER WORKS CO." IS A GOOD GUARANTEE

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.
BRANCHES:
100 Chambers St., New York 335 Wabash Ave., Chicago
DISTRIBUTING DEPOTS:
370 Atlantic Ave., Boston 503 Market St., Philadelphia
18-24 Main St., San Francisco

MORGAN & WRIGHT TIRES ARE GOOD TIRES

$50 IN GOLD

SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896
HOW QUICKLY COULD THEY BE INFLATED
BY HAND AT THIS RATE
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR
ANSWERS WILL BE OPENED MAY 1ST
FIRST CORRECT ANSWER OPENED WINS THE PRIZE
MARK ENVELOPE PLAINLY "FIGURING CONTEST"
PIN THIS AD. TO YOUR ANSWER

MORGAN & WRIGHT
CHICAGO
42

MY CASTLE OF GOLD.

NIXON WATERMAN.

If the fairies should build me a castle of gold
And wreath it with flower and vine,
And set it with jewels of value untold,
And fill it with music and wine,
'T would still be a sorrowful prison of gloom;
My spirit would long to be free,
And Love would lie weeping his grief in the tomb,
Were you ne'er to share it with me.

Should the Fates, in the sorriest hut, say I must
Forever abide, to their law
I would happily bow; I would live on a crust,
I would lie on a pallet of straw,
I would crown me with thorns, I would fervently pray
My joy-time might never be o'er
If you, oh, my love! could pass by every day
And, smiling, look in at the door.

For you are my marvelous castle of gold,
And you are my flower and vine;
And you are my jewels of value untold,
And you are my music and wine.
Alone, and a famine stalks close at my side,
The joys of the living have ceased;
With you, and the world is as fair as a bride,
And filled with a fount and a feast.

THE reason why the average woman appears as old at thirty as the average man does at forty is because the average woman at thirty is usually about forty.

BE good to those about you. Love should begin at home.

BICYCLE GEAR.

While the work of figuring the gear of a bicycle is a simple affair, there appears to be many to whom the problem is perplexing and many letters are received regarding the subject. There are various ways of arranging a handy table of reference, but the following, issued by the International Mfg. Co., is compact and easily understood by the new man in the game: —

Table of Bicycle Gear.

Size of Wheel.	Teeth in Sprocket.	Gear.	Size of Wheel.	Teeth in Sprocket.	Gear.	Size of Wheel.	Teeth in Sprocket.	Gear.	Size of Wheel.	Teeth in Sprocket.	Gear.
30 in	16x6	80	28 in	16x6	74	28 in	20x7	80	26 in	16x6	69
30 in	16x7	68	28 in	16x7	64	28 in	20x8	70	26 in	16x7	59
30 in	16x8	60	28 in	16x8	56	28 in	22x6	102	26 in	16x8	52
30 in	17x6	85	28 in	17x6	79	28 in	22x7	88	26 in	17x6	73
30 in	17x7	77	28 in	17x7	68	28 in	22x8	77	26 in	17x7	63
30 in	17x8	64	28 in	17x8	50	28 in	24x7	96	26 in	17x8	55
30 in	18x6	90	28 in	18x6	84	28 in	24x8	84	26 in	18x6	78
30 in	18x7	77	28 in	18x7	72	28 in	26x7	104	26 in	18x7	67
30 in	18x8	56	28 in	18x8	63	28 in	26x8	91	26 in	18x8	54
30 in	20x7	71	28 in	20x6	93	28 in	26x6	121	26 in	20x7	74

HIGHWAY COMMISSIONS.

Will the secretaries of all highway commissions kindly send to the BULLETIN copy of constitution and by-laws, together with latest report of their organization?

Will L. A. W. readers please call attention of highway commissioners to this to insure the sending of above matter?

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

THE Fowler TRUTH

Published every Friday by
THE FOWLER CYCLE MFG. CO.,
MAKERS OF "FOWLER" BICYCLES.
Office and Factory: 142 148 W. Washington St., Chicago.
New England Branch: 8 Park Sq., Boston, Mass.
C. H. Larsen, Manager.
New York Branch: N. W. corner Broadway and Duane St., New York City, James H. Robley, Manager.

THE FOWLER TRUTH will be found at all Fowler agencies — so will the Fowler wheel.
Direct all communicatiens to the Fowler Cycle Mfg. Co., 142 148 W. Washington St., Chicago.

EDITOR, F. W. VAN SICKLEN.
ILLUSTRATOR, CHARLES A. COX.

BETTER, THANKS.

The Editor of Fowler Truth, in reply to the thousands of kind inquiries as to his condition, after the horrible wreck at Georgetown, Colorado, Sunday, February 9th, desires to assure his apparently many friends that he is rapidly recovering his old time form, and expects shortly to be in the game once more.

That old saying, "There is no loss without some gain," seems to have applied happily to the present accident, for, while we find ourselves a loser to the extent of about two quarts of royal American blood, and have been compelled to undergo a complete treatment of surgical manipulation, yet the Company which we represent, and the wheel which that company makes — The Fowler — has easily received what might be estimated at $10,000 worth of free advertising.

Blood and physical discomfort would have to be quoted pretty high to offset that ten thousand and leave a balance on the wrong side of the ledger.

But all joking aside, it was a narrow call, and the next time we want $10,000 worth of advertising, we are under the impression that we would prefer paying for it in the recognized hard cash of the realm.

TEMPORARILY LOST SIGHT OF.

In view of the fact that the editorial department of this paper has spent the greater part of the past ten days in a darkened room, where whispered conversations were the only kind held, we have somewhat lost sight of the condition of the bicycle market at the present time. We understand, however, that the Fowler "Sex" and the complete line of '96 models which were exhibited at the Colorado Springs Cycle show, easily held their customary position at the head of the column, and when it was all over, we have been told, that not one man, woman or child out of the 20,000 inhabitants of that beautiful city was free from the latest malady, known throughout cycledom as "Fowler Fever," a complication of Don't-tell-me-there-is-any-other-bicycle-in-the-world-excepting-the-Fowler peritonitis and Sorry-I-was-ever-buncoed-into-buying-any-other-wheel diphtheria.

NOTED PEOPLE AND "FOWLERS."

It has been published in about all of the daily papers in this country that Edouard and Jean de Reszke have chosen Fowler bicycles for their 1896 mounts. This is true, as is also the fact that Mme. Sarah Bernhardt has likewise decided that Fowlers are the most graceful, symmetrical and altogether exquisite bicycles made in America.

There are numerous other persons of more or less renown and varied occupations, who have ordered Fowler bicycles for this year, among whom might be named: Camille d'Arville, John L. Sullivan, Lottie Gilson, Steve Brodie and numerous others.

"CYCLING WEST" IS ALL RIGHT.

We believe in giving credit where credit is due, and everlastingly roasting the unworthy. We, therefore, with feelings of commingled pride and satisfaction desire to announce broadcast throughout the world that we consider the *Cycling West*, that brightest of cycling publications, an advertising medium of sterling worth. We might compare it, while we are in this gold-mining country, to a stock purchased at 1 cent and worth $1000. It has the western section of the United States practically to itself, and it is conceded by every cyclist and dealer from Mississippi west as being their encyclopedia and guide. Long live the *Cycling West!* They can put us down for a life-long contract — we know when we have struck a good thing.

HURROO FOR ELLIOTT AND LOUISVILLE.

How could it lose — that Elliott-Louisville combination. We have advocated in FOWLER TRUTH the election to the presidency of Sterling Elliott, and the selection of Louisville as the place to hold the national meet for '96, ever since either one was spoken of, and now we want to congratulate the magnificent work of the Louisville boomers and the splendid common sense that elected Elliott to the highest position that the League has to offer. We will shake hands with Mr. Elliott when we get the chance. And so far as Louisville is concerned, if we are not there with bells when the meet is held next summer, it will be because there are no bells procurable in this country. Bells or no bells, however, we will be there — not as guests, but as active Kentuckians ourselves, with a glad hand to every visitor to the grandest State in the entire Union.

The Orient Gets it! =

That World's Unpaced Mile Record, 2:00⅖

Chairman Gideon writes Sanger as follows:

"You have undoubtedly heard ere this that the Racing Board has decided to give your record the preference, and has refused to allow Hamilton's as an unpaced World's Record."

Yours very truly,
GEORGE D. GIDEON,
Chairman of Racing Board.

The Orient and Vim
Are still on the top;
Keep your eye on the pair
And you'll hear something drop.

The Waltham M'fg' Co.

240 Broadway, New York.

◆ ALSO AT BRANCHES: ◆

Boston, New York, Springfield, Chicago, Cincinnati, Omaha, Denver, Brooklyn, Lynn, Providence, Newark, Waltham, Detroit,

For the Ladies

"God Bless 'Em!"

"The New Woman."

She never grows old, no, it isn't the mode,
She has pinned her faith to the "fresh air" code,
And joined the gay throng out on the road.

Her grandma wore cute, little lacy caps,
Her grandma took daily, her little naps,
But *She* takes the air in modern wraps.

Her grandma grew aged at forty or so;
But stemming the tide of the long ago,
Her locks show but faintest trace of snow.

Now *She*, when at sixty, her countenance bright,
Her cheeks smooth and ruddy, her step soft and light,
A woman of thirty in vigor and might.

When heavy her burdens and trials may feel,
And she, for herself, some sweet solace would steal,
She instinctively turns to her tried friend, *The Wheel.*

When once in its saddle, out 'neath the blue sky,
Like a bird on its pinions, she seemeth to fly.
Her burdens are lifted, her spirits soar high.

She dwells not on mem'ries of joys that are flown,
How fleeting they were to *her* has been shown —
Now, dependent on none, she goes forth alone.

This, then, is the "up-to-date," "New Woman's" code,
This Nineteenth Century's practical mode
Of defying the years by "the fresh air code."
IDA TRAFFORD BELL, in *Imperial Magazine.*

✣

THAT bicycling is in higher favor among women this season than ever before, is evidenced by the fact that all the ladies are endeavoring to get possession of a '96 wheel as early as possible, and one need only to go out upon the boulevard or through parks and speedways, cold as it is, to note how high. The good roads movement has done more than anything else to bring about this happy era. The woman a-wheel has become a more common sight than the woman in her carriage or a-horseback. We see her under many and varied circumstances, wending her way silently, and in many and varied directions. The woman out for an airing upon her bicycle, as but recently she appeared in her carriage; the Sister of Mercy in her vocation of ministering angel, finding her way through the by-ways and highways of town and city; the nurse relieved from her hospital duties, in silence and thankfulness wending her way around the hill or through the park, drawing in long, full breaths of the pure, fresh air; the artist whose pictures catch new life and beauty from her runs through nature in her fairest garb; the mother or teacher, with lagging step, strained nerves, and overworked brain, rides upon her flying steed joyously, away from her

Do we use DUNLOPS?

Indeed we do.
Union Agents can get all they want on

Union Bicycles....

The Dunlop costs more, but Union quality ignores cost.

◆◆◆

...DUNLOPS...
are delivered promptly

UNION CYCLE MFG. CO.
239 Columbus Avenue,
Boston, Mass.

grinding cares and menacing ills. The bicycle helps women into a purer and wider existence, by meeting all the conditions. It helps them into closer and better fellowships with men, for the more interests men and women have in common, the better will it be for both.

✠

Many thousands of dollars have been spent upon the improvement of roads, but the work has only begun. Pathways, subways and rights-of-way, which only a few years ago were denied them, are now wide open to them.

The League of American wheelmen is constantly sending out calls to the women riders, to help the good work along, and they can do much and in many directions, if they will but see the necessity of the movement. We are apt, in our present condition of rights and privileges, to forget the early struggles of the few who made it possible for both men and women to ride bicycles. Good roads are a necessity to comfortable wheeling. On horseback the discomfort falls upon the horse, in wheeling it falls upon the rider.

✠

It is said that the reason why French women are superior to American women in style of dress, although possessing much less personal charm of face, form, and individuality, is because every French woman studies herself, individually, while American women follow blindly the prevailing fashion, with but little exercise of personal taste. Perhaps this is the reason why so many so-called French costumes made hundreds of our American girls look like frights, or scarecrows, when wheeling, and is perhaps the reason why women are now striving after the artistic in mount, adjustment, pose, dress and repose. Someone said recently, that what was most needed by the woman a-wheel, was repose, which she could never attain so long as she was obliged to propel her machine by pedaling. We don'tagree with the gentleman on this point. A woman mounted upon a properly adjusted wheel, properly gowned,can be as reposeful and harmonious an example of poetry in motion as any man or woman need care to look upon.

✠

Clever physicians are encouraging wheeling among women, claiming that it is more beneficial than any other form of violent exercise. The girl who is narrow chested, the woman who is too lazy to walk, and the athletic young woman who has tired herself out in the gymnasium, will find in the bicycle a pleasant means of recuperation. Many even say that it will cure one of sciatica.

✠

The '96 sweaters are in many and beautiful shades and designs, and the athletic girl is losing no opportunity of showing herself in one of them in the gymnasium, on the wheel, and when off for a long tramp afoot, and it is whispered that these charming garments have even insinuated themselves into the study and studio.



Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

A Humber Agency means
Reputation—Profit—Satisfaction

Humber Patrons



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Humbers hold every World's Record, from ⅔ mile to 1,800 miles.

HUMBER & CO., America (Limited)

WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.

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This is pleasant news, for last season they were anything but pretty or numerous, and many of the girls and women were obliged to have recourse to that worn by husband or brother, when they needed special protection against cold or overheating, when off for a long run. They are in great variety of texture and weight, and while at first they were manufactured with small, tight sleeves, after the style of the famous "Jersey," which was in vogue years ago, the modern woman in her desire for comfort and ease, could not be beguiled into having her arms strained and almost paralyzed by being handicapped by tight sleeves, hence those shown this season are made with goodly-sized and comfortable sleeves.

The finest qualities come in dark shades, and so woven as to give the effect of stripes. They are finished at the neck with satin bands. Also, they are made loose and easy over the hips, snug at the waist, and narrower at the shoulders than those of the men. Yachting sweaters are very pretty, and combine the nautical colors, blue and white. They range in price from $2 to $7; for those made of wool, and from $8 to $25; for those made of silk. Wool sweaters are the best under all circumstances, as they absorb the moisture of the body, and prevent the wearer from taking cold.

✠

Dr. John P. Burke, known to the press and cycling world as "Good Roads John," who is not only one of Gotham's leading dentists, but one of its leading wheelmen, writes: "Allow me to congratulate you upon your appointment to the Bulletin. I know you to be a good fighter, and that is enough for anyone who has Irish blood in in them. Don't be too hard on us men. We are not all alike, and so far I find that the bloomers' worst enemy is woman, not man. There is not one wheelman that I know who is against them. (Dr. Burke used to be). Don't you think leggins for long distance riding, absurd? They are hot, heavy and binding to the muscles of the leg, where free play is necessary."

Each rider must be the judge of what is best and most comfortable in the way of clothing for all occasions, and many of our wheelwomen discard leggins, and wear silk or cotton stockings during the hot months. Here is a chance for the wheelwomen to give an opinion. Let us hear from you.

✠

The writer begs to assure the readers of the Bulletin that they need not have the slightest doubt as to the authenticity of that most skilfully turned and cleverly told tale of Mr. Waterman's, about "*Jed Spilkin's Tandem*," and to vouch for the fact that there is in New York a parrot that has been taught to ride a bicycle. If a parrot with but two short, clumsy legs can do it, why not a trained racer, aided by a vivid imagination and skilful pen? Ida Trafford Bell.



(Shows pelvis as it rests on the Christy Saddle).



(Shows pelvis as it rests on the ordinary saddle.)

Christy... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

• • •

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.

If You Don't Break Down.

Oh, toilers in life's vineyard—
In the country, in the town;
Keep courage! You will get there
If you
Don't
Break
Down!

How not to Break Down.

Oh, toilers in life's vineyard—
In the country, in the town;
Just ride an **ELMORE CYCLE**
And you
Won't
Break
Down!

If you would know more about the Elmore and it is to your interest to do so

Address... **Edw. Oliver & Co.,**
21 Park Row, New York.

That Baby of Ours

Shall He Ride the Wheel?

Although in a former article on this subject, we stated that having presented therewith arguments for and against carrying babies on the bicycle, the youthful American would thereafter have to look out for himself, the letters continue to come. The most of them are written by those strongly in favor of giving the baby a bicycle outing, some are conservatively so and some oppose it.

It is very probable there is a safe middle ground of argument. When so many careful, happy fathers have given joy to their babies and themselves on the wheel, it would be unreasonable to say such a course is all wrong. On the other hand, a "scorcher," with a helpless babe in his care, or rather, his lack of care, is a painful sight. So is any one so riding in a crowded, dangerous place. It is easy to see how opinions may differ and every appellation from "saint" to "brute" be applied to such a father.

The following communications must close the discussion for the present, unless some new and striking feature enters into the question:—

EDITOR L. A. W. BULLETIN:

The old Puritanical notion of the freedom of each to do as he pleases so long, and only so long, as he pleases to do *our* way dies hard in this country. I am moved to make this sage observation anent a sister's article on "Those Cruel Fathers," in the BULLETIN of a recent date.

Happily I don't live in San Francisco, but if I had that misfortune, I would try the cheerful idiot who tries to compel by law all fathers to take his ignorant view of the duties of fathers to their children, a hack just for luck. I have ridden the bicycle for the past seventeen years and I believe I know more about it and its safety than some old mossback that trusts to his prejudices rather than his knowledge, and I have no hesitation in stating that, as a result of my personal experience, observation and study, it is much safer than a horse and buggy.

There is no fool horse to get scared at anything or nothing, and run away and tip you and your baby out, and if you do fall the results are much less likely to prove serious than if an accident occurs while driving.

In the last four years, I have carried my baby many hundreds of miles on my bicycle without accident or incident and with far less apprehension for his or my own safety than I have felt in traveling a much less number of miles with him in a buggy. Last summer I toted him over 750 miles in his beauty baby seat with great pleasure and physical and mental benefit to him and myself, and I would just like to see one of those dyspeptic "anti-everythings," immortalized by the autocrat of the breakfast table of blessed memory, try to cheat me out of my little lad's company when I take my daily spin. "*Civis Americanus sum!*" and as such I have some rights that even presidents of "societies for minding other people's business" are bound to respect, and chief among them is the right to share the pleasures and benefits of my bicycle with my children, and if any meddlesome old woman of either sex attempts to interfere with the free exercise of this right, there is going to be a row, sure. Yours for business,

GEO. E. BLACKHAM, M.D., No. 135.

DUNKIRK, N. Y.

EDITOR L. A. W. BULLETIN:

I have been much interested in the articles which have appeared in the BULLETIN on the subject of carrying children on the handlebars of bicycles, as I have probably had as much practical experience in carrying children upon a bicycle as any person in the country.

I have a boy seven years old whom I have carried on my wheel thousands of miles, commencing when he was nine months old and continuing until last summer, when I built him a wheel. During the last two seasons I have also carried another child now past two years old, commencing when he was but five months old, making two children on the one wheel.

If the lady who writes in the BULLETIN of Jan. 24th directs her attack wholly upon those who carry children in a child's seat strapped to the handle bars, I must partially agree with her, as I found from experience that such a carrier is not at all safe in the hands of any but an experienced and extremely careful rider as such a weight upon the handle bars renders steering quite difficult, especially in riding side paths and bad places in country roads.

But in my very extended experience I have never known of any harm to the children from their very extensive riding with me upon the wheel, and I know it has done them and their mother untold good. The little one after riding forty-two miles with me one day last summer begged for "more ride a bicycle, papa, more ride a bicycle," when I lifted him from the seat.

I consider my boys just as safe when on my wheel with me as are other people's children when riding in carriages with them and think that anyone who has mastered a wheel can safely carry a child in a child's seat which fastens to seat post or frame of bicycle, but would advise any but the most careful and experienced to beware of children's seats fastened to handlebars, they are difficult to manage and consequently dangerous.

Writing from thorough knowledge of the subject I must insist that children can be safely carried upon bicycles to the mutual benefit and pleasure of both children and parents, and that any law which prevents such carrying of children would be as unjust as would be a law preventing the carrying of them in carriages, for who has not personal knowledge of injuries to children from carrying them in carriages.

Yours for the health of the little ones.

MILAN, MICH. A. E. PUTNAM, No. 38,993.

A Hundred Dollars for a Wheel!

... NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.



..PUNCTURE PROOF BICYCLE TIRE.



Our Tire Prevents Punctures.
No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.
Catalogue and Sample section of Tire free upon application. Address,
The PUNCTURE PROOF TIRE CO., Quincy, Ill.

Lovell Diamond Cycles

...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers,

BOSTON, MASS.

Agents Wanted. Catalogue Free.

Over the Ocean

Bicycle Dress in Europe

It may be of passing interest for our "Coming Woman" to know how our European cousins clothe themselves and what is considered an ideal costume in lands beyond the sea.

In the first place let us consider the dress of our nearest neighbors, our English cousins. It would be most difficult to decide on a costume that might properly be called the "accepted," for they have a most unconventional manner of touching both extremes. In fact, in Hyde Park, of an afternoon, one sees everything from a flashy up-to-date, to the most reserved and modest of habits. Concerning the former class we shall say more later on. As to the latter many of them could scarcely be called a "costume" as we use the word, consisting as they do simply of a plain skirt made larger and in pleats, and perhaps three inches short of the ordinary skirt.

Considering up-to-date costumes, of which I have seen many, all differ materially, but in each, one object is uppermost, namely, perfect freedom of the limbs, with perhaps just a touch of pride in a well-formed leg. This latter point is more apparent in French and Belgium centres.

That the bicycle costume has come to stay and is, so to speak, a stepping stone in the great anti-slavery-dress question of our sisters, could not be more aptly illustrated than by an article which recently appeared in "*Les Temps*" of Paris, which was to the effect that "No one unless a recognized cyclist should appear in other than a 'rational costume,'" applying of course to women. How discriminate? This agitation suggested a law. It was not feasible, of course. As an instance we will suppose the law has been enacted and a lady leaves her cycle for a few moments. A gendarme asks her, "Have you a bicycle?" "Yes." "Where is it then?" he asks. "Oh, I can show you, sir." He accompanies her, and lo and behold, her emancipated mother-in-law is off with it for a spin; she pleads, she scolds, she cries. The officer is obdurate and she is marched before the prefect. Of course she can prove her statements later on when she possesses her wheel once more, but think of the mortification, the disgrace! And this is a product of gay Paris. As every bicycle has to be registered in Paris it is somewhat perplexing to try to harmonize the fact that there is about one half a bicycle for each lady wearing a costume for the same.

Costumes of Paris vary. One consisting of a suit of full black tights was seen going across the Place Vendome, and far too speedily to please the assembled bystanders.

Again, at Cologne, we saw a party, evidently English, consisting of two ladies and eight gentlemen. One lady was in black, relieved by a white tie and a narrow braid of white around the bottoms of her bloomers, while the other was clothed in a white sweater under a light box coat, and bloomers terminating slightly above the knee, then black stockings as far as the calf and capped with a red band with small dots and wide enough to reach the bottom of her bloomers. And what a furor they did create among the quiet phlegmatic Germans.

A figure that was the centre of attraction in Le Gene du Midi in Brussells recently was clothed in close-fitting silk knickers drawn tightly about the waist, where it enclosed a dainty shirt of black material relieved with a white tie and jaunty straw hat. Of course she wore black silk stockings, for that is the recognized thing in Brussells. She rode a gent's wheel.

As a summary of this much-mixed question of dress is quite out of the question, and as each lady should clothe herself as best suits her requirements, to offer advice would be presumptuous. Much observation at home and abroad leads us to say that, above all things a woman's dress should be moderate. But "wear what you like," is the advice of one who advocates the cause.

CHAS. A. CASE.

CHELSEA, MASS.

A Boon for Cyclists

THE COMFORT BICYCLE GARTER.



PAT'D. SEPT. 17TH 1895 No. 546,420

The Comfort Garter is made in all grades and finished in fabrics, such as cloth, velvet, etc. It is provided on its inner surface with a rubber lining, having soft rubber teeth or projections, which enter into and engage the meshes of the stocking or other article to be held. The tension in the garter is no greater than is required to hold the garter in place, and consequently the pressure exerted is not sufficient to produce any discomfort or inconvenience, therefore the garter does not interfere with the circulation of the blood, while at the same time it cannot slip or budge.

If your dealer does not keep them, send in 50 cents and we will send you a pair.

DREYFUS & WATERMAN,
415 Broadway, New York.

Wheeling at night with the "Search-Light" —is a pleasure.



1896

"Search-Light" Lantern

HAS NO COMPETITOR.

Reflecting surfaces are always bright, and cannot become tarnished. Can use kerosene or naphtha. By the new method of attaching to the wheel it cannot jar out. Price, $5.00.

Ask your dealer or send to

Bridgeport Brass Co.,
BRIDGEPORT, CONN.

Or, 19 Murray St., New York. 85-87 Pearl St., Boston.
17 No. 7th St., Philadelphia.

BEWARE OF IMITATORS.

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained. The "Search-Light" never follows, always leads.

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Stearns.

The "Yellow Fellow" year book for '96, issued by E. C. Stearns & Co., Syracuse, N. Y., is about as neat and handsome a book as type and pictures and paper and ink, combined with the most artistic taste can produce. The handsome cover pages and the forty-eight pages of the book are all printed in black and yellow. The half tones of the book, showing many pastoral and club house views are exceptionally fine.

Waverley.

The Indiana Bicycle Co., Indianapolis, Ind., has issued a neat thirty-six page catalogue relating to the "Waverley" for '96. The catalogue opens with this pertinent paragraph. "A young man having decided to study for some profession, but being in doubt as to which one to pursue, asked a learned physician, if that profession was full. 'Well, yes,' was the reply. 'That is, the basement is overcrowded, but there is plenty of room upstairs.'" The method of manufacture of

Why Evans'?

Reasons:
Best Malt and Hops.
Mountain Spring Water.
Years in the Wood.
Improved Bottling.

Result:
Finest Ale Brewed.
No Harmful Acidity.
No False Ferments.
No Cloud of Sediment.

EVANS' India Pale Ale

Sold by leading Hotels, Clubs and Cafes.

C. H. EVANS & SONS,
Hudson, New York.



THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.

"CLIMAX" Wire Spring Saddles...



New '96 Model, Style B, thorough in point of Construction and Riding qualities.

Only Sanitary Saddle, and Prevents Soreness.

Send at once for '96 Catalogue. Electros for Trade that desire to catalogue.
Weight, 12 oz.; Price, $4.50.
Fully guaranteed against defective construction for one year. Mention L. A. W. Bulletin.

Climax Manufacturing Co.
EAST HAMPTON, CONN.

the "Waverley" is elaborately shown, many beautitul half tones supplementing the descriptive matter. The cover pages are very dainty.

Ajax.

An elaborate sixty-four page catalogue issued by Hibbard, Spencer, Bartlett & Co., Chicago, is devoted to describing the good points of the "Ajax" wheel in particular, and to numerous other wheels and bicycle sundries in general. The cover is a splendid example of the printer's and embosser's art and the entire catalogue, in two colors, is attractive.

"Lewis-Booth."

The L. & B. Cycle Manufacturing Co., Cleveland, O., has issued a neat catalogue one page of which is devoted to the interests of the L. A. W. The cover page in black, red and blue is decidedly catchy.

Hardy.

The Hardy Cycle Co., New York, issue a modest little catalogue that is worth the having for the two very pleasing half tones, which it contains of members of the gentler sex. The "Hardy" wheel is fully described in its pages.

Dunlop Tires.

The American Dunlop Tire Co., New York, Chicago and Toronto, issue a concise little booklet, with illustrations relating to the "Dunlop" tires. It leaves little unsaid on the widely discussed subject of tires.

Eagle Locks.

The Eagle Lock Co., Terryville, Conn., issue a brief catalogue of bicycle locks which is of interest to bicycle riders.

"Peerless" and "Triumph."

"The Story of the Bicycle," is told in a most entertaining manner in the beautiful thirty-two page book issued by the Peerless Manufacturing Co., Cleveland, O. The "story" begins with the taking of the ore from the mine and following it till it is in the finished wheel, giving in detail every process in the manufacture. Numerous half tones embellish the pages, many of which are devoted to describing the "Peerless" and "Triumph" wheels.

Avery.

The Kansas City Avery Planter Co., Kansas City, Mo., has issued a neat, comprehensive catalogue describing the "Avery" and other bicycles it manufactures, and bicycle accessories. Among the bits of verse which embellish the pages is this:

The dust in the road is like velvet,
And the rag-weed and fennel and grass,
Is as sweet as the scent of the lilies,
In the Eden of old, as we pass.

New Mail.

Twenty-four neatly printed and amply illustrated pages comprise the catalogue issued by Wm.

A Pride and Satisfaction to Riders

EASY-RUNNING....
Gendron and ... Reliance Bicycles
Catalogue on application to
GENDRON WHEEL CO.
Toledo - - - Ohio.

Trenton Cyclometers



are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

It Pays to have the Best....

Everything that could be done has been done to make

THE RIALTO....

Absolutely Perfect. What more could be asked?

Continental Cycle Co.
15th Street and Western Avenue
Chicago .....

When ordering your wheels REQUEST that they be fitted with

Hunt
BICYCLE SADDLES
WESTBORO MASS

Read & Sons, Boston. The several other cycles made by this company are also fully described.

Smith's Tours.

A neat little booklet giving many interesting hints regarding bicycle tours abroad, and illustrated with numerous half-tone pictures, is issued by C. H. Smith, 222 Woodward Avenue, Detroit, Mich. It will be of worth to all intending tourists.

Mannocitin.

Otto Goetze, 15 Whiteland street, New York, is sending out a neat little booklet, printed in two colors, relating to the rust preventative, "Mannocitin."

Iver Johnson.

Iver Johnson's Arms and Cycle Works, Fitchburg, Mass., issue a handsome catalogue with a striking cover design printed in red and black. The "Iver Johnson" cycles are entertainingly described and the book throughout is well planned and printed.

ANOTHER MINISTER.

Rev. N. O. Halstead, King's Park, N.Y., writes:

"Let me add my voice to those who have so properly acknowledged the good work of your excellent weekly. It is promoting a cause which helps to invigorate us physically and mentally, and deserves our support."

THE Ramblers Cycle Club, of Renovo, Pa., has won its first victory in politics by electing its treasurer, Geo. O. Miller, Chief Burgess of the town.

SHADED HIGHWAYS.

If all the road supervisors of the land were wheelmen, more attention would be paid to the planting of trees along the public highways.

The pleasure of a summer day ride is greatly heightened if the road leads where the friendly shade of trees may fall across it.



A Favorite Summer Road.

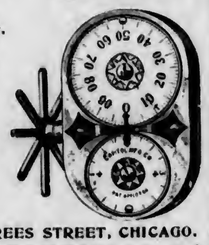
The Climax Ten Thousand .. Mile .. **Cyclometer**

With Independent Adjustable Trip Indicator.

Is the only Cyclometer that enables the rider to keep track of trips or day runs without bookkeeping or trusting to memory.

Price, only $1.50

Easy to read from saddle. Neat and absolutely correct. Fully guaranteed.



CAPITOL MFG. CO.

125-137 REES STREET, CHICAGO.

The Automatic Bicycle Balance.

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.

"BALANCE APPLIED."



Notice.—In ordering Single Balances, give diameter of this tubing.

Write for Descriptive Circular and Trade Prices.

Weighs only 2 ounces; entirely nickel plated; adjustable to any bicycle. Single Balances expressed on receipt of price or C. O. D., with privilege of examination. **PRICE, $1.00.** Manufactured by

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

Philadelphia, Feb. 6, 1896.

Mr. STERLING ELLIOTT:

Dear Sir,— For goodness sake please take out that ad. of ours in regards to selling $75.00 Bicycles direct to the rider for $50.00 until we catch up with our orders, and oblige

Yours truly,

PENN. BICYCLE CO.,

H. D. LeCato,

1343 Arch Street.

C. F. NICHOLS, ESQ,

HOTEL PELHAM,

BOSTON, MASS.

Dear Doctor,— Answering your query about the **HARDY** bicycle, all I can say is that a friend of mine, one of our leading gynæconogists, (who is an ardent rider) and has made a rigorous investigation of the merits of the wheel, told me recently that it is the only wheel for women to ride and that he would recommend it to all his patients.

The makers, the **HARDY CYCLE CO.**, of our city, 42 W. 67th street, issue a very interesting pamphlet and catalogue which can be had free on application.

Yours to command,

GEO. W. ROBERTS, *M.D.*

DIXON'S 679 CYCLE LUBRICANT

You will coast farther and ride easier by using it.

NOTHING EQUAL TO IT.

Sample will be sent for 15 cents.

WORTH DOUBLE THE MONEY.

DIXON CRUCIBLE CO, Jersey City, N. J.

A Bicycle Factory for Sale. Substantial brick buildings, 100,000 square feet floor space, furnished with steam power and shafting, admirably adapted to the manufacture of Cycles. Situated within six miles of Boston. Apply to R. B. DENNY, 143 Federal Street, Boston.

3 Bicycles can be kept new and bright, and absolutely free from **Rust** after **Cleaning** with "Three in One." The only perfect lubricant for Chain and Bearings, never gums. Sample sent in this oil can for 10 cents.

G. W. COLE & CO., 111 B'way, New York.

THE **TRANSIT**

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.

Salesroom, 44 Columbus Ave., Boston.

The cool fragrance of the woods is made enjoyable because of the contrast between its beautiful archways and the sunny stretches beyond. But were all the roads through woodlands, the surroundings would become monotonous. but not so painfully so as where the way is wholly in the glare of the sun.

The ideal road is that one whereon sun and shadow happily blend and intermingle. Such highways can be provided if sufficient attention is given to the planting and care of trees. Wheelmen should use their influence to encourage tree planting.

READ the secretary's report of the Baltimore assembly, in the official department of this number.

Commission or Omission?

You who 'gainst knickerbockers
Are lodging a complaint,
Do you object to what they are?
Or is it what they ain't?

BE guided by your reason and your conscience rather than by what the neighbors might say.

LIFE is full of uncertain chances, particularly at a church fair.

A MOUSE and a conclusion aren't at all alike, but a woman will jump at either of them.

How long has it been since you told your wife you love her?

Lawton's Emergency Strap.

MADE OF PURE PARA GUM.



The Quick Road Repairer for Single Tube Tires. Place a little cement over puncture, put strap on firmly, inflate tire and you are ready to go on.

Two straps will fasten a detached tire firmly in the rim.

No tools required. **Price, 25 cts. ea.** Mailed on receipt of price. For sale by all Bicycle Dealers.

Clifton Mfg. Co., 65 FRANKLIN STREET, BOSTON, MASS.

Mention L. A. W. BULLETIN.

McCune Cycles...

NONE BETTER,

Send for Catalogue.

EVERETT CYCLE CO.

EVERETT, MASS.

Agents Wanted.

READING RUBBER TIRE COMPANY...

Manufacturers of **"Alligator Tread" Tires**

One Quality only — the Finest

Reading, Massachusetts.



Individual Cycle Name Plates

with name engraved on the same for 50c. prepaid to any address.

C. H. WOLFF,

177 William Street, New York.



"Ball-Bearing" Bicycle Shoes

For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,

CHICAGO, ILLS.

RUST on Wheels PERMANENTLY PREVENTED with **MANNOCITIN** 2-oz. cans, 25 cts. At dealers or by mail from Otto Goetze, Kemble Bldg., New York





RUBBER GOODS BY MAIL

For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. G. Betts & Co., 120 Water St., Toledo, O.

TRADE NOTES

EUROPEAN bicycle tours prospectus now ready. Address Clarence Smith. 222 Woodward Avenue, Detroit, Mich.

CHANNING ELLERY, 228 W. 38th Street, New York, is organizing a small party of gentlemen for three months' bicycle tour abroad, to sail June 24.

"Betsey Jane on Wheels," and "Three-In-One." Only a few more copies left; sent free on application. Amusing and instructive. Mention the BULLETIN. G. W. Cole & Co., 111 Broadway, New York.

"On the Spot in '96," by F. Ed. Spooner, travelling cycle correspondent.

A very desirable volume of cycle information. Two hundred pages in handy pocket form, containing complete review of the year's racing, date of each race meet, percentage table showing the relative merits of 125 racing men, prize winning tables showing the number of prizes and value won by each man, table showing the fastest races for each class in distance, thirty complete biographies of the most prominent men of the season, over thirty half tones of the latest and best pictures of racing men, records of all countries, besides many other interesting articles of value to cyclists.

Paper cover, 25 cents. Boards, 50 cents. Special price to dealers.

Address, National Cycle News Bureau, 306 Chicago Opera House Building, Chicago, Ill.

FACTORY FOR SALE AT MALDEN, MASS.

Clean, two story, light building, 40 feet x 125 feet. Shafting and electric wiring. Separate building contains boiler, engine and dynamo. House for superintendent. Address,

GENERAL ELECTRIC COMPANY, Boston.



A DUTY THAT NEW YORK STATE WHEELMEN OWE THEIR DIVISION.

BY A NEW YORK MEMBER.

It is a common cry among the New York wheelmen that they have the worst roads in the country right in their own State. To many of them credit must be given for the effort that has been made to have the roads improved, but to the majority a seeming lack of willingness to aid the few that have kept up the agitation has been evident. If we will have better roads, with the increased amount of pleasure in riding a wheel or driving a horse, concerted action must be taken.

To get these improved roads appears now to be within our grasp if we will but make the demand strong enough. An element that has opposed the demand in former years, is awakening to the fact that our arguments have not been erroneous. This element is the farming faction; and they are each day becoming more and more convinced that to make their calling profitable they must have better roads. I quote from the set of resolutions offered at the Farmers' Congress held in Albany last week the following:

"*Resolved*, That the New York State Farmers' Congress favors any system of economical road improvement, and will approve any practical law that will improve the highways of the State; but is opposed to heavy and unnecessary taxation for the construction of a few main roads at fabulous cost."

What the agricultural sections have been asking for, is a law by which the State will pay a portion of the expense of building the main roads, making them with a hard surface so that they can be used at any time or season. The demand has been noticed by Gov. Morton in his message of 1895 in which he recommends a committee be appointed to ascertain the style of roads wanted and the laws required to build them. Such a committee was appointed by the assembly of last year, with the Hon. Richard Higbie as chairman. They did their work carefully, as will be seen by their report, just published; and the six bills that they have introduced. To give these bills in full would be asking too much space in this paper, but a description of them in brief with their numbers will be of interest, and any one that wishes to learn more about them can procure them from the authorities. The numbers given are the assembly numbers.

No. 185 provides for a State superintendent of highways with authority over the entire road work of the State, but more particularly in regard to the proposed roads that are to be built under State aid. His office will be a veritable bureau of road information.

No. 168 provides for the construction of main public highways by State aid. It affords this aid upon three alternative methods, namely, on the petition of one-half of the property owners of the benefited district, or upon a resolution passed at any town meeting, or upon a resolution passed by a board of supervisors. In either case the State will pay one-third of the cost, and the county one-third, the other third is provided for by the bill upon the basis of who makes the petition. Persons that have made the subject of road laws a subject say that this is one of the wisest bills ever presented, and is thoroughly safe guarded; and should have the support of all interested in the subject of road building.

No. 187 provides for the substitution of the money system of taxation throughout the State, and abolishes the system of paying the road tax in labor. There should be no objection to this bill for we all know the waste of time and money with the poor results obtained by the existing plan of working out the road time.

No. 186 provides that as the terms of the road commissioners shall expire, no successors shall be elected until the last one has served his term, and after that only one commissioner shall be elected in a town. It provides as well that his work shall be done under the direction and control of the town board. The bill has many excellent features, and with the cash system will be advantageous to the towns.

No. 184 provides for the erection and operation of rock crushing plants at the State prisons and penitentiaries of the State, and for the disposal of the crushed stone for highway purposes. In view of the fact that prisoners will not be allowed to work at the trades they have been working at formerly, after the first of January, 1897, this bill should meet with approval.

No. 183 provides for the universal use of wide tires after 1900, with a bounty to those that will use them previous to that date. The great objection to the use of wide tires among the farmers has been that unless the use of wide tires became general and compulsory, the party using them on a soft road would be doing more work with his team than his fellow with the narrow tire. The general use of the wide tires is believed to be to the advantage of all.

I have given the intent of the bills above as briefly as I could, and hope that every member



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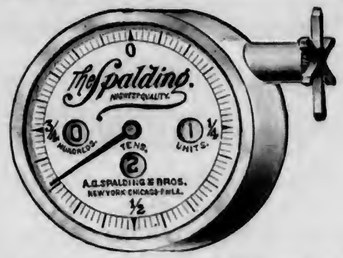
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NEW YORK. CHICAGO. PHILADELPHIA.

FACTORY AT CHICOPEE FALLS, MASS.

of the New York division will interest himself and fellows that do not belong to the L. A. W. in their passage, if they are satisfied with their meaning. With the number of votes that are controlled by the wheelmen in this State, a vigorous and united demand for good roads legislation will not go unheeded, if you really want good roads now is the chance to stir yourself and get them.

Yours very truly,

NEW YORK. W. C. VROOMAN.

THE REAL THING.

"They ain't no such thing as a real Christian," said the man with the patched jeans.

"Don't you think they ain't." said the man with the soft hat turned up behind. "I knowed one myself."

"Huh! Whatever did he do? Never miss going to meeting?"

"Oh, I ain't layin' so much on that as on when it come time to work the roads he went out and did a real honest day's work, jist as if he was workin' his own farm."—*Indianapolis Journal.*

DON'T be a consistent Christian; be a real one.

THE farmer who believes in the protection of his home market is opposed to the awful tariff levied by bad roads.

EXPENSIVE DEFECTIVE HIGHWAY.

Mrs. E. Olmstead, of Matteson, Waupaca county, is suing the town of Maine, Outagamie county, for damages on account of injuries sustained by plaintiff last October. Mrs. Olmstead was severely hurt by being thrown from a wagon while riding over a defective highway. The town board offered $1,200 in settlement, but this was not accepted.—*Appleton* (Wis.) *Crescent.*

THE members of the Virginia Good Roads Association have been inspecting New Jersey's fine roads, and they say that Virginia has the material right at hand to make her highways just as good, and the work of doing so is to be pushed along.

SUBSTANTIAL recognition of the rights and pleasures of the 50,000 bicyclists of New York and Brooklyn by members of the East river bridge commission, who are arranging plans to have the bridge contain roadways for the exclusive use of wheelmen. At each tower the bicycle paths, it is contemplated, will be so widened as to form a sort of aerial rendezvous or resting place for the cyclists. Here they will be able to stop on their way from New York to the charming roads of Long Island and view the picturesque East river. It is estimated that by the time the bridge is completed the cities it is to connect will have 200,000 cyclists.

DID any one ever see a road that was too good?

IN making a pertect system of roads every (steep) hill shall be made low and every valley exalted.

League of American Wheelmen
Official Department

Boston, February 28, 1896.

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12 PEARL STREET, - - - BOSTON, MASS.

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☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

.....**State,**.....

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References,.....

.....

☞Write plainly, printing preferred, or enclose personal card

ANNUAL MEETING OF NATIONAL ASSEMBLY.

BALTIMORE, FEB. 10, 11, 12 AND 13, 1896.

The annual meeting of the national assembly, L. A. W. was held in Baltimore, Md., beginning Feb. 10.

The first day was distinctly a good-roads day and the sessions of the assembly were held in Y. M. C. A. hall.

Called to order at 11.15 A.M. Seventy members responded at roll call.

President Willison, in calling the meeting to order, said:

"This is the first good-roads day ever given by the League, and it will not be the last. The amendment made by Mr. Potter, of New York, providing that one day annually should be set aside for the discussion of good roads, was one of the best amendments ever offered in the League, and we did well to pass it. The delegates to the assembly should feel bound to attend this good roads convention and to give it their entire attention. As the highway improvement committee, and not the League proper, is in charge of this affair, I shall take great pleasure in resigning my chair to its efficient chairman, Mr. Isaac B. Potter, of New York."

Mr. Potter made a brief address and said of the meeting:

"The attendance is not as great as it should be, but from my own experience I know that it is twice as great as was the attendance at the good roads congress, called by the United States government, and which was more widely advertised than was this convention. The delegates here, however, represent 40,000 wheelmen, and what transpires here will be more far-reaching in its effects than was the action of the good roads congress referred to. Many delegates have not been able to attend for various reasons, and many prominent people to whom we sent invitations have also been unable to get here."

He read letters of regret which also commended the cause, from Mayor Jewett, of Buffalo; Mayor Taggart, of Indianapolis; Mayor Swift of Chicago; Gov. Matthews of Minnesota; Gov. Morton of New York and Ex-President James R. Dunn.

Mr. Potter then introduced Mayor William M. Kennedy, of Allegheny City, Pa., one of the most prominent advocates of good roads in the country, during whose administration Allegheny City has changed from an ill-paved, ill-kempt city, to one of the finest in the country. Mayor Kennedy spoke of what had been done in the way of improved streets and roads in and around Allegheny City, and of the many direct and indirect benefits.

Following Mayor Kennedy, Henry W. Williams, chairman of the legislative committee of the Maryland good roads League, was introduced. Mr. Williams gave a history of the birth of the good roads League of Maryland, and the appointment of a legislative committee, of which he was made chairman.

D. P. Miller, chairman of the board of commissioners of Allegany county, delivered a short address, telling of the work accomplished by his confreres and himself in Western Maryland.

Both President Willison and Mr. Sterling Elliott delivered brief addresses, and put themselves firmly on the good roads plank.

The principal speaker at the afternoon session was Gen. Roy Stone, of the United States Bureau of Road Inquiry, who said in part:

"The wheelmen should help to encourage the farmers who are in hard luck by joining them in securing good roads. Make the farmers see that good roads will make the city people want to live in the country and will make them live there.

"The government can and will do much," he said, "when we have a national government highway commission. That commission can, by visits to different parts of States, gain a great influence in the road-building State and aid any local effort in doing good work. No State is too poor to help localities that will show an effort to aid themselves.

"The wheelmen can co-operate with the government by having convicts work in quarries to crush the stone." The other speakers were: E. G. Harrison, secretary of the New Jersey road commission; George A. Perkins, chairman of the Massachusetts State highway commission; G. Richmond Parsons of Providence, R. I., chairman of the Rhode Island division committee on highways; Percy H. Richardson of Maine; A. Cressy Morrison, first vice-president of the L. A. W., and I. B. Potter, who illustrated his lecture by stereopticon views of good foreign and bad domestic roads.

SECOND DAY, FEB. 11.

The business meeting was called to order at 11 o'clock by President Willison.

The following members responded to roll call: Colorado, George L. McCarthy; Connecticut, Philip W. Westlake, D. J. Post; Delaware, S. Wallis Merrihew; District of Columbia, W. T. Robertson; Illinois, George D. Locke, John L. Misner, Fred Gerlach, F. R. Gadd; Iowa, E. Kostomlatsky; Kansas, W. C. F. Reichenbach; Kentucky, John W. Clendening, Ed. H. Croninger, Marmaduke B. Bowden; Maine, Percy H. Richardson; Maryland, Conway W. Sams, R. H. Carr, Jr., Albert Mott; Massachusetts, Sterling Elliott, Alonzo D. Peck, D. E. Miller, J. S. Dean, A. K. Peck, W. C. Dillingham, F. S. McCausland, N. W. Starbird, Louis H. Adams, F. I. Gorton, S. T. Williams, C. W. Fourdrinier, C. G. Percival, H. W. Robinson; Michigan, Frank H. Escott, E. N. Hines; Missouri, D. W. Robert, E. N. Sanders; Nebraska, A. R. Edmiston; New Hampshire, G. H. Phinney; New Jersey, Robert Gentle, J. C. Tattersall, C. Frank Kircker, James G. Lee, R. R. Chiswell, Dr. A. J. Wright, T. F. Mersceles, Fred J. Keer, C. R. Zacharias; New York, I. B. Potter, W. E. Underhill, W. S. Bull, M. M. Belding, Jr., J. E. Roosevelt, J. B. Townsend, Geo. C. Pennell, Dr. F. A. Myrick, O. P. Wilson, G. E. Stackhouse, D. B. Van Vleck, A. N. Jervis, E. H. Walker, Durant McLean, G. A. Roullier, C. F. Cossum, C. B. Benson, W. B. Phipps, A. D. Wait, W. P. Judson, W. S. Jenkins, J. D. Chism, Thomas T. Eckert, Jr., Dixie Hines, W. J. Masterson; North Carolina, P. Heinsberger, Jr.; Ohio, Parker G. Reed, Dr. A. B. Howson, W. C. Munro, W. H. Chubb, J. B. Griffiths, John A. McGee; Pennsylvania, Samuel A. Boyle, John J. Van Nort, T. J. Keenan, Jr., R. D. Garden, Phil. S. Collins, Thomas Hare, A. F. Nelson, J. J. McKee, J. E. Harder, C. A. Mertens, C. V. McLean, C. A. Dimon; Rhode Island, George L. Cooke, H. L. Perkins; Southern California, C. C. Monaghan; Texas, E. W. Hope, Charles Culmore; Wisconsin, M. C. Rotier, Ben W. Park, N. E. Lindquist, H. E. Pomeroy.

Present officers and committees: President, Archie C. Willison; first vice-president, Geo. A. Perkins; second vice-president, A. Cressy Morrison; secretary, Abbot Bassett; treasurer, A. E. Mergenthaler.

Committee on membership: J. Emory Tippett.
Committee on rights and privileges: Herbert W. Knight.
Committee on rules and regulations: H. E. Raymond.
Racing board: Geo. D. Gideon.
Ex vice-president, Geo. R. Bidwell.

Credentials committee through its chairman, Geo. L. Cooke, reported as follows:—

Members present,	109
Proxies,	69
Total representation,	178

President A. C. Willison presented his annual report, which was accepted.

Mr. Perkins, secretary of the executive committee, presented his report, which was accepted.

Treasurer Mergenthaler presented his annual report and same was accepted.

Secretary Bassett presented his report and same was accepted.

A vote of thanks was passed to the officers above, the same to accompany the acceptance of the reports.

H. W. Knight reported for the rights and privileges committee, and same was accepted.

Mr. Adams reported for the auditing committee as follows:—

The members of the auditing committee have examined the books and vouchers of the several departments of the League, and submit the following statements:—

Account of the Secretary L. A. W.

From Feb. 1, 1895, to Jan. 1, 1896.

RECEIPTS.

Balance brought forward,	$527 95
Applications,	30,146 50
Renewals,	13,448 25
Ticket-Holders,	489 25
Veteran Bar,	157 00
Fines,	125 10
Bulletin Subscriptions,	9,515 25

Back Dues,	135 05	
Uniform,	38 07	
Duplicate Tickets,	8 80	
Electrotype,	25	
Total,		$60,591 47

EXPENDITURES.

Paid Divisions,	$34,787 44	
Paid Treasurer,	8,100 00	
Paid Bulletin,	9,668 30	
Rent,	490 00	
Salaries to Clerks,	1,491 69	
Stationery and Printing,	883 71	
Miscellaneous,	50 10	
Light,	2 40	
Taxes,	12 80	
Bond for Secretary,	37 50	
Paid Janitor,	55 00	
Salary of Secretary,	2,750 00	
Moving office from Chicago,	242 70	
Paid for Veteran Bars,	123 50	
Paid for Ticket-holders,	322 20	
Paid for Postage,	1,094 25	
Paid for Duplicates,	71 30	
Cash to Balance,	408 58	
Total,		$60,591 47

Receipts and Expenditures of Treasurer's Office.

From Feb. 9, 1895 (date of last audit), to Jan. 1, 1896.

RECEIPTS.

Received from W. M. Brewster,	$104 33	
Received from Abbot Bassett, Secretary,	8,000 00	
Received from C. H. Luscomb,	216 12	
Total,		$8,320 45

PAYMENTS.

Paid as per vouchers Nos. 1 to 61 inclusive,	$4,688 42	
To Balance deposited with the First National Bank, Fostoria, Ohio,	3,632 03	
Total,		$8,320 45

Two sums amounting to $192.50 credited as remitted to W. M. Brewster, ex-treasurer, by Secretary Bassett, do not appear on the treasurer's account as rendered.

Receipts and Expenses of Racing Board.

RECEIPTS.

Receipts from all sources,	$3,831 44
Total,	$3,831 44

PAYMENTS.

Wages,	$1,112 03
Postage,	433 50
Telegrams and Express,	184 13
Stationery, Printing Rules and Cost of Plates,	756 53
Traveling Expenses of Chairman,	143 25
Board Members Expenses,	459 87
Legal and Detective Fees,	74 75
Balance on hand,	667 38
Total,	$3,831 44

Executive Committee's Account of Approved and Paid Bills.

C. H. Luscomb, President, Allowance,	$250 00	
Office Expenses,	6 12	
Printing,	12 25	
		$268 37
A. C. Willison, 1st Vice-President, Office Expenses,		8 20
Transportation Committee, '94, Expenses,		63 57
Racing Board '94, Expenses,		148 00
Stenographer '94		171 00
Treasurer '94		115 25
A. C. Willison, President, Allowance,	$1,000 00	
Traveling Expenses,	314 15	
Office Expenses,	19 19	
		1,333 34
Geo. A. Perkins, 1st Vice-President, Traveling Expenses,	$228 47	
Office Expenses,	66 99	
		235 46
A. Cressy Morrison, 2d Vice-President, Traveling Expenses,		147 50
Abbot Bassett, Traveling Expenses,		95 42
A. E. Merganthaler, Treasurer, for Printing,		14 50
Executive Committee, for Printing,		21 50
Auditing Committee's Expenses, for 1895,		74 20
Auditing Committee's '95 Report, (printing),		17 75
Stenographer, '95,		30 00
Transportation Committee's Expenses,		120 45
Membership Committee's Expenses,		63 89
Rules and Regulations Committee's Expenses,		77 00
Rights and Privileges Committee's Expenses,		5 85
Improvement of Highways Committee' s Expenses,		261 73
Dealers Catalogue Inserts,		506 88
Good Roads Bureau,		694 22
Legal Services,		121 75
W. M. Brewster (paid in error),		92 50
Total,		$4,688 42

Recapitulation of Receipts and Expenses.

From Feb. 1, 1895, to Jan. 1, 1896.

Balance in Treasurer's hand,	$104 33	
Balance in Secretary's hand,	547 95	
Cash credited Treasurer by Secretary, and not appearing on Treasurer's account,	92 50	
Cash in Executive Committee's hands,	218 78	
Total cash,		$943 56
Net receipts from applications and renewals,		14,736 01
Net receipts from Ticket-holders,		107 05
Net receipts from Veteran Bars,		33 50
Net receipts from Uniform,		38 07
Receipts from fines, back dues and duplicate tickets,		369 20
Total,		$16,187 39

PAYMENTS.

Expenses of Secretary's Office,		$7,110 15
Expenses of Bulletin Account of Subscriptions,		153 05
Bills approved by Executive Committee,		4,688 42
Treasurer's Balance,	$3,632 03	
Secretary's Balance,	408 58	
Due from W. M. Brewster,	192 50	
Cash in hand of '94 Executive Committee,	2 66	
Total Cash on hand,		4,235 77
		$16,187 39

All of which is respectfully submitted,

J. Fred Adams,
John J. Van Nort,
George R. Prout. } Committee.

E. & O. E. Baltimore, Md., February 10, 1896.

Mr. J. Emory Tippett presented the annual report of the membership committee, which was received and placed on file.

Mr. Potter made a verbal report for the improvement of highways committee. Accepted.

Mr. Gideon reported for the racing board. Accepted.

On motion of Mr. Mott, the balance remaining in the hands of the racing board, after the payment of expenses, was voted to the chairman ($667.38).

The report of the transportation committee was read by the secretary. Accepted.

Mr. Elliott presented a financial statement of the Good Roads magazine, and turned over a balance on hand of $66.01.

Adjourned at one o'clock, to meet at 2.30 P.M.

The afternoon session was called to order by Vice-President Perkins, at 2.40 P.M.

Mr. Dean moved to proceed to the election of officers.

Mr. Potter moved a recess of five minutes. Recess taken.

Called to order at 2.47.

Mr. Willison moved to take up deferred business.

Mr. Potter moved to amend by postponing deferred business to a later hour. Carried by a vote of 49 to 48.

Mr. Willison regretted the action taken, as he had an important statement to make which had a bearing on the election of officers.

Mr. Cossum hoped that Mr. Willison would have every opportunity to say what he desired to, bearing on the election.

Mr. Elliott said that he desired that Mr. Willison be allowed to make his statement, and he moved a reconsideration of the question. Vote reconsidered.

Mr. Willison read a report from the executive committee, which gave in detail the arrangement made between the League and the Cycle Board of Trade, for inserting the League application blank in the makers' catalogues. He stated that a bill for $830 was still due, and he recommended that it be paid. He referred to what had been done in the Potter suit, and stated the present condition of the case. A great deal of exciting debate, and no end of parliamentary tactics was now indulged in, and, after voting to lay the matter of the report on the table for future consideration, the assembly voted to proceed to the election of officers.

A committee of three, consisting of C. F. Cossum, Albert Mott and S. T. Williams, was appointed to superintend the balloting for president.

Chief Consul Sams, of Maryland, nominated A. C. Willison, of Cumberland, Chief Consul Westlake, of Connecticut, seconded the nomination. It was also seconded by Gerlach, of Illinois, and Robert, of Missouri.

Spencer T. Williams, Esq., of Massachusetts, nominated Sterling Elliott, of Boston. Chief Consul Potter, of New York, seconded the nomination.

The result of the ballot was as follows:

Whole number of votes,	177
Sterling Elliott,	104
A. C. Willison,	73

On motion of Mr. Willison the election was made unanimous.

During the counting the following nominations were made for first vice-president: C. F. Cossum, of Poughkeepsie, A. Cressy Morrison, of Milwaukee.

Mr. Morrison withdrew his name, and, by vote, the secretary was authorized to cast the unanimous vote of the assembly for Charles F. Cossum.

On motion of Mr. Potter, the secretary was authorized to cast the unanimous vote of assembly for A. Cressy Morrison, for second vice-president.

Treasurer Mergenthaler withdrew his name as candidate for treasurer.

Chief Consul McCarthy, of Colorado, nominated E. S. Hartwell, of Denver, for treasurer.

On motion, Mr. Mergenthaler was authorized to cast the unanimous vote of the assembly for Mr. Hartwell.

J. Fred Adams, of Massachusetts, J. J. Van Nort, of Pennsylvania, Geo. L. McCarthy, of Denver, were elected auditing committee.

Mr. Dean moved that the assembly proceed to choose a place for the annual meet. Carried.

It was agreed that each side be given twenty-five minutes.

W. W. Watts opened the case for Louisville, and introduced Mr. Marmaduke B. Bowden, who occupied the greater portion of the time.

Hon. J. M. Brown, of Toledo, spoke for that city.

The vote was as follows:

Whole number,	178
Louisville,	97
Toledo,	81

On motion of Chief Consul Reed, of Ohio, the vote was made unanimous.

At this point the assembly adjourned to Wednesday to meet at 9 A.M.

THIRD DAY, WEDNESDAY, FEB. 12.

Called to order at 10 A.M.

Mr. I. B. Potter moved that a committee of three be appointed to draw up resolutions in relation to the Armstrong bill, now before the New York legislature, which, if enacted, will compel railroads to carry bicycles as baggage and with all the rights of baggage.

Mr. Elliott moved to amend so as to include in the resolutions a similar bill before the Massachusetts legislature and all similar bills in other States. The motion as amended was passed. Messrs. Sterling Elliott, Chas. F. Cossum and Isaac B. Potter were appointed the committee.

It was voted to constitute a committee of three persons to take testimony in New York City and make such inquiry and investigation as they may think to be necessary to adjust the claim of Mr. Potter against the League. The League to choose one, Mr. Potter to choose one and these two to choose a third.

Mr. Potter agreed to the proposition and stated that he would abide by the decision of the committee.

Mr. Conway W. Sams was chosen to represent the League.

The thanks of the assembly were voted to the Maryland division for courtesies extended at the theatre party given on Wednesday evening.

Adjournment for noon recess.

The afternoon session was taken up by the consideration of the constitutional amendments. The votes on these amendments are a matter of record in the secretary's office and we will not impose upon our readers by giving them in full detail. In our next issue we shall print the constitution and by-laws in full as amended.

FOURTH DAY, THURSDAY, FEB. 13.

The morning session was opened at 10 o'clock, with President Willison in the chair. On motion of Mr. Monaghan of South California, a committee, consisting of Messrs. Dean of Massachusetts; Cossum of New York; Harder of Pennsylvania; Culmore of Texas and Perkins of Rhode Island, was appointed to take up the appeals for reinstatement, hear the evidence and report to the meeting.

The committee retired, and later made its report. It recommended the reinstatement of the following: R. Parker Rich, Harrisburg, Pa.; Robert J. Jobin, New Orleans, La.; L. A. Ryce, Jersey City; A. W. Cleaver, Chicago; Albert M. Price, Ghent, Ky.; James W. Curry, Aurora, Ill.

The committee also recommended that the appeals of the following be rejected and the rulings of the racing board be sustained: H. Bruce Failing, Baldwinville, N. Y.; Ernest Biggs, Guy Anderson, Mason Hess, Dan E. Reed and E. N. Robinson of Guthrie, Ia.; Henry Perry, Oregon; C. A. Diamond, Iowa; R. A. Hunt, Kansas City, Mo.; O. E. Robinson, Plattsburg, N. Y.

On motion of Chief Consul Cooke the thanks of this assembly were tendered the Maryland Bicycle Club for the courtesies of their clubhouse.

The following resolution, proposed by Chief Consul Cooke, was adopted.

Resolved, That the executive committee be and they are hereby instructed and empowered to arrange, perfect and carry out some plan by which the place of holding the next League meet shall be settled in advance of the meeting of the next national assembly, by mail vote of members of that assembly or of the principal officers of each division, sub-division or consulate, constituting the boards of officers of the same or of the membership at large, as in the opinion of the executive committee shall be deemed best.

A special committee, consisting of Messrs. Potter, Sams and Cossum, was appointed to consider and adopt the best plan for incorporating the League.

The assembly had a complaint before it against Chief Consul Edmiston, of Nebraska, that he had been connected with a newspaper in Nebraska which assumed to be the official organ of that division, in direct violation of League rules. Mr. Edmiston easily proved his innocence, and the assembly unanimously declared him not guilty.

On motion of Mr. Cooke all recommendations made in the reports of officers were referred to the executive committee.

The selection of a place to hold the next national assembly was delegated to the executive committee.

Mr. Potter brought up the Titus-Cabanne matter, and said he thought the action of the racing board in suspending these players for life was too severe. He asked that the assembly recommend to the racing board that it lift the life suspension placed on Titus, and make it a suspension for one year from the time the suspension took effect. Mr. Sams said that if the life suspension was lifted from Titus, it should also be lifted from Cabanne, and this recommendation was unanimously carried. In his plea for Titus, Mr. Potter said that the racing man did not deny the guilt of his intentions. Titus confessed that he wanted Cabanne to win in St. Louis because Cabanne was his team mate, and St. Louis was the home of Cabanne, where his popularity would make a great hit if he could win. Titus confessed that he had approached Billy Young, Murphy's trainer, on the subject, but said that Young would not consent and that the event at St. Louis last August was run on its merits, after all.

The following recommendation in the secretary's report was taken up: "In the days when gloom and despondency hung over us like a pall, the Rhode Island Division evinced loyalty and generosity by donating to the national organization forty cents of the initiation fee paid by every new member who joined us between March 1st and Sept. 1st. This amounted to $70, and the money was credited to the treasurer. And now, in the days of our prosperity, we have no need for the money, and I hope this assembly will deem it best to hand back the gift, wrapped up in a covering of its sincere thanks."

It was voted to return the money with the thanks of the assembly.

It was resolved that the legislation now before the legislature of New York, Maryland and other States, and that which might in future be offered, looking to compelling railroads to carry bicycles free, when accompanied by their riders, should be pushed and backed with all the power of the League. To make this more effective, it was recommended to the transportation committee, having it in charge, to confer with the National Cycle Board of Trade, with a view to getting its co-operation in the work.

Thanks were extended, especially, to the Baltimore and Ohio Railroad, for its stand for the wheelmen's claim to the right to carry their wheels with them on the trains.

It was voted that the bill of Robert L. Stillson, for cuts and inserts, be audited and paid.

The following resolution introduced by Mr. Robert was passed:

Resolved, That it is the sense of this assembly that all riders who have heretofore been transferred to class B, are, by the action taken here to-day, recognized as riders in the amateur class.

Chief Consul Hope of Texas, called the attention of the assembly to a sign to be used by local consuls. The matter was referred to the membership committee.

On motion of Mr. Mertens of Pennsylvania, a vote of thanks was passed to the retiring officers.

Mr. Willison made a short address. He reviewed his work with the League, and spoke of the friendships he had made and the kindly feeling he entertained for one and all.

Secretary Bassett in behalf of the League presented the president with the official gavel used at the meeting.

Adjourned, *sine die*.

MINNESOTA DIVISION.

The meeting of the board of officers of the Minnesota division, League of American Wheelmen, was held at the office of M. L. Knowlton, chief consul, room 301, Guarantee Loan Building, Minneapolis, Friday, Jan. 17, 1896.

Members present, Chief Consul Knowlton, Vice-Consul Hoxie and Secretary-Treasurer Willson. Absent, Representative Wilkinson of Duluth.

The report of the retiring secretary-treasurer, E. S. Gregory, of Winona, was presented, read and accepted.

Upon motion of Vice-Consul Hoxie, the secretary was instructed to convey to ex-Secretary Gregory the thanks of the board of officers, for the able manner in which he had attended to the duties of his office, and for the courtesies he had extended to the other members of the board.

The report of the chief consul was presented, read and accepted.

The question of the League's retaining control of racing, and the abolishment of class B was brought up, and, after discussion it was the consensus of opinion that the L. A. W. should retain control of racing and that class B should be abolished.

The matter of increasing the membership during the coming season was introduced and discussed at great length and several plans were proposed.

It was moved by Secretary-Treasurer Willson that in order to give an incentive to the members to "hustle" for new members, twenty-five cents of the initiation fee be given to the member for each new member he or she secures. The application accompanied by the initiation fee to be sent to the secretary-treasurer of the division, who will place the sum to the credit of the member sending the application, and the amount standing to that member's credit to be remitted to the member at the end of the year.

The report of A. B. Choate, chairman of committee on highways, was presented, read and accepted.

The matter of construction of cycle paths was brought up by the chief consul and was discussed at great length. The question of the division giving financial aid to cycle clubs for the purpose of encouraging the building of paths was deemed inexpedient for obvious reasons.

Moved that the recommendation of the chairman of the committee on highway improvement, to the effect that the efforts of the committee hereafter be particularly directed to the construction of cycle paths for the use of wheelmen, be adopted. That is, said committee to secure all information possible relating to materials, specifications and cost of construction, devoting to this purpose the monies voted to said committee.

Resolved, That we recommend all local consuls of this division to effect an organization of all wheelmen in their immediate locality for the purpose of building local cycle paths.

The chief consul and Representative Hoxie audited the accounts and vouchers of the retiring secretary-treasurer, and reported the same to be correct.

It was moved and seconded that the meeting adjourn.

John I. Willson, Sec. Treas.

Report of Secretary-Treasurer.

RECEIPTS AND EXPENDITURES OF SECRETARY-TREASURER GREGORY, 1895.

Jan.	23.	Balance,	$189.67	
June	17.	A. Bassett,	100.00	
July	6.	"	38.87	
Oct.	7.	"	45.00	
				$374.14
Nov.	27.	A. B. Choate, contribution,		10.00
				$384.14
		EXPENSES BOARD MEETING.		
Jan.	26.	To F. E. Daigneau,	$9.00	
"	"	To J. S. Robinson,	9.00	
"	28.	To W. G. Gallian,	5.00	
		PUBLISHING ROAD MAPS.		
April	24.	To C. M. Foote & Co.,	$150.00	
		COSTS OF SUIT.		
Aug.	1.	To W. M. Dodge,	$80.00	
		PRINTING POSTAL CARDS.		
Aug.	1.	To D. Sinclair Co.	$1.25	
Nov.	27.	To M. L. Knowlton, C. C.	10.00	
March	22.	" " " "	10.00	
June	18.	" " " "	10.00	
Feb.	11.	To E. S. Gregory, C. C.	10.00	
Apr.	24.	" " " "	.25	
Oct.	8.	" " " "	10.00	
Oct.	8.	To E. S. Gregory, Expenses Nat'l Meet	10.00	
		Cash Balance	69.64	
				$384.14

Report of Chairman Committee on Highways.

TO THE BOARD OF OFFICERS, MINNESOTA DIVISION, L. A. W.:

On account of the scarcity of funds not much work has been undertaken this year except to co-operate with others. But the general interest which has been awakened in the question of highway improvement has made progress possible without the usual initiative and hard work on the part of wheelmen.

Good Roads headquarters were maintained at the capitol during the session of the last legislature. At a meeting of a State organization of physicians, resolutions indorsing the movement and pledging its support were passed. A State good roads convention was held at which I made an address upon invitation, and on the 22d of this month I am to deliver an address before the State meeting of the Surveyors' and Engineers' Society on the subject of road improvement. All this during the past year without this division of the L. A. W. taking the initiative.

I have made considerable investigation into the materials for road building in this State, and was happily disappointed to find so great a quantity and excellent quality of road material. I had one specimen of sand and gravel partially analyzed and found that it contained sesquioxide of iron, 14.97%, carbonate of lime, 11.68%, the other ingredients were a great variety of pebbles and such as are usually found in ordinary deposits of drift gravel. The lime was in form of gravel and the iron gave the whole a reddish look. These two elements made a fine cementing material. A specimen of this material has been tried in one of the city parks of Minneapolis and has exceeded all expectations. Without any rolling it packed almost immediately and made a surface nearly as hard as a rock, which seems to be almost, if not quite, equal to the best macadam. The amount of this material is unknown, but I have reason to believe there is considerable in the State.

Since the movement for better roads has become quite general, and the demand for and practicability of bicycle paths is also being felt, I would recommend that while, as citizens and individuals we will continue to interest ourselves in the movement for better wagon roads, that as an organization of wheelmen we should devote our energies and division money, heretofore used for improving wagon roads, to the building of bicycle paths, and to securing the co-operation of the legislature and public officials in their construction as a necessary part of the improvement of our highways. A. B. CHOATE,

Chairman of Committee on Highways.

MINNEAPOLIS, MINN., Jan. 18, 1896.

Chief Consul's Report.

The Minnesota division has made some progress during the past year, but it has been much less than I hoped for and expected. One year ago we had 214 members, and of these, only 142 renewed. We have secured 109 new members and lost one by removal from the State, making our present membership 250.

While this is more than some of the larger States can show, it is much smaller than it ought to be, and very much smaller than it would be if we had a larger percentage of workers among our members.

Nearly one half of the new members have been secured by myself and the balance by about a half dozen persons, which is the greatest number of workers I have been able to find among our members.

Perhaps it will be well to offer some prizes for recruits and see if it will not set more at work.

One thing that has prevented our making more of a stir during the past year has been lack of funds. The publishing of our road maps and reimbursing one of our members, the cost of suit which was brought against him for frightening a horse, left us with very little money for other work; but I think the money was well spent. The decision which was obtained from the supreme court is worth many times its cost to the wheelmen of the State, and road maps are fast becoming an absolute necessity since touring is becoming so popular with wheelmen.

Indications for the coming season are very favorable for a large increase in our membership and I trust that the State of our finances will admit of doing more than in any previous year for the cause of better roads, which I consider the real work of the League.

M. L. KNOWLTON, Chief Consul

MINNEAPOLIS, MINN., Jan. 17, 1896.

Receipts and Expenditures of Chief Consul, 1895.

On hand, January 1,	$3.40	
Received from Secretary-Treasurer,	30.00	
Received for Advertisement on Racing Rules,	3.00	
Received for Maps sold,	7.00	
		$43.40
Paid for Postage,	$13.00	
Printing,	10.50	
Typewriting,	1.25	
Stationery,	0.05	
Racing Rules,	3.00	
Express,	1.28	
Cash on hand,	8.32	
		$43.50

WASHINGTON.

I have this day appointed Mr. Percy Sinclair local consul at Tacoma, Wash. E. G. DORR, Chief Consul.

TACOMA, Feb. 15, 1896.

MASSACHUSETTS CLUB REPRESENTATIVES.

Shoe City Wheelmen, Brockton, W. H. CENTER.
Cambridgeport Cycle Club, A. R. DURYEA.

A. D. PECK, Sec.-Treas.

NORTH CALIFORNIA DIVISION.

The members of this division, League of American Wheelmen, will please note that we have secured a reduction in the admission fee at the indoor bicycle tournament to be held in the Mechanics pavilion commencing March 5, and to run for five evenings, and that upon the showing of their membership L. A. W. cards they will be admitted for twenty-five cents, so come prepared to show your cards and reap the benefits.

The annual race meet will be held at Petaluma this year on the Fourth of July and the inhabitants of this town will spare neither expense or pains to entertain the L. A. W. members. The admission to the races for members of the L. A. W. will be free upon the showing of their League membership cards. Special accommodations have been made both for train service and hotel accommodations.

League hotels have been appointed by chief consul Kerrigan as follows. Mansion House, Watsonville; Tait House, Tehama; Sherwood House, Santa Clara. Please show your cards when patronizing any of the L. A. W. hotels.

Local consuls have been appointed by him as follows: F. C. Davis, Lincoln; E. S. Logan, Hollister; T. H. Whiffen, Palo Alto; F. D. Gordon, Marysville; A. T. Hastings, Merced; E. A. Nicholson, Madera. J. E. Mecum, Orland; F. K. Lippitt, Petaluma; R. L. Janney, Paso Robles; G. C. Allen, Placer; W. F. Stuart, Porterville; W. G. Lovie, Redwood City; E. M. Bransford, Stockton; L. A. Pellett, St. Helena; G. Readman, Sacramento; C. E. Noggle, San Miguel; R. M. Thompson, Santa Cruz; S. Steele, Snelling; C. Culp; San Fillepe; F. J. Quirin, Santa Clara; E. E. Long, Suisun.

Members are urged to work for this division's interest by securing new members, and by sending the names of all wheelmen they know of in their particular towns, that recruiting literature may be forwarded them.

We are anxious to increase our membership double and have made an offer to any one sending me a batch of ten applications at one time, I will allow a reduction of twenty-five cents on each applicant so that by a little work, it will enable you to easily earn $2.50 and in many small towns a live hustling member can pick up ten applicants quite easily.

STANLEY G. SCOVERN, Sec'y-Treas.

SAN FRANCISCO, Feb. 14, 1896.

TO ALL NEW YORK STATE MEMBERS.

The Armstrong Baggage Bill is in assembly committee on railroads at Albany. Its success depends on your efforts. Petitions are being received in its favor from all parts of the State. The most important thing is still to be done. I earnestly beg you to write to the senator and member of assembly who represent your district—your town—your county—and urge them in the name of all wheelmen and all fair-minded citizens to give their support to the Armstrong bill. There is still a long and bitter fight before us. The big railroad companies are arrayed against us and their methods are well known. We shall win this battle if we pull together. Only this is required. Be prompt. Be vigorous. Write your senator and assemblyman a manly, straightforward letter; state the case fairly and honestly; tell them that the railroads of our State have carried wheels for fifteen years without imposing these extra charges and unreasonable conditions and that hundreds of other railroads are still doing the same. Tell them of the abuses and losses and impositions which wheelmen have suffered, and ask them whether these great corporations which have been protected and made rich by public charter and public patronage cannot reasonably be required to carry a twenty-pound bicycle under the same law which requires them to carry 150 pounds of other baggage, Please do this at once. Do it now. I will gladly send list of senators and members of assembly to any wheelmen who will send me a postal card requesting it. Faithfully yours,

ISAAC B. POTTER, *Chief Consul.*

VANDERBILT BLDG., NEW YORK CITY.

OHIO ROAD BOOK.

Owing to the fact that the members of the committee to which the question of issuing a road book was referred by the board of officers at the December meeting, would, with one exception, all be in Baltimore in attendance at the national assembly, and that it would cost the division less to have that member come to Baltimore, than to call the committee together in Ohio, a meeting of the committee was called to be held at the Hotel Rennert in Baltimore, and assembled in room 118 on the evening of Feb. 9, 1896. There were present Chief Consul Reed, Sec.-Treas. Howson, Messrs. Kempton, Munro and Chubb of the committee, and also delegates J. A. McGee and J. B. Griffiths.

The secretary outlined his plan for the new book, which was to reproduce, by the photographic process, the corrected map of each county, each map to occupy a page in the road book, with a page, more or less, of descriptive matter, and to have a larger folding map of the State, showing only the main roads.

After considerable discussion it was decided unanimously to issue the road book on this plan at as early a date as practicable.

The secretary stated that 75 out of the 88 counties in the State had been sent out for correction since January 1, and 15 or 16 had been returned corrected. There being no further business the meeting was on motion adjourned.

The secretary would like to have volunteers for the work of correcting maps of the following counties which have not yet been sent out, Ashtabula, Clarke, Geagua, Guernsey, Harrison, Hocking, Jackson, Lorain, Morgan, Meigs, Vinton, Wood and Williams.

ARTHUR B. HOWSON, Sec.-Treas.

CHILLICOTHE, O., Feb. 15, 1896.

TO ALL NEW JERSEY MEMBERS.

Please write or call upon your senator and assemblyman, requesting them to vote for, and if possible work in behalf of the Side Path Bill (House Bill No. 104) that is now before the legislature, and will come up for third reading in the House next Monday; also urge upon them to vote against the amendment of the State Aid Act of 1891, Assembly Bill No. 126, to be brought up next week also.

This amendment, if passed, will remove the mandatory clause making it optional with the board of freeholders whether they build good roads or not, even though the property owners petition for same. You should impress upon your assemblyman the request that the law be given at least one year's trial before amended. This request seems so reasonable that any fair-minded legislator should be willing to grant it.

ROBT. GENTLE, *Chief Consul.*

MARYLAND DIVISION.

TO THE MEMBERS OF THE MARYLAND DIVISION;

Bills have been introduced into the Maryland legislature, to protect pneumatic tires, to require guide posts and sign boards to be placed at cross roads throughout the State, to require the railroads to carry bicycles as baggage, and for the improvement of the roads throughout the State. I wish all the members of the L. A. W. in Maryland to take an active interest in the bills. The session of the Maryland legislature is about half over, therefore prompt action is necessary. The way each one can help is by seeing in person your State senator and the members of the house from your county, and urge upon them the necessity of the passage of these laws. If you can not talk with them, at least write to them. In all events give the matter your attention and never let up in your support. Keep at it and we will some day obtain the legislation we ask for and need. Especially put in work for the roads bill. They are very simple. One is an act to create a department of roads and highways for the purpose of investigating and reporting on the road question in the State and of furthering the improvement of the county roads. In short it creates an engineering department. Without discussing the bill at length it is only necessary to say that the bill is the beginning. Get this and we will be making an advance.

The amount appropriated by the bill is only $25,000, or $12,500 per annum for two years. This amount is very small considering the work. The other bill is an act for the more perfect construction and maintenance of the roads and bridges in this State. It creates county boards of bridges and highways, leaving to the counties the control of their roads. Send to your representatives for copies of the bills and work for them. The bill creating the engineering department has received the approval of the road bureau of the United States. We need the immediate and active support of every League member. Get to work and the result will not be long in doubt.

CONWAY W. SAMS, Chief Consul Md. Div.

BALTIMORE, MD., Feb. 19, '96.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Total, 408—40,980. BOSTON, Feb. 28, 1896.

Arizona, 1—156

Unattached

93,523 Wasson, J. C., Flagstaff

Arkansas, 1—245

Unattached

93,524 Fletcher, R. E. Osceola

Colorado, 2—670

Lake City W. C.

93,525 Watkins, Thos. Jones, box 246 Lake City

Unattached

6 Hamilton, Wm. F., 906 17th st Denver

Connecticut, 7—979

H. W. C.

93,527 Cox, Geo. H., Pope M'f'g Co. Hartford
8 Curry, Howard W., 110 Retreat ave "

Unattached

9 Allen, L. M., Pope M'f'g Co. Hartford
530 Lawrence, H. A., 92 Laurel st "
1 McCauley, E. H., 231 Lawrence st "
2 Savage, Geo. E., box 1224 Meriden
3 *Chapman, Mrs. J. W.*, box 43 Moodus

Florida, 4—17

Clark C. C.

93,534 Clark, Geo. W., 34 E. 3d st Jacksonville
5 Elkes, Wm. A., 304 Main "

Unattached

6 Gray, Wm. H., 209 Ceder Jacksonville
7 Powers, Frank "

Illinois, 28+1=1,877

Chicago C. C.

93,538 Davis, G. H., 4935 Forestville ave Chicago
9 Moore, B. L., 4944 Washington ave "
540 Vosseler, H. E., 298 Wabash ave "

Peru C. C.

1 Gerger, S. C., box 41 Peru

Unattached

2 Ades, Geo. H. Byron
3 McAdam, E. L., 229 So. Water st Chicago
4 Stoll, Julius, 50 37th pl "
5 Williams, H. E., 2240 Mich. ave "
6 Kahn, I. T., Box 248 Chillicothe
7 Learard, John N., 708 Gilbert Danville
8 McCusker, Ed., box 123 "
9 Weber, J. E. Duncan
550 Lippincott, A. Fort Sheridan
1 Brownlee, W. H., Highwood
2 Boulton, G. D. Highland Park
3 Duffy, J. C. "
4 James, S. W. "
5 Jennings, J. H. "
6 Kirk, C. W. "
7 Parratt, E. E. "
8 Street, R. J. "
9 Smoot, K. R. "
560 Snow, E. M. "
1 Spencer, T. H. "
2 Hayes, W. A. Hinsdale
3 *Fox, Mabel* Jacksonville
4 McLaughlin, H. G. "
5 Hermes, Paul E., box 1265 Pullman

Indiana, 15—301

Huntington C. C.

93,566 Beaver, Frank, 77 E. Franklin st Huntington
7 Bell, Harry D., 8 Superior st "
8 Day, Everett M., 23 So. Jefferson "
9 Moyer, J. E. "
570 Plasterer, Frank S., 81 William st "

Wabash C. C.

1 Davis, Harry C., 811 No. 9th st Terre Haute
2 Levering, E. J., 716 South 7th st "

Unattached

3 Adkins, Geo. B., Inst. for the Deaf Indianapolis
4 Kenower, H. P., 93 No. Jefferson Huntington
5 McCullough, Wm. T., box 76 Laurenceburgh
6 Eckstein, W. N., box 230 "
7 Wheatfill, Claud C., 341 No. 14th st Terre Haute
8 Jackson, W. L., Main st Washington
9 Mitchell, Henry, Main st "
580 Underwood, Marshall K., Main st "

Iowa 21 — 816

B. C. C.

93,581 Galvin, Martin S., 721 Market st — Burlington

Triangle C. C.

2 Wales, Geo., 1402 Agency st — Burlington
3 McCauley, D. B., 322 7th — Des Moines
4 Moore, Chas. A., Fidelity Ins. Co. — "

Ft. M. C. C.

5 Casey, Sabert M., 1135 Sixth — Fort Madison
6 Hutchison, Geo. D., 1906 Front — "
7 Irving, J. P. — "

J. C. C.

8 Brockway, F. L. — Jefferson
9 Smith, Geo. W. — "

Unattached

590 Elliott, Gordon L. — Allison
1 Anthes, Geo. P., Hotel Anthes — Fort Madison
2 Amborn, F. A., 720 Second st — "
3 Campbell, J. Will, 719 Second st — "
4 Courtwright, O. C., 901½ Second st — "
5 Glazier, A. E., 830 Second st — "
6 Hesse, B. B., Jr., 631 Second st — "
7 Hutchison, Geo. D., 1906 Front st — "
8 O'haven, Chas., 218 Cedar st — "
9 O'Kell, C. L., box 141 — "
600 Roberts, Nelson C., 515 Fourth st — "
1 Soechtig, Fred, 1735 Front st — "

Kansas, 11 — 480

T. A. A. W.

93,602 Bailey, F. W., M.D., 630 Kansas ave — Topeka
3 Hindmarsh, P. J., 1206 Tyler st — "
4 McCabe, C. T., county clerk — "
5 Nelson, C. N., 833 Kansas ave — "

Unattached

6 Colee, C. L., 229 E. 4th st — Hutchinson
7 Bennett, E., Jr., 801 Buchanan st — Topeka
8 Heyman, S. C., 606 Kansas ave — "
9 Nettels, C. H., 1337 Buchanan st — "
610 Shaffer, Oscar, 713 Kansas ave — "
1 Walker, Wm. R., 707 Van Buren ave — "
2 McCrea, W. H. — Winchester

Kentucky, 8 — 502

Unattached

93,613 Keller, J. W., 123 E. Main st — Georgetown
4 Offutt, W. N., Jr., box 388 — "
5 Williams, James — London
6 Waller, H. F., 17 Cox st — Lexington
7 Bacon, E. H., Monon Railway — Louisville
8 Evans, S. K., 318 W. Broadway — "
9 Flexner, Washington, 330 4th st — "
620 Hillerich, J. A., 216 1st st — "

Louisiana, 1 — 15

Unattached

93,261 Fell, Mercer Saltonstall, 1757 St. Charles ave — New Orleans

Maine, 1 — 467

Portland W. C.

93,622 Swasey, Perley A., 278 State st — Portland

Maryland, 4 — 726

Unattached

93,623 Geis, Harry — Brooklyn
4 Godman, Geo. W., 1610 Harlem ave — Baltimore
5 Teale, E. Edward, 1708 Barclay st — "
6 Whistler, Ross W., 1032 No. Calvert st — "

Massachusetts, 35 + 2 = 6,101

Mass. Bi. Club

93,627 Willis, Geo. R., 8 Friend st — Boston

Metropolitan W.

8 Wye, Thos. E., 1501 Washington st — Boston
9 Blades, A. M., 573 Mass. ave — Cambridgeport

Commonwealth B. C.

630 *Redman, Miss Anna M.*, 317 Columbus ave — Boston
1 *Cox, Nellie J.*, 72 Bedford st — "
2 Kidder, Edwin R., 52 Allegheny st — Roxbury

Jolly Cyclers

3 *Ogden, Marian M.*, 34 Newton st — Brighton

Mt. Pleasant B. C.

4 Percy, Chas. W., Boylston Terrace — Jamaica Plain

Crescent C. C.

5 Noyer, Charles J., box 522 — New Bedford

Columbia B. C.

6 Newschuez, Andrew — No. Attleboro
7 Sperry, Harry — "
8 Bachelder, Frank — "

Press B. C.

93,639 Otis, D. C., 20 Evergreen st — Roxbury

Malden B. C.

640 Crane, J. H. — Malden
1 Mason, Frank, 20 Albion — "

Hampden Co. W.

2 Noble, G. W., 104 Union — Springfield

Unattached

3 Gallagher, John M. — Ayer
4 *Mallery, Helen L.*, 45 Upton st — Boston
5 *Rossiter, Louise W.*, 45 Upton st — "
6 Dowse, W. B. H., 95 Milk st — "
7 White, G. W., 48 Congress st — "
8 Millner, James N., Hobart st — Brighton
9 Stearns, John G., Pleasant st — Brookline
650 *Johnquist, Mrs. C. E.* Moxon Block, Green st, Cambridgeport — Cambridgeport
1 Snow, Stephen D., 108 Brooks st — East Boston
2 *Daniels, Mrs. Cora L.*, box 812 — Franklin
3 Smith, J. — Great Barrington
4 Hiller, Elwood B. — Mattapoisett
5 Howes, Henry C., 61 Third st — Melrose
6 McKay, A. W., box 85 — N. Reading
7 Jones, Edw. W., 29 Broad st — Salem
8 Thayer, Oliver, 274 Lafayette st — "
9 Danforth, O. C., 13 Shores st — Taunton
660 Sargent, Wm. P. — Templeton
1 Atkinson, John, Washn. st — West Newton

Michigan, 3 — 704

Unattached

93,662 Bishop, Bertram J. — Wyandotte
3 Lambert, J. E., 728 Lowell st — Ypsilanti
4 McKinstry, Frank, 128 Congress st — "

Minnesota, 3 — 261

Unattached

93,665 Breitkreutz, F. A. — Lamberton
6 Gebhard, A. J. — "
7 Crombie, Charles G., 3017 Chicago ave — Minneapolis

Mississippi, 1 — 78

Unattached

93,668 Dreyfus, Alex F., Dreyfus Mercantile Co. — Natchez

Montana, 1 — 14

Unattached

93,669 Boos, Edward H. — Missoula

Nebraska, 10 — 274

Unattached

93,670 Stewart, Harry F. — Cedar Rapids
1 Dean, Fred J., box 074 — Minden
2 Gundersen, Lars — "
3 Hansen, Hans, box 103 — "
4 Hollman, William, box 336 — "
5 Peterson, T. A., box K — "
6 Norlin, Alfred B., box 173 — "
7 Paulson, O. C., box 335 — "
8 Slusser, C. A., box 274 — "
9 Taylor, William, box 211 — "

New Hampshire, 2 — 276

Leo. C. C.

93,680 Roberts, Daniel P., Main st — Hinsdale

Unattached

1 Whitcher, Chas. E. — Hollis

New Jersey, 28 + 2 = 2576

Princeton Ramblers

93,682 Cook, Harry H., Nassau hotel — Princeton
3 Hubbard, M. W. — "
4 Wyckoff, Edwin, 88 Nassau st — "

H. W.

5 Irwin, Virgil D., 17 E. 34th st — Bayonne

Hamilton W.

6 De Clyne, Emil — New Durham

Unattached

7 Moritz, Albert H., 24 East 32nd st — Bayonne
8 Duckworth, S. D., 820 Ave D — "
9 Warner, Hubert F., 17 East 34th st — "
600 Slade, C. M. — Englewood
1 Gehlhaus, Wm., 126 Hudson st — Hoboken
2 Miller, Fred, 116 Old Bergen Road — Jersey City
3 Lyall, Chas. E., 81 Grove st — Montclair
4 Winslow, Edward, 166 Walnut st — "
5 Cooper, Abram P., 22 Pennington st — Newark
6 Fraser, Henry, 338 Belleville ave — "
7 Karr, Chas. D., 252 Belleville ave — "
8 Ripley, Thos. H., 137 Orchard st — "

93,699 Watts, W. S., 92 3rd ave — Newark
700 Anderson, James D., 38 Manning ave — No. Plainfield
1 Gray, Wm. B., 240 Main st — Paterson
2 Ruegg, John J. — "
3 Moore, John C., box 38 — Pennsville
4 Fielder, J. W., Jr., 67 Prospect st — Princeton
5 Hutton, Isaac E. — Ridgewood
6 Perry, William W., box 71 — Salem
7 Edgar, Wm. S., (P. O., 58 William st., N. Y. City), — So. Orange
8 Briggs, Frank O., 108 West State st — Trenton
9 Katzenbach, Fred F., Trenton house — "

New York, 138 — 10,725

L. I. Wheelmen

93,710 Balmanno, Alex, 184 14th st — Brooklyn
1 Meekes, Harry, 363 Gates ave — "

Amity Wheelmen

2 Neill, J. Edw., 704 Leonard st — Brooklyn

Prospect Wheelmen

3 Slawbeck, N., 265 Jay st — Brooklyn

Nazeppa B. C.

4 *Griffin, Mrs. Anna Bell*, 201 Amity st — Flushing
5 *West, Mrs. Lena*, 99 Main — "
6 *Ryan, Mrs. W. J.*, 47 Percy — "

Hermit Wheelmen

7 Burns, Fred W., 50 Wall st — New York

Wolff American Wheelmen

8 Solomon, Isidor, c. R. H. Wolff & Co., E. 118th st., — New York
9 Mendekohn, Albert, c.R. H. Wolff & Co., E. 118th st — "

Clover C. C.

720 Sievers, J. C., 23 Greene st — New York

Livingston Cycle Club

1 Johnson, J. Aug., 105 E. 118th st — New York
2 *Johnson, Mrs. J. Aug.*, 105 E. 118th st — "

Schenectady Co. Wheelmen

3 Barr, John B., 226 Union st — Schenectady

Rensselaer Co. W.

4 Engel, John W., 364 Fulton st — Troy
5 Engel, W. H., 220 River st — "
6 Heidler, E. O., 608 Broadway — "
7 Laughran, Lawrence, 1 House ave — "
8 Millard, E. W., Jr., Fourth st — "
9 Sleicher, Harry, 176 Second st — "

Unattached

730 Tappin, Chas. L. — Babylon
1 Russ, Edwin V., box 217 — Baldwinsville
2 Booth, C. E. — Bronxville
3 DeLong, Julius, 143 Ross st — Brooklyn
4 McEvoy, Owen, 928 Putnam ave — "
5 *Scudder, Mrs. Emma H.*, 440 Greene ave — "
6 Sessions, Archibald L., 409 Washington ave — "
7 Stoffregen, Harry F., 270 54th st — "
8 Billings, Henry H., 204 Cumberland st — "
9 Case, Chas. F., 498 Fulton st — "
740 Dooley, J. J., 315 Jay st — "
1 *Graham, Mrs. G. W.*, 741 Marcy ave — "
2 Griffiths, Evans, 424 Grand ave — "
3 Kilby, Geo. S., 204 High st — "
4 O'Connell, David J., 1260 Bushwick ave — "
5 Stebbins, G. Waring, 19 Verona pl — "
6 Turner, Percy, 71 Duffield st — "
7 Whitney, Robt. E., 170 Carroll st — "
8 Woods, Wm. M., 276 McDonough st — "
9 Douglass, Dwight C., 54 Cranberry st — "
750 Lohan, H. H. — Buffalo
1 Horngstine, Elmer E., box 186 — Castleton
2 Hayes, Nathan L. — Clinton
3 Holmes, F. W., Jr., 26 Kenmore pl — Flatbush
4 Ryan, W. L., 47 Percy st — Flushing
5 Brown, K. D. — Hermon
6 Eddison, Chas., box 118 — Irvington-on-Hudson
7 Crise, Charles — Farmer
8 Thorn, Thomas H., Edenwood ave — Fordham Heights
9 Thalimer, C. M., 102 South 3d ave — Mt. Vernon
760 Donigan, T. J., 126 Archer ave — "
1 Phillips, Chas. P., 25 South 4th ave — "
2 *Morton, Miss Charlotte A*, New Windsor Delivery — Newburgh
3 Esselstyn, W. A. — New Dorp
4 Bacon, F. M., Jr., 135 East 39th st — New York
5 Burns, William J., 154 9th ave — "
6 Calhoun, Henry W., 54 Wall st — "
7 Curtis, Edward W., 137 West 103d st — "
8 Easton, Wm. J., 32 Nassau st — "
9 Emery, E. W., 246 5th ave — "
770 Ferris, H. J., 469 Broome st — "
1 Fisher, Alfred B., 361 West 56th st — "
2 Fredman, S. N., 14 East 28th st — "
3 Garrett, Chas. C., 450 West 35th st — "
4 King, Hugh, 630 Hudson st — "
5 Marks, Francis M., 20 Exchange pl — "
6 Marozzi, P., 101 Greene st — "
7 Morse, Sidney E., Jr., 34 West 130th st — "
8 *Neustadt, Edithe A.*, 26 West 53d st — "

93,789 Hetterich, Frederick, 1066 1st ave — New York
790 Pomroy, H. A., 39 Broad st — "
1 Redmond, Morton, 16 West 16th st — "
2 Bernheimer, Jacob S., 25 West 56th st — "
3 Beckwith, Louis, 70 West 37th st — "
4 Blish, Geo. H., Castle Hotel, cor. 103d st & Amsterdam ave — New York
5 *Barnett, Mrs. I. L.*, 280 Columbus ave — "
6 Cassella, Daniel A., M. D., 507 Pearl st — "
7 Crane, T. E., 312 E. 70th st — "
8 Clark, R. G., 280 Broadway — "
9 Clark, D. Crawford, 24 W. 30th st — "
800 Cockshow, Herbert, 220 Fourth ave — "
1 Compton, Alex. T. J., 237 Broadway — "
2 *Chanveau, Mrs. Jean F., Jr.*, 31 W. 60th st — "
3 *Dyer, Miss K. J.*, 111 E. 17th st — "
4 Gates, Horace P., 359 W. 121st st — "
5 *Hammond, Mrs. Louisa*, 230 W. 14th st — "
6 Hansmann, Carl A., 96 Broadway — "
7 James, Walter B., M. D., 268 Madison ave — "
8 Johnson, T. B., 260 Columbus ave — "
9 Jones, O. A., 11 W. 70th st — "
810 Johnson, R. M., 311 W. 80th st — "
1 Keim, Alois E., 370 St. Nicholas ave — "
2 Larom, F. W., 219 W. 78th st — "
3 Lord, F. J., 317 W. 60th st — "
4 Lowe, Ira, 2051 Lexington ave — "
5 Levy, Max, 1225 Madison ave — "
6 Maynard, A. W., M. D., 308 W. 45th st — "
7 Miller, Chas. A., 46 Wall — "
8 Oppenheimer, Henry E., 550 Park ave — "
9 Pooler, Louis I., 34 Gramercy pk — "
820 Park, Edgar, 459 Broadway — "
1 Rees, C. S., 71 Greenwich ave — "
2 Seymour, A. V., 469 Broome st — "
3 Smith, Herbert B., 337 W. 34th st — "
4 Simpson, Louis C., 1 Greene st — "
5 Tucker, John J., 246 W. 15th st — "
6 Thebaud, Louis A., 32 Liberty st — "
7 Wodicka, Frank, 1889 First ave — "
8 Huntress, Esther F., Willard st., Woodlawn — "
9 Suydam, John R., 14 E. 41st st — "
830 Stolls, Julius W., 227 Bowery — "
1 Schroeder, Henry, 137 Madison ave — "
2 Sander, Alfred, 431 E. 56th st — "
3 Stoughton, Chas. R., 530 Fifth ave — "
4 Woodford, A. B., 34 Union sq — "
5 Wing, J. Morgan, 48 W. 50th st — "
6 Youngman, O. W., 324A W. 55th st — "
7 *Chapman, Miss N. C.*, 132 W. 57th st — "
8 Gerli, Emanuel, 52 Greene st — "
9 Hulse, Arthur W. — Pine Island
830 Knapp, N. D., 50 Elizabeth st — Rochester
1 O'Grady, Edward, box 390 — "
2 *Yates, Mrs. M. DeF.*, 11 So. Church — Schenectady
3 Cooper, H. S., 12 No. Church st — "
4 Gifford, Wm., 30 Catharine — "
5 Levi, Albert J., box 514 — "
6 Lloyd, F. W., 204 Union — "
7 Miller, John, 808 Victory ave — "
8 Rohrer, A. L., 10 So. Church — "
9 VanVoast, Harry R., box 679 — "
840 Visscher, S. H., 120 Barrett — "
1 Nichols, H. W., box 515 — Tarrytown
2 Arnold, E. D., Pine Woods ave — Troy
3 McDougall, Wm. J., 31 3d st — "
4 Finnegan, H. F. — Williams Bridge
5 Lown, Wm. H., — White Plains
6 Thomas, Edw. — "
7 Wildman, Arthur D., 363 Warburton ave — Yonkers

North California 92 — 1,110

Riverside W.

93,848 Stuhlman, W. H., 562 8th st — Riverside

Olympic C. W.

9 Boyd, Kennedy, 513 McAllister st — San Francisco
850 Buja, Nich, 810 Green st — "
1 Bernhard, B. W., Palace Hotel barber shop — "
2 Cellier, Alfred, 311 Montgomery st — "
3 Edwards, Herbert G., 714 Broderick st — "
4 Edwards, Thos. R., 54 Kearney st — "
5 Fawcett, Walter B., 330 Post st — "
6 Humphreys, W. P., Jr., 532 Market st — "
7 Hirsch, Alphonse, 333 Kearney — "
8 Hahn, H. C., 128 Golden Gate ave — "
9 Hansen, O. H., 613 Market st — "
860 Irones, Rutherford, 409 Oak st — "
1 Jordan, C. H., 800 Ellis st — "
2 King, James, 425 Geary st — "
3 Leighton, C. J., 14 Battery st — "
4 Lemmon, C. F., 18 Taylor st — "
5 Massie, Dr. H. C., 231 Post st — "
6 McGlynn, J. F., Wells, Fargo & Co. — "
7 Owens, Len. D., 204 Sutter st — "
8 Poole, W. J., 303 Larkin st — "
9 Plagemann, J. P., 317 Larkin st — "
870 Tantau, George, 713 McAllister st — "
1 Unger, Eug., 605 Eddy st — "
2 Unger, M. E., 110 Front st — "
3 Wegener, F. C., 2 Columbia sq. — "
4 White, S. B., 505 Sansome st — "
5 Kroetz, Geo. E., 116 Oak st — "

93,870	McGuire, W.R., 647 Market st	San Francisco
7	Scott, H. W., 1216 Wash. st	"
7	Yates, C. M., jr., 1200 Golden Gate ave	"
9	Altenburg, A., 722 Union St.	"
880	Hitchcock, J. L., 108 Post st	"
1	White, H. H., U. S. Custom House	"

California C. C.

2	Brown, J. S., 426 23d st	San Francisco
3	Burman, E. P., 234 Shotwell st	"
4	Conlter, R. A., 149 Erie st	"
5	Couture, A. N., 328 20th st	"
6	Cook, A. M., 915 Hayes st	"
7	Cook, Dr. F. S., 818 Larkin st	"
8	Fagan, W., 1611 Howard st	"
9	Green, A. W., 1606 Howard st	"
890	Matta, C. E., 730 Pine st	"
1	Miller, Dr. J. A., Hill and Valencia sts	"
2	Olson, L. T., 814 21st st	"
3	Sangster, W. A., 317 20th st	"
4	Struven, F., 212 20th st	"

Imperial C. C.

5	Roche, Geo. W. W., 5½ Kearney st	San Francisco
6	Roche, Herbert N., 139 Post st	"

Unattached

7	Cramer, Walter H., 1535 Santa Clara ave	Alameda
8	Binns, Joseph R., 2nd Lt. 1st Inf.	Angel Island
9	Bambaur, D. G.	Merced
900	Garibaldi, J. B.	"
1	Goldman, Joe	"
2	Hastings, A. T.	"
3	Harrell, C. B.	"
4	Hoar, E. H.	"
5	Kocher, C. E.	"
6	Radcliff, Corwin	"
7	Simon, Jake	"
8	Stoddard, H. B.	"
9	Swain, A. C.	"
910	Allen, J. L., box 94	Mendocino
1	Bradbury, A. W., 614 Market st	San Francisco
2	*Edwards, Mrs. Thos. R.*, 5½ Kearney st	"
3	Helbing, J. A., 213 Sansome st	"
4	Koehler, Louis, 310 Mason st	"
5	McDonald, John J., 2414 Pacific ave	"
6	Norris, David R., 708½ Larkin	"
7	Rowand, Dr. Jos. T., 110 Crocker Building	"
8	Thompson, Wm. H., 323 Fair Oak st	"
9	Tasheira, George, 40 California st	"
920	Roberts, Thomas G., 201 Larkin	"
1	Sampson, Geo. C., 614 Market st	"
2	Schomer, Henry, 314 19th st	"
3	Butterworth, Thos. C., 223 10th st	"
4	Choynski, Herbert, 310 Pine st	"
5	Hessler, Edwin, 567 Market st	"
6	Luce, H. D., 206 Sansome st	"
7	Scott, Winfred, 246 Mills Bl'dg	"
8	Smith, A. F., 21 Hill st	"
9	Schomer, George, 1820 Market st	"
930	Henderson, Orrin S., Box 14	Stockton
1	Worthington, J. J.,	Tehama
2	Elwell, Jas. T.	Ukiah
3	Handy, Fred C.	"
4	Kent, Chas. H., box 558	"
5	Lewis, Edmund P., box 484	"
6	Mannon, James M.	"
7	Dobbins, S. P.	Vacaville
8	Fotheringham, Chas.	"
9	Lewis, F. H.	"

North Dakota, 1 — 32

Unattached

93,940	Tuttle, R. M.	Mandan

Ohio, 3 — 1961

Unattached

93,941	Vorhes, Arthur B.	Lee
2	Calcrdine, Arthur F.	Minerva
3	Wilson, Sidney S., W. Hotel Co.	Willoughby

Oregon, 3 — 57

Oregon R. C.

93,944	Canning, M. J.	Portland
5	Strouns, A. J., Arlington Club	"
6	Tifft, Arthur P., 1st and Alder	"

Pennsylvania, 21 — 4,618

Emsworth W.

93,947	Ginn, A. W.	Emsworth

Unattached

8	Hahn, Herman F., box 15	Harrisburg
9	Rohrer, Jay F., 1400 No. Second st	"
950	Snodgrass, Frank P., 112 W. State st	"
1	Wilson, Thomas W., Decatur st	Holmesburg
2	Middleton, Wilmer, East Walnut Lane	Germantown
3	Bains, Geo. B., 3d, 124 So. 39th	Philadelphia
4	Canon, James, 2049 Titan st	"
5	Carson, Wm., 2027 Wishart st	"
93,956	Cutts, Wm. B., 23 So. 33th st	Philadelphia
7	D'Orsay, H. C., 2345 Leybert st	"
8	Hirons, Wm. F., Carpenters' Hall, 4th and Chestnut	"
9	Metrustry, James, 2031 Elkhart st	"
960	*Ramsey, Mrs. A. R.*, 328 So. 21st st	"
1	Wood, Patrick, 1242 Palethorp st	"
2	Pepper, J. Harry, 1918 Glenwood ave	"
3	Horigan, D. E., 141 Pearl st	Pittsburg
4	Burt, T. M.	Westfield
5	Hoopes, Henry R., 43 West Gay st	West Chester
6	Patterson, W. H.	Wyoming
7	Johnson, Frank	W. Bingham

Rhode Island, 1 — 622

Ninigret C. C.

93,968	Segar, Thomas W.	Hope Valley

South California, 2 — 280

Unattached

93,969	Curtis, Chas.	Carpinteria
970	Hutchison, J. P., 507 So. Spring st	Los Angeles

South Carolina, 1 — 5

Unattached

93,971	Bates, Eugene F., box 19	Greenville

Vermont, 2 — 67

Unattached

93,972	Rutter, A. H., 40 Clarke	Burlington
3	Spaulding, E. J., 98 College st	"

Virginia, 2 — 119

Unattached

93,974	Groves, M. P., 200 Main st	Norfolk
5	Day, D. Turner	Warrenton

Washington, 4 — 85

Tacoma C. C.

93,976	Jordan, Arthur N., 1221 Pacific ave	Tacoma

Unattached

7	Belch, E., 1014 Tacoma ave	Tacoma
8	Kimball, E. A., 944 Pacific ave	"
9	Fentress, Frank P., 943 Tacoma ave	"

West Virginia, 3 — 38

Unattached

93,980	Kennedy, E. H., box 412	Sistersville
1	West, W. E., l. box 29	"
2	Smith, Morris	Shirley

Wisconsin, 3 — 1141

Tomah

93,983	Flood, John C., box 477	Tomah

Unattached

4	Gray, W. F., box 707	Delavan
5	Bergeson, Geo. M., Reis hotel	Green Bay

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Illinois — 1

Jerseyville C. C.

93,986	*Locke, Miss Edith A.*, box 604	Jerseyville

Massachusetts — 2

Jolly Cyclers

93,987	Ogden, Cecil, 34 Newton st	Brighton
8	Ogden, John P., 34 Newton st	"

New Jersey — 2

Hudson Co. W.

93,989	Blakeslee, George, 554 Communipaw ave	Jersey City

Unattached

990	Phillips, B. M., 185 So. Broad	Trenton

RENEWAL LIST No. 18.

Massachusetts,	2	Ohio,	1
New Jersey,	1	Pennsylvania	2
			6

COMPARISONS.

Applications received February 1894, 249.
February 1895, 104.
February 1896, 1653.

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Price, 75 Cents.

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C. E. N., St. Louis:

We are always glad to receive photographs of good or bad roads and to have reproductions made of those most suitable for publishing in the L. A. W. BULLETIN.

C. R. Nelson, of Kansas City, writes, that he met a fellow with a new wheel the other day and of course he liked it very much and said a friend of his rode one of the same make six months and never got a "puncture."

L. K., Mendota, Ill.:

You are not too old. It is never too late to mend or to marry or to learn to ride a bicycle.

Eliza, Nashville, Tenn.:

Ride moderately at first. Many beginners remind us of the Irishman who offered to bet he could ride his horse so far in a day that no one could ride him back in two days.

C. H., New York:

In reply to your question, "What is the proper length crank to use with a 70 gear wheel, 28-inch wheels, and a sprocket of 20 and 8, giving 70 gear," we would say, have the crank correspond to the length of leg, having it as long as conditions will permit, and then adjust the gear to suit the strength or pleasure of the rider.

H. A. L., Grand Rapids:

Get information regarding best route from Fort Wayne, Ind., to Louisville, Ky., of State officers, or better yet, of wheelmen and local consuls along the route.

E. P. E., South Bethlehem, Pa.:

A crated bicycle, or one put in a trunk, will be carried free as baggage, and under the same conditions, on many of the railroads of the United States.

Bicycle Economy

Before buying a bicycle said to be "just as good as a Columbia" it is well to compare the prices at which the machines sell second-hand.

The second-hand price of Columbias often equals or exceeds the NEW price of the "just-as-good."

If you look a year ahead, there is wise economy in

Columbias at $100

STANDARD OF THE WORLD

POPE MFG. COMPANY
General Offices and Factories,
HARTFORD, CONN.

The handsomest Art Catalogue ever issued tells of Columbias. You can secure it free by calling on the Columbia agent; by mail for two 2-cent stamps.

Law vol. 805

THE L·A·W BULLETIN AND GOOD ROADS

Vol. XXIII. Boston, March 6, 1896. No. 10.

OFFICIAL ORGAN of the LEAGUE OF AMERICAN WHEELMEN



SELF EVIDENT TRUTHS.

THERE is money in good roads. And there must be money in bad roads, for millions are sunk in them every year.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts.
Entered at Boston Postoffice as Second-class Matter. **Price, 5 cents.**

PAID CIRCULATION, 41,111





Rambler Bicycles

"ALL FITTED WITH THE GREAT G. & J. TIRES."

THE SIGN OF THE RAMBLER....

has proven a powerful magnet to many a successful bicycle agent, drawing to his doors a patronage of well-informed people of good taste, who *can* afford and are willing to pay

$100 for a *good* Bicycle.

You have noticed the expensive magazines — all preferred Rambler Bicycles advertising in *all* high grade positions. It is costly but it makes it easy for Rambler Agents.

ARE YOU HANDLING A WHEEL THAT IS WELL ADVERTISED?

The Rambler Catalogue — a beautiful book — will interest *all* bicycle agents and riders. It is free.

Boston, New York, Brooklyn, Washington, Detroit, Coventry, England.

Gormully & Jeffery Mfg. Co.
CHICAGO

CORRESPONDENCE

THE PROPER SPIRIT.

EDITOR L. A. W. BULLETIN:

The L. A. W. BULLETIN came to-day as usual, and as I sat reading it the spirit moved me to make a feeble squeak myself for the cause. I have been the means of adding two new members to the League since I myself became one. Truly not a very great record, but let no one who has not himself done better criticise it. If all persons who become members of the L. A. W. did so, as well for the principles which it represents, as for the advantages which a membership in it affords, and would by their own individual effort do all in their power for the promotion of those principles, what a power for good the L. A. W. would be, and what a healthy system of good roads we would have. Our roads are the veins of our land, upon the condition of its veins the health of our country depends, therefore not the selfishness of having a good road to ride on, but patriotism is the foundation of it all, and to be patriotic should be the aim of every true American, so let us together do all we can for the furthering of the good work of the L. A. W. and know that we are serving our country at the same time. A long step in the right direction is to secure all the members we possibly can for the L. A. W. We should not wait for some one to stimulate us with the offer of a prize, but do what we *can*, if it is a very little, and have the satisfaction of having done good work for a good cause in the right spirit.

No. 82,598.

THAT SWEATER.

EDITOR L. A. W. BULLETIN:

I notice in the BULLETIN of February 21 that you ask who can tell what is the best method of cleansing a woollen sweater, so I write to say that the best method I know of is to wash it in warm water in which borax has been dissolved, say one tablespoonful to a pail of water, and rinse in warm water.

M. VIRGINIA BLAKE.

NO. ADAMS, MASS.

CYCLE PATHS.

EDITOR L. A. W. BULLETIN:

From the tone of Walter Stillman's letter in this paper, I gather that he is a horseman of deepest dye, as he says, "Do not build cycle paths, which are of no use to the public," etc. There may be what he calls "our friends the horsemen, who are building good roads," but the only kind I have found down here in Connecticut,

Match it who can!



FULL SIZE

No. 3 Standard "Midget."

"As good as the 'Standard,'" is the argument of all the other Cyclometer makers. It establishes that the "Standard" is indeed the *standard*. But the evidence is against the claims of these would-be competitors, for the testimony in favor of "Standard" superiority is as 263,427 to 11,573 (of the total of 275,000 Cyclometers sold in 1895, 263,427 were "Standards").

In 1895 we made one style of Cyclometer; in 1896 we are making three styles, and they are better and cheaper than our first attempts. We shall make a half million of them — because you want them. *You* know what's what!

The New York Standard Watch Co.

are those who on all sorts of narrow-tired wagons are not only plowing up the roads, but every foot of sidepath they can possibly drive upon, until we have to go over shoe in mud, at times, to go at all. Why is it a mistake to build side paths, when there are no decent roads, nor any evidence there ever will be. Better ride a wheel, Walter, and you will think differently about our friends the horsemen, many of whom used to try their best to wreck our wheels and kill us, too, in the old days. I go in for good roads, but if wheelmen get no help to build them, why not build cycle paths, which cost less. STAM.

STAMFORD, CONN.

WANTS A CAMERA.

EDITOR L. A. W. BULLETIN:

I should like to inquire through BULLETIN columns if any brother wheelman can advise me what kind of camera I can procure suitable to be carried on bicycle while touring. I think 4 x 5 would be the preferable size. C. S. R.

BROOKLYN, N. Y.

SHOULD BE BORN AGAIN.

EDITOR L. A. W. BULLETIN:

Those people who defend vicious brutes of dogs that attack anyone on public highways, should be born again, and see if a better job could not be done. They would weary me if they were worth noticing in earnest. They have the same right to turn a wild tiger out upon the road, as to allow their snapping canine pests at large. STAM.

STAMFORD, CONN.

An Open Secret.

As pious as a saint was good old Ebenezer Birch
While on a Sunday morning he was "dressing up" for church.
He was thinking of the gifts he'd make, and since he was devout
His left hand shouldn't know a thing his right hand was about.
His right hand pushed the bureau drawer and strove to get it shut.
The while his left pushed down the towsled linen in it, but
His right hand didn't let the left know what it was about,
Till the drawer went shut "kerbang!" and then the neighborhood found out.

THE up-to-date political party will not try to win with a "dark horse" when there are so many good bicycles in the market.

IT is easy for wheelmen to observe lent. They are used to "fast"-ing.

IF "time is money" how much should we get for these forty days' lent?

DON'T let your dyspepsia get on the surface.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

MARCH 6, 1896.

Total number printed this week, . . . 43,000
Sent to paid Subscribers, ... 41,111
Samples to Advertisers, Exchanges, etc., 1,889

BICYCLE GEARING.

Readers of the L. A. W. BULLETIN frequently ask us to decide upon the merits of some particular means of applying the rider's power to the propulsion of a bicycle.

Ordinarily we do not care to say anything which would reflect on any particular device, but we may give some general suggestions which can be made to apply in most cases.

The present plan of driving by two sprocket wheels and a chain is, all things considered, a more satisfactory mechanism than any other which we have yet seen. The relative size of the two sprocket wheels determines the "gear."

Numerous machines have been built on paper and otherwise, which, through various combinations of gearing, have sought to accomplish the desired end, with varying claims as to results. We refer particularly to those machines in which a gearing is used between the cranks and the front sprocket wheel. All of these devices are a direct result of a lack of proper mechanical information.

Two sprocket wheels having the proper relative size, together with a good chain, is all that a wise mechanic can recommend in the present state of the art. Every gear which is added simply increases the weight, friction and expense. This is assuming that the chain is to be used at all.

Certain devices looking to the abolition of the chain might succeed, were it not for a very hard-to-get-over fact, viz., that it is extremely difficult to make, or if made, to keep a driving and driven shaft exactly parallel, or "in line."

The chain and sprocket system allows for more or less imperfection in workmanship and design, also for springing of the frame incident to hill-climbing or any slight *permanent* derangement caused by accident.

It is well, of course, for the general public that numerous inventors are always willing to spend their time, and that usually capitalists are found who are willing to spend their money in experimenting with devices which are not strictly orthodox, but when it comes to the general adoption of new features they must, of course, have genuine merit which, in some cases, cannot be determined except in the very thorough school of experience.

Where it Fails.

It is puzzling to the makers
Who "back a guarantee,"
That while the wheel they build they feel
Is strong as strong can be,
And stands the shocks of ruts and rocks,
No matter what the load,
Should just go all to pieces
"On a smooth and level road."

THEATRE HATS.

The L. A. W. BULLETIN believes in doing good and realizes that one of the best ways in which it can assist in accomplishing a desirable end is to devote a little attention to the subject of "unnecessary obstructions to the view of people attending places of public entertainment."

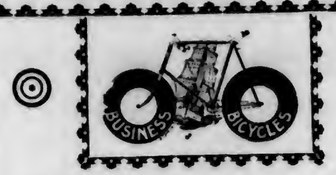
We have decided to get out a special theatre hat number of the L. A. W. BULLETIN. It is difficult to tell exactly when this will be published, but sometime within the next few weeks.

Meanwhile, if any of our readers have anything to say on the subject, either original or clipped and either in the line of illustration or reading matter, we should be glad to have it as we want to make this special number a notable one.

A Warm Possibility.

If, as some teachers tell us,
When we from earth are gone,
We then in some one else's guise
Shall still live on and on,
Perhaps in that far land from whence
No traveler returns,
Our present Robert Ingersoll
May then be Robert *Burns*.

LENT does not necessarily mean we must avoid bicycle "meets."



Capital **can** buy "good" labor, but Capital **can't** purchase "organized experience," and

That's what builds the Best Bicycles.

Good bicycles can't be made in a day or a year. The maker who succeeds in turning out first class wheels inside of five years is lucky. Most bicycles are made from "stock parts," they look alike, are alike, though some are even **worse** than others, and usually sell for "any old" price. The success of the

New Clipper is the Result

of years of careful study and experiments, coupled with an honest desire to give the public more value for the same amount of money than could be found elsewhere.

••••

GRAND RAPIDS CYCLE CO.

Grand Rapids, Mich.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the persona supervision of the inventor thereof.

EX-PRESIDENT WILLISON

Has accepted a business connection with the Humber Bicycle Co. He will hereafter be the general manager of the southern territory, having headquarters at Baltimore.

We most sincerely wish Mr. Willison success in his new field.

"LEAGUE HOTELS."

We are in receipt of letters almost daily, criticising the conduct of the keepers of League hotels, the universal complaint being that such hotels either refuse to give a discount at all, or that they give a discount to all wheelmen, whether League members or not.

Our personal opinion is that the League hotel system is not a splendid success, and unless hotels will carry out their part of the agreement, there is no reason why any League official should recommend any particular hotel, as in too many instances it is giving the hotel advertising and prestige which is undeserved.

A hotel which would give special rates to League members and not to wheelmen who are not League members, would be an advantage, of course, to our organization.

If all wheelmen are given the same rate why should we specify one hotel more than another?

THE funeral director doing a stiff business, should not complain of his lay-out.

BOARD OF TRADE.

At a meeting of the executive committee of the National Cycle Board of Trade, it was decided to sanction no local cycle shows, to be held after the 31st day of March for the ensuing year, on account of the many protests which have been received from the cycle trade generally, that it is interfering with their spring business.

And it was also decided to sanction no local show, unless gotten up by the local cycle board of trade; or, if there be no local cycle board of trade, that the application bear the endorsement of a majority of the local dealers.

President Coleman has been in receipt of applications from professional show promoters, in all parts of the country, and he has been kept busy the last few days telegraphing to the trade to ascertain their wishes, and the above resolution very clearly indicates the sentiment of the trade as regards local cycle shows.

ELECTRIC BICYCLE LAMPS.

We have received a number of inquiries about electric lamps for bicycles. Will the manufacturers of such lamps kindly furnish us with their addresses?

THIS period of the year differs from the wise man's bicycle. That is never "lent."

A few Representative Dealers

Burtis & Zimmerman, State Agents, New Jersey.

Stanley B. Huber, Detroit, Mich.

Logan, Gregg & Co., Pittsburg, Pa.

Western Electrical Supply Co., Omaha, Neb.

Gerwing-Hilton-Kennedy Cycle Co., Denver, Col.

Minneapolis Cycle Company, Minneapolis, Minn.

Reuben Wood's Sons' Company, Syracuse, N. Y.

Kenyon-Cooper & Co., Des Moines, Ia.

Gray-Dudley Hardware Co., Nashville, Tenn.

The New Process

—the latest triumph of modern science—makes it possible to photograph parts heretofore unseen.

By its use the mind of the "Sterling Rider" is seen to be free from care and worry.

Why is this? You must know.

"Built like a Watch," and "Needs no Repairs." Enough!

The 2d edition of '96 Art Catalogue is now out—send for it.

Palmer Tires, M. & W., optional.

STERLING CYCLE WORKS

General Offices,

274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York City.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 370 Washington St., Boston, Mass.
Gerwing-Hilton-Kennedy Cycle Co., Denver, Col.

Mary's Brother.

Johnny had a little lam,
It followed him from school,
'Twas one the teacher gave him
With his cruel birchen rule.

But Johnnie's lam was quite unlike
The other lamb, you see,
For Johnnie was "lam basted"
Across the teacher's knee.

BICYCLE CHARGES.

A NEW rate card has been posted which says that beginning with the first of March, the Erie Railroad Company and all branches and roads operated by it, which have heretofore carried wheels free, will charge for carrying bicycles, the rate being 15 cents where the limited single fare is from 5 cents to $1.00; 20 cents where fare is from $1.01 to $1.25 and so on. The cyclist is required to purchase ticket at ticket office and attach same to wheel and present it to train baggage master at baggage-car door and upon calling for wheel he is required to show identification ticket without which he cannot get his wheel. This includes the Chicago & Erie Railroad and the New York, Pennsylvania & Ohio Railroad which are operated by the Erie.

A THOUSAND *individuals* can accomplish but little as compared with an organization having a thousand members.

TEA AND COFFEE.

The L. A. W. BULLETIN recently received copy for a half-column ad., together with a letter from the enterprising concern who sent the copy, saying that if we would insert it we would receive from them two pounds of coffee and one-half pound of tea.

An offer like this is certainly very tempting.

It is an awful thing when we realize that our children are crying for tea and coffee to be obliged to refuse such a magnificent offer, but our space is limited even if our appetite for tea and coffee is not.

L. A. W. CONSTITUTION.

The full text of the L. A. W. constitution and by-laws, as amended at the recent Baltimore assembly, will be found in the official department of the L. A. W. BULLETIN. Every League member should familiarize himself with it, and thus have an intelligent understanding of the organization of which he is a member.

TWENTY-FIVE CENTS PER YEAR.

This is the price of the L. A. W. BULLETIN to League members only. We often have inquiries as to whether we can furnish a given member with copies for his friends at that rate. Would say that we cannot make this price except each subscriber is a League member.

See That String



Combination Detachable Pneumatic Tire 49

Patented Jan. 30, 1894.

Is attached to the Rim by a small string, cord or wire.

Simplest, Best and Fastest Tire.

The rider of our Detachable Tires has a decided advantage over those who use other forms of tires, because he can open his tire and extract the inner tube, and make a permanent and perfect repair in a few minutes. For further information, address . . .

NOTICE.—Our Detachable Tire is Not an Infringement.

The American Dunlop Tire Co. brought suit to prevent its manufacture, but the United States Court of Appeals decided that it was no infringement on their rights, and the bill was dismissed.

The Combination Roll and Rubber Co. BLOOMFIELD, N. J.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Olympic.

The Olympic Cycle Manufacturing Co., New York, has issued a 32-page catalogue of unusual beauty. The many illustrations, showing the sports and athletic games of all times and countries, are particularly good. The cover page, in green and gold on white, is simple and pleasing.

The Anderson.

The Anderson Cycle and Manufacturing Co., Detroit, Mich., devotes two pages of its very neat 32-page catalogue to the interests of the L. A. W. The cover page, in green and brown, is artistic and striking. The "Anderson," "Osborn," "Northwest," "Wayne," and "Wayne, Jr.," wheels are neatly and fully described.

Syracuse.

The Syracuse Cycle Co., Syracuse, N. Y., has issued a catalogue of striking designs and colors. The cover is suggestive of "war paint," as is also the envelope in which it is mailed. The book contains many marginal pictures that add to its beauty and interest. The striking cover page design shows a number of Sycamore braves discovering a Syracuse wheel.

New Clipper.

The Grand Rapids Cycle Co., Grand Rapids, Mich., has issued a neat booklet in imitation of a pocketbook, on the outside of which are the words, "There's Money In It." Inside are a number of humorous cuts and points for wheelmen.

Orient.

The Waltham Mfg. Co., 240 Broadway, N. Y.. is sending out a neat little booklet, "The Wheel That We Build," a paraphrase of "The House That Jack Built," in which the various parts of the "Orient" are pleasingly treated of in pictures and poetry.

Windle.

The Windle Cycle Co., Worcester, Mass., issues a neat 20-page catalogue, with attractive cover. The "Windle" is very fully described in all its parts.

Buescher Mfg. Co.

A little booklet describing high class pumps and other bicycle sundries, is issued by the above company, of Elkhart, Ind.

...A little more wild-eyed, long-haired poetry;—inspired by Crackajack II.

I usually write a verse devoted to cyclicity,
And send it to the editors, for very prompt publicity.
My treatment bold,— I never fail to show great intrepidity,
And when I speak of **CRACKAJACKS** I use my best lucidity.
UNIONS are and have been of the cycle aristocracy,
Yet, while they are aristocrats, they are loved by the democracy.
Our newly born competitors are green at our virility,
Forgetful that it cost us a deal of *scrip* ability.
When they have spent the same amount and shown the same sincerity,
They'll win the same approval — 'tis a very, very verity.

We are a little puffed up about our poetry as we have been numerously informed that it is very much better than the average *magazine stuff*, not as to rhyme particularly, but as to matter.

Another Compliment to Crackajack II.

Built on a Gold Basis.

Union Cycle Mfg. Co.

239 Columbus Avenue, BOSTON, MASS.

HOW TO WASH A SWEATER.

EDITOR L. A. W. BULLETIN:

A Boston wheelman asks, in the BULLETIN of Feb. 21, for "the *best* method of cleansing a woolen sweater." Having had some experience in that line, and with the best of success, I am prepared to answer the inquiry, and will guarantee that the process described below is the simplest and easiest and best method yet discovered for woolen goods, and is just as good for cotton or silk.

Fill a pail two thirds or three quarters full of cold water. In extremely cold weather the water may be tempered a little, but let it be cold, and not warm. Take a cake of good laundry soap — any good soap that has n't an excess of alkali will answer the purpose — and rub between the hands in the water for a moment. Put in a teaspoonful of ammonia and stir well. Soak the garment in this liquid for fifteen minutes or half an hour, and then souse and knead with the hands so as to squeeze out the dirt, but not vigorously enough to impair the garment's shape. Turn inside out and repeat the process. Pour off the water, which now contains all the dirt that was in the garment, and rinse very thoroughly in several waters — cold water, of course — using the same motions as before.

Lift the garment from the rinsing water and lay it over a line or wooden frame to drip and dry. When dry turn right side out and the job is done.

Observe the following cautions: If the garment is one you care anything about, wash it yourself. You cannot trust Tom, Dick and Harry, Bridget and Jane. It will take but a few moments, and you will be amply repaid for the trouble. Put the soap in the water, not on the garment. Use good soap, and not a very great deal of it. Use cold water. Don't wring, or squeeze, or pull. Dry wrong side out. Don't dry in the sun or wind or by the fire. (A shed or basement, with a tub to catch the water, is usually better than out doors). Don't leave where it is cold enough to freeze. Don't iron.

In case the garment is extremely dirty, use more ammonia and soak longer. If there are grease spots, after soaking, remove the spots with ammonia, benzine, or some cleansing compound. and then proceed as before described.

I have an all wool, close-fitting jersey shirt that has been washed in this manner by myself just forty times, by actual count. I cannot see that it has shrunk a particle, and, with the exception of some wear, it is still in first class condition.

Follow these direction carefully, and if your sweater is injured by washing you can sue me for damages.

The above information is worth $10 to any cyclist. 90 off for spot cash.

JOHN F. BROWN, No. 65,611.

FITCHBURG, MASS.

SOME people make a living simply because they live on what they make.

IF IT'S A HARTFORD TIRE IT'S RIGHT

HARTFORD SINGLE TUBE TIRES

- HARTFORD TIRES -
... ARE THE ...
Standard Single Tubes

"Made by The Hartford Rubber Works Co." Is a Good Guarantee.

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.
BRANCHES:
100 Chambers St., New York 335 Wabash Ave., Chicago
DISTRIBUTING DEPOTS:
370 Atlantic Ave., Boston 503 Market St., Philadelphia
17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
$50 IN GOLD
SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896
HOW QUICKLY COULD THEY BE INFLATED
BY HAND AT THIS RATE
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR
ANSWERS WILL BE OPENED MAY 1ST
FIRST CORRECT ANSWER OPENED WINS THE PRIZE
MARK ENVELOPE PLAINLY "FIGURING CONTEST"
PIN THIS AD. TO YOUR ANSWER
MORGAN & WRIGHT
CHICAGO
42

It All Depends.

The literary editor was feeling good and glad,
And not a manuscript or book he read that day was bad;
He scanned them very carefully, with notes, from end to end,
And criticized but little and found plenty to commend.
But, oh, that night he ate much cheese, of absinthe drank a lot;
Devoured limes and lobsters, ate a mince pie, extra hot;
And on the morrow every book he ventured to attack
He said was "rank" and "rocky," as he ripped it up the back.

FRICTION

In machinery and on the road can always be depended upon, and so much of its retarding influence as cannot be overcome, we accept as a necessary evil, but the friction caused by incompatibility of people "makes countless thousands mourn," and is the hardest "condition" that confronts mankind.

BICYCLE TRACKS.

A good many inquiries regarding the cost and methods of building bicycle tracks are being received by the L. A. W. BULLETIN. If the track-builders will send the desired information, together with their addresses, we shall be glad to refer such inquiries to them for answer.

EVIL insinuations never hurt a clear conscience.

HE IS SURPRISED AND GRIEVED.

A New York gentleman writes that he is "surprised and grieved to find the L. A. W. BULLETIN directly mis-stating facts."

He refers to our answer to a correspondent which was as follows:

"There is now a common and well-understood law making it compulsory for all vehicles to keep on the right side of the road except when passing from the rear."

Our correspondent says that there is no such law, but that he is particularly anxious to see such a law passed.

The mistake in our answer, if it can be called a mistake, is that we should have said *customary* instead of *compulsory*. This is so generally understood that we hardly see the necessity for a law, especially when there are so many laws more needed.

A man who is ignorant of a *custom* would be equally, or more, ignorant of a *law*, and every user of the road is now held responsible for his own carelessness, law or no law.

RACING RULES.

As soon as the new racing rules are ready they will be published in full in this paper. Readers who desire to have a copy of the rules should watch for them and preserve that number of the paper.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

Think About it...

Ere you buy your '96,
Think about it.
Rashness oft results in kicks;
Think about it.

If you're bound to have the best,
Built to stand the hardest test:
Here's the wheel we would suggest.
Think about it.



THE **Orient**

The **Waltham Mfg. Co.**

BRANCHES:
Boston, Brooklyn, Chicago, New York, Detroit, Omaha, Denver, Cincinnati, Providence, Philadelphia, Waltham, Springfield, Newark, Lynn.

240 Broadway, New York.

Catalogues ready shortly.

Bicycle Suits for Men...



One of the most remarkable offerings of the season.

They are made of excellent grade mixed cloths, sewed throughout with silk, and are among the most perfect fitting Bicycle Suits on the market. The bloomers have two hip, two side and two watch pockets, and are reinforced. The coat has four patch pockets and the seams are piped.

We have made an extraordinary effort to provide an exceptionally good suit at the very low price of

$3.75 EACH

We will send a Booklet, containing samples of materials, to any address upon request.

STRAWBRIDGE & CLOTHIER,

PHILADELPHIA.

For the Ladies

"God Bless 'Em!"

MISS C. C. BEDFORD, president of The New York Association of Cookery, and demonstrator of practical and fancy cookery says, in relation to a series of lectures prepared by her on "Food for Bicyclists": "A lunch always conveys the idea of more or less formality, and when on the road, or at the end of a long run it is impossible to be formal. My idea in preparing such lectures is to show riders what food would digest most easily and what should be avoided, either because of its inherent indigestible nature or because it is so cooked as to make it difficult of digestion. In connection with these thoughts I propose to give a list of the most nutritious of the many concentrated foods on the market (some of which may be carried in the pocket), and then with a chafing dish to prepare a number of dishes from eggs, milk, meat, etc., all of them simple enough for the most inexperienced person to attempt. As regards utensils suitable to be carried on the road, such as I have at present under consideration, and the information I have collected is still in too incomplete a state for publication."

MRS. CLARA B. TOWT, of Lancaster, Ohio, and member of L. A. W., writes: "We formed here last year a small bicycle club of about thirty members, which we called 'The Home Wheel Club,' and adopted red and black as our colors. We had runs once or twice a week and even went so far as to have 'Class B' races, and paid at least half the amount of the prize cost. I was treasurer of the club. Several weeks ago we called a meeting and agreed to disband, our reason for so doing was that we have in our town quite a prosperous club called The Lancaster Athletic Club, composed entirely of gentlemen, both married and single. Now these gentlemen have agreed among themselves to have races and make short and long runs by themselves, leaving the ladies out in the cold. But the ladies will not be snubbed in this way, and before very long we will have made some kind of arrangements for the coming summer's work. We ride a little through the town but most of us prefer country roads. As a usual thing when we start for a run we go to some neighboring town, get dinner or supper, as the case may be, and return home if possible by a different route One day last summer a party of us rode from here to Newark to attend the races and returned, making a run of sixty miles. That, I think, is too much for any woman to attempt very often.

"About our dress — I wore last season a rather short skirt with leggins, a jacket made of the same material as the skirt, a white wool sweater with large sleeves, and a tam o' shanter hat to match suit. A great many people here think the sweaters too warm, but I find mine much cooler than either a cloth or wash waist. I wear bloomers under my skirt and like them very much, they give so much more freedom to the limbs.

"I wonder why it is that men will continue to be so abominably selfish in regard to women taking part in their out-of-doors exercises and pleasures. They seldom want them for one pretext or another. Women are not so to men, which, of course, only goes to prove their entire sweetness of nature, etc., and I think it high time that women serve selfish men, as Manasseh, king of Juda, for wanting the whole earth — 'And I will wipe Jerusalem as *a man* wipeth a dish, wiping it and turning it upside down.' We might infer from this text also, that the women of those days did not have an entire monopoly of the kitchen."

✠

CARL BRENT, professor of physical culture, says in reply to "Maud S.," who does not ride a bicycle: "Some of the baggy sleeves worn by ladies are more shocking to my sensibilities than the close-fitting and convenient costumes worn by bicycling women, that so shock 'Maud S.,' and I can only ascribe her feelings to a consciousness of possession of a figure which would appear to better advantage concealed in baggy appendages — just like the 'skinny' arms which need the baggy sleeves to hide their unsightly angular outlines. If we did not see something shapely once in a while we would lose our interest in the fair sex altogether. Let 'Maud S.,' whose name does not sound 'slow,' turn her attention to some of the male scorchers next." Sensible Professor Brent.

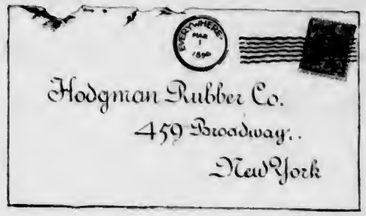
✠

BROOKLYN wheeling circles are on the *qui vive* on account of the action of Mr. Gideon, in bringing to book some offending racing members of the L. A. W. and of one of Brooklyn's most fashionable clubs. Mr. Gideon is entirely right in his position, and once the members of the League get it through their heads that the officers of that body really mean to enforce the laws governing it, there will be less cause for complaint and punishment.

✠

THE Reverend Phebe A. Hanaford (known throughout the land for her broad-minded charity and dignified womanliness), at the earnest solicitation of her many friends and admirers, delivered the first of a series of Lenten lectures, Thursday, February 27, at the residence of Mr. John McCullough, No. 317 West 87th street, New York, her subject being "The New Woman," and the masterly way in which she handled her subject gave an entirely new and heretofore undiscussed side to this interesting individual, much to the edification and gratification of her audience. Mrs.

AN OPENED LETTER



Everywhere Uno March 1st 1896

Dear Sir

Please send me at once your free Booklet about Tires and about the best tire there is — the Hodgman Single Tube. I want the best — its just good enough for me

Yours,
Up to Date Rider

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Humbers hold every World's Record, from ⅔ mile to 1,800 miles.

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(Shows pelvis as it rests on the Christy Saddle).



(Shows pelvis as it rests on the ordinary saddle.)

Christy... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

• • •

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.

If You Don't Break Down.

Oh, toilers in life's vineyard—
In the country, in the town;
Keep courage! You will get there
If you
Don't
Break
Down!

How not to Break Down.

Oh, toilers in life's vineyard—
In the country, in the town;
Just ride an **ELMORE CYCLE**
And you
Won't
Break
Down!

If you would know more about the Elmore and it is to your interest to do so

Address... **Edw. Oliver & Co.,**
21 Park Row, New York.

Hanaford is a woman of great strength and force of character, and has a way of saying and doing things, which carry weight and conviction with them. She is a warm advocate of wheeling, and several times in her discourse introduced the bicycle as one of the foremost factors in the advancement of the womanhood of to-day.

Her talk was in sharp contradistinction to Mr. Julian Ralph's, who, in a story published this month in one of our leading magazines, entitled "The Sad Fate of a New Woman," says, "Love, fiddlesticks!" Old man, if you knew anything—about society people, I mean—you would not couple love and that woman's name in the same sentence. Man alive, the new woman believes in love as much as you do in small-pox, as a disease, and if there ever was a new womany new woman it is she. She gave readings and recitations only to prove the capacity of woman for independence. Her mother is very rich. She would not accept a penny she did not earn. She is a new woman, in spite of being a very pretty one. (The new woman is not usually accredited with much in the way of beauty or good looks.) "She will not have a man about her—not to carry a hand-bag. She even broke her own saddle horse; wears bloomers on a bicycle; is the only woman who can cast a fly like a man, learned the trick because she said that men thought they owned fishing as a masculine monopoly, etc." Mr. Ralph manages to make of his "new woman," a very weak, vascillating and inconsistent being in the end, in short, a faddist posing for effect, etc. Therefore let us be truly thankful that the Reverend Phebe Hanaford is but one of thousands like her—"God bless 'em."

✠

THE almost irreparable harm caused by two over-zealous or over-officious officials of The Cyclist's Federation, to the passage of the Armstrong bill at Albany, last week, is but an added reason why the L. A. W., if it would be all-powerful, should make provision for and control all local organizations. This could and should be done, and that quickly, too. The General Federation of Women's Clubs, a body having a membership of some six hundred thousand women, is made up of national, State and local bodies. The local clubs uniting to form those of State, and the State bodies in turn forming the national, or international organization, but all under the management and control of the main body. If the League would form such organizations everything could be done "decently and in order," and the dignity and earnestness of the L. A. W. and its officers, would thus be protected from ridicule, and its ends and purposes carried out, instead of being continually defeated, by not knowing where they "are at," or what big-headed or misguided, so-called friend may turn up to knock all its plans into "pi."

IDA TRAFFORD BELL.

A Hundred Dollars for a Wheel!

...NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

Palmer Fabric

Makes a Tire ELASTIC
EASY RIDING and
FAST
(taking less strength to propel)

Palmer Tires

Are Durable, GUARANTEED and Easy to Mend.

They are expensive, and only found on High-Grade Wheels.

PALMER PNEUMATIC TIRE CO.
CHICAGO.

Facts About Pneumatic Tires mailed on request.

The Sprinkling Cart:

How to Reform it.

"In the spring a livelier iris changes on the burnished dove:
In the spring a young man's fancy lightly turns to thoughts of love."
And the minds of wheelmen riding up and down the muddy street
Turn, and not so lightly, either, to the sprinkling carts they meet.

AGLANCE at the calendar convinces us we shall soon pass from the grip of the coal man into the grasp of the ice man. Nature, the gentle nurse, will tenderly transfer us from the refrigerator to the Turkish bath.

A study of recorded conditions that have prevailed during past summers leads to the conclusion that the coming summer may be warm. Heat robs the earth's surface of moisture, and dry earth begets dust, and dust begets sprinkling carts, and sprinkling carts beget woe.

And yet a sprinkling cart is not inherently, hopelessly wrong. It can be reformed. A "Society for the Reclamation of Wrong-minded Sprinkling Carts," composed of gentle but persuasive spirits, who will woo the erring back into the dryer paths of peace and happiness, is really needed.

Consider the gorgeously painted band wagon of the street, it tooteth its loud horns and beateth its big drums, but for real deviltry it compares with the sprinkling cart about as Concord, Mass., does with Cripple Creek, Colorado.

A reformed sprinkling cart is a noble and an inspiring sight, as it moves along a thirsty street, quieting the dust with the gentleness of the dew, rather than the disastrous downpour of the deluge.

Figuratively speaking, we need more Presbyterian carts that believe in the saving grace of sprinkling, rather than so many Baptist ones that think submersion necessary for the salvation of a dusty street.

The sprinkling cart whose action produces a happy medium between dust and mud, will find a warm place in the hearts of the American people.

The trouble with the average sprinkling cart is that "it never rains but it pours." In a restricted sense a sprinkling cart is a blessing. It is not its use but its abuse that works evil.

The man who drives a cart should not do his thinking with a liver pad. He should be a bright man and hence a bicycler, and a member of the L. A. W. The city or village fathers who employ him should be really living in the present rather than amid reminiscences of the past. They should make proper laws and regulations to be properly observed. That is what they are doing in some places.

..PUNCTURE PROOF BICYCLE TIRE.



Our Tire Prevents Punctures.
No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.
Catalogue and Sample section of Tire free upon application. Address,
The PUNCTURE PROOF TIRE CO., Quincy, Ill.

Lovell Diamond Cycles

...14 New Models for 1896...

All sizes, styles and prices.

JOHN P. LOVELL ARMS CO.

Makers.

BOSTON, MASS.

Agents Wanted. Catalogue Free.

Hon. Horace L. Allen, of Hoboken, N. J., has introduced the following bill in the legislature of his State:

An act to regulate the sprinkling of streets, avenues; alleys, roads, highways and public places.

SECTION 1. Any city, town, township, borough, village or municipal corporation, or any individual, person or persons, corporation or company, which shall engage in sprinkling any avenue, street, alley, road, highway or public place with water, hereafter shall not sprinkle such avenue, street, alley, road, highway or public place within three feet of the curb stone or gutter on each side of said street, avenue, alley, road, highway or public place, and for each offence in the premises, shall forfeit the sum of ten dollars, to be recovered by action of contract with costs by any person who will sue for the same in cities where there are district courts, in a district court, and in any municipal corporation where there are no district courts, in a court for the trial of small causes, and all penalties recovered under this act shall be paid, one half thereof into the road or street fund of the city, town, township, borough, village or municipal corporation in which they may be collected, and the residue to the informer, provided such action shall be brought within six calendar months after the offence has been committed.

SECT. 2. This act shall take effect immediately.

If the officers and members of the New Jersey division of the L. A. W. do not exert their influence to have this bill become a law they should be doomed to a perpetual punishment of sloshing through illimitable streets of unfathomable mud. The same legislator has introduced an act to prevent injuries, cuts and punctures to bicycle tires and animals, that is equally deserving of their attention and support.

THE WHEEL IN LAW—ITS RIGHTS AND WRONGS.

IN the issue of the BULLETIN of Feb. 21, mention is made of the recent case of Com. v. Forrest, 170 Pa. 40, relating to riding bicycles on sidewalks in Pennsylvania.

It will be interesting to all riders of the wheel to know the exact scope of this decision, and Pennsylvania wheelmen may perhaps profit by a little knowledge on this subject.

The Act of the Pennsylvania legislature of 23d April, 1889, P. L. 44, provides "That bicycles, tricycles and all vehicles propelled by hand or foot . . . shall be entitled to the same rights and subject to the same restrictions in the use thereof . . . as carriages drawn by horses."

The Act of 7 May, 1889, P. L. 110, Sec. 3, provides "that if any person . . . shall wilfully and maliciously ride or drive any horse or other animal upon or into any boardwalk or sidewalk or footway laid or erected or being on and along the side of any road or highway in any township . . . or shall otherwise wilfully break, injure or destroy the same, the person . . . so offending" shall be liable to a fine of not over twenty and not less than five dollars, and on failure to pay the same shall be committed to the county jail, "Provided that no conviction shall be had . . . in any case where the . . . footway aforesaid shall have been located between the gutterways or within the limits of the ordinarily traveled roadbed . . ."

The case of Com. v. Forrest decides that the two acts above mentioned, taken together, make it a penal offence to ride a bicycle on any sidewalk in any township in Pennsylvania.

The reasoning of the decision is as follows: The Act of 7 May, 1889, applies equally as well to persons *driving* as to persons riding horses. As it is absurd to suppose that a person can drive a horse without being in a carriage, it is therefore a penal offence for a person to drive a carriage on a sidewalk. The Act of 23d April, 1889, makes bicycles subject to the same restrictions as carriages, therefore, it is also a penal offence to ride or drive a bicycle on a sidewalk.

It would be useless to comment upon the soundness of this decision. It is the law in Pennsylvania, and such it is likely to remain, unless the legislature should decide otherwise.

It is interesting, however, and perhaps not unprofitable to note the scope and effect of this recent ruling against bicycles

1. It applies to any boardwalk, sidewalk or footway laid, erected or being on or along the side of any road or highway. This decision would therefore apply to all kinds of footways whether artificially constructed or formed by the frequent passing to and fro of people, including sidepaths, except such as lie between the gutterways or within the ordinarily traveled roadbed.

2. It applies to any township in Pennsylvania, and would, therefore, include all villages, boroughs, towns and cities located in townships where there is no inconsistent legislation.

3. It does not apply to footways located within the gutterways or within the limits of the ordinarily traveled roadbed. Ordinary sidepath riding is therefore not affected by this decision.

4. It applies to all vehicles propelled by hand or foot. The term vehicle has not yet been judicially defined. Websters' definition is, "that in which anything is or may be carried, as a coach, a wagon, a cart, a carriage or the like." It would possibly be easier to enumerate the various things which this definition does not include than those which it does. At any rate, wheelbarrows, push-carts, children's express wagons and baby carriages are "vehicles" within the meaning of Webster's definition, and are propelled by "hand or foot" or perhaps more strictly speaking, by both. The farmer had better, therefore, keep off the sidewalk with his wheelbarrow. The huckster will surely be a more pushing if not a more successful business man, if he propels his cart along the road; and wheelmen and others having families may possibly contribute materially towards keeping their children out of jail by directing the nurse to ply the baby carriage in the streets only.

PHILADELPHIA, PA. EDWARD BROOKS, JR.

"CLIMAX" Wire Spring Saddles...



New '96 Model, Style B, thorough in point of Construction and Riding qualities.

Only Sanitary Saddle, and Prevents Soreness.

Send at once for '96 Catalogue. Electros for Trade that desire to catalogue.
Weight, 12 oz.; Price, $4.50.
Fully guaranteed against defective construction for one year. Mention L. A. W. Bulletin.

Climax Manufacturing Co.
EAST HAMPTON, CONN.

Wheeling at night with the "Search-Light" —is a pleasure.



1896

"Search-Light" Lantern

HAS NO COMPETITOR.

Reflecting surfaces are always bright, and cannot become tarnished. Can use kerosene or naphtha. By the new method of attaching to the wheel it cannot jar out. Price, $5.00.
Ask your dealer or send to

Bridgeport Brass Co.,
BRIDGEPORT, CONN.
Or, 19 Murray St., New York. 85-87 Pearl St., Boston.
17 No. 7th St., Philadelphia.

BEWARE OF IMITATORS.
Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.
The "Search-Light" never follows, always leads.

Evans' Evans'



Best Bottled Brown Stout and... India Pale Ale

Ask not WHY— but see for yourself

Evans' Evans'

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.

MILWAUKEE BEER...
IS FAMOUS
PABST
has made it so
Then insist on having
PABST MILWAUKEE

We Guess Yes.

Oh, wouldn't matrimony
Be fairer than the rose
If wives were nice as sweethearts
And husbands good as beaux!

MORE children would say "thank you" if their parents would.

ALL in all, everybody is more or less alike. This is not intended as a compliment to any one.

Since bicycling has become so popular the feet seem more than ever like pedal extremities.



Bicycler's Snap Shots — Good Times in Georgia.

EDITOR L. A. W. BULLETIN:

One-armed and one-legged riders of the bicycle are not in it with Mr. Geo. F. Durbin of Cheyenne. Several years ago he lost both feet at or just above the ankles. By the aid of artificial feet he was enabled to hobble about with considerable difficulty, always using a cane. A few months ago he was prevailed upon to try riding a wheel. He adopted a drop frame because he felt that he could never learn to mount a diamond frame. He now rides everywhere, and takes particular pleasure in riding "hands off," thus almost literally riding without the use of either hands or feet.

No. 64,892.

CHEYENNE, WYO.

A BROOKLYN member writes that now that "bicycle weather" is with us, it would be well to call attention to the fact that the Coney Island cycle path is sadly in need of repair.

THE railway association of Michigan authorized a rate of one fare for the round trip to Lansing and return, for the good roads convention held at the State capitol this week.

DON'T think your wife a commonplace woman merely because she married you.

TRUTH, like the sun, submits to be obscured but only for a time.— *Bovee.*

A Pride and Satisfaction to Riders

EASY-RUNNING....
Gendron and ... Reliance Bicycles
Catalogue on application to
GENDRON WHEEL CO.
Toledo - - - Ohio.

It Pays to have the Best....
Everything that could be done has been done to make
THE RIALTO....
Absolutely Perfect. What more could be asked?
Continental Cycle Co.
15th Street and Western Avenue
Chicago .....

Trenton Cyclometers



⅔ SIZE MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. Three models for 1896.

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1 00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C. registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

When ordering your wheels REQUEST that they be fitted with
Hunt
BICYCLE SADDLES
WESTBORO MASS.

SPEED OR GEAR TABLE.

A folder issued by the makers of The Clipper wheels gives the following speed or gear table: —

Number of Teeth in Wheel.		Diameter of Driving Wheel. Geared to			About the Distance Traveled on each Revolution of Pedals on 28-in. Wheels.
Front Sprocket	Rear Sprocket	24	26	28	
16	7	54 2/7	59 3/7	64	17 ft.
16	8	48	52	56	14 4/9 ft.
16	9	42 2/3	46 2/9	49 7/9	13 f..
17	7	58 2/7	63 1/7	68	18 ft.
17	8	51	55 4/7	59 1/2	15 4/7 ft.
17	9	45 1/3	49 1/9	52 8/9	14 ft.
18	7	61 5/7	66 2/7	72	19 ft.
18	8	54	58 1/2	63	16 4/9 ft.
18	9	48	52	56	15 ft.
19	7	65 1/7	70 4/7	74	19 ft.
19	8	57	61 3/4	66 1/2	17 4/9 ft.
19	9	50 2/3	54 8/9	59 1/9	15 4/7 ft.
20	7	68 4/7	74 2/7	80	21 ft.
20	8	60	65	70	18 4/9 ft.
20	9	53 1/3	57 7/9	62 2/9	16 ft.

To find any other gear multiply the diameter of driving wheel in inches by the number of teeth in large (front) sprocket, and divide by number of teeth in (rear) small sprocket. This will give gear in inches.

THE man who is no worse than his neighbors may still be far from what he should.

Don't You Care.

O, comet soaring through the sky,
And will you smite us, hip and thigh?
O tell us, pray, why do you sail
About? "for thereby hangs a tail."

IN cheating the world you must also lie to yourself.

IT is easier to resist the desire to do wrong than it is to gratify it.

THE man who is the best to his fellows pleases the angels most.



Cycler's Snap Shots — "Good ole times before de war."

Standard Rubber.... Cushioned Spring Saddle...

Price, $4.00



With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and a perfect seat. Made for ladies and men, and meets all hygienic requirements.

CAPITOL MFG. CO.

125-137 Rees Street, Chicago.

See advertisement of Climax 10,000 mile Cyclometer next week.

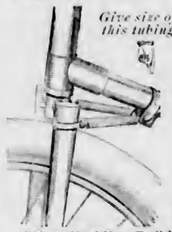
Philadelphia, Feb. 6, 1896.
Mr. STERLING ELLIOTT:
Dear Sir,— For goodness sake please take out that ad. of ours in regards to selling $75.00 Bicycles direct to the rider for $50.00 until we catch up with our orders, and oblige
Yours truly,
PENN. BICYCLE CO.,
H. D. LeCato,
1343 Arch Street.

The "Rust Proof" Co.,
Taunton, - Mass.
"RUST PROOF" is proof against rust, easily applied and harmless. Just the thing for Bicycle Work.
Write for circular and prices.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS.
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

The Automatic Bicycle Balance

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.
Write for Circular and Trade Prices.



Weighs only 2 ounces. Entirely nickel plated. Adjustable to any bicycle.

PRICE $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

C. F. NICHOLS, ESQ.,
HOTEL PELHAM,
BOSTON, MASS.

Dear Doctor,— Answering your query about the **HARDY** bicycle, all I can say is that a friend of mine, one of our leading gynæconogists, (who is an ardent rider) and has made a rigorous investigation of the merits of the wheel, told me recently that it is the only wheel for women to ride and that he would recommend it to all his patients.

The makers, the **HARDY CYCLE CO.**, of our city, 42 W. 67th street, issue a very interesting pamphlet and catalogue which can be had free on application.

Yours to command,
GEO. W. ROBERTS, *M.D.*

STAMPS WANTED. A collection of U. S. postage stamps wanted. I have a Lovell Diamond, model 18, in good condition, new tires, etc., to exchange for a collection of stamps (U. S. preferred). RAYMOND S. COON, L. A. W. No. 978, Boston & Albany R. R. Boston, Mass.

VANGUARD CYCLE CO. INDIANAPOLIS, IND.
HILL-CLIMBER

THE DOG AND THE LAW.

EDITOR L. A. W. BULLETIN:

Having had a dog "sicked" at me by its owner, or some one in charge of it "just for fun," when I was riding, I have just a little interest in the dog question, and here is a little statute law which defines the rights of the public so far as Massachusetts is concerned. Chapter 102, Sect. 93, Public Statutes, provides: "The owner or keeper of a dog shall forfeit to any person injured by it double the amount of the damage sustained by him, to be recovered in an action of tort.

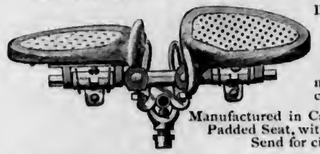
"Sec. 94. Any person may kill a dog that suddenly assaults him while he is peaceably walking or riding without the enclosure of its owner or keeper."

Sec. 95 provides that a person so assaulted may make oath to such fact before a justice of the peace within forty-eight hours after assault, which notice shall be served upon the owner or keeper who shall forthwith kill or confine the dog, and if he does not then he shall forfeit ten dollars; after such notice is given and the dog is found outside the enclosure of the owner or keeper he may be killed and the owner or keeper shall forfeit ten dollars; and it after such notice the dog does any further mischief the owner or keeper shall be liable to pay treble the damages sustained. Maine has the same provisions in her statutes, except the forfeit is five dollars instead of ten.

Of course it is not always practicable or convenient for a bicyclist to carry out all these provisions, but where they can be carried out it seems

The Improved Automatic Cycle Saddle

As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



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"I like your saddle very much. It is made on the correct principle."

Manufactured in Cane, Wood, Leather or Padded Seat, with or without springs. Send for circulars, to the

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Pneumatic Saddles.





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For Men and Ladies,
They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.
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DIXON'S 679 CYCLE LUBRICANT
You will coast farther and ride easier by using it.
NOTHING EQUAL TO IT.
Sample will be sent for 15 cents.
WORTH DOUBLE THE MONEY.
DIXON CRUCIBLE CO., Jersey City, N. J.



Old Features
Of Standard Excellence
New Features
Of Modernized Ideas
Combine to make
"Gold Crank"
FALCON BICYCLES...
Popular with all who appreciate superiority in bicycle construction
THE YOST MFG. CO.
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Factory and General Offices, Yost Station, Toledo, Ohio.



Individual Cycle Name Plates
with name engraved on the same for 50c. prepaid to any address.
C. H. WOLFF,
177 William Street, New York.

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For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. G. Betts & Co., 120 Water St., Toledo, O.

Bicycles can be kept new and bright, and absolutely free from **Rust** after **Cleaning** with "Three in One." The only perfect lubricant for Chain and Bearings, never gums. Sample sent in this oil can for 10 cents. Ask your dealer for it.
G. W. COLE & CO., 111 B'way, New York.

that it would be duty to do so. A few lessons of that kind administered to "funny" dog owners would soon give peace to riders.

PERCY A. BRIDGHAM, No. 76,344.

Quite Right.

BY M. C. K.

If all we wheelmen had our way,
It would be strictly "out of sight."
By this I mean the mud and clay,
And don't you think I'm right?

EDITOR L. A. W. BULLETIN:

You ask for the "best method of cleansing a woollen sweater." I send the following as having been very satisfactory in its results:

Put the sweater into warm water containing a handful of pearline, and leave it over night. Next day knead it (do not rub), punch it and squeeze it, changing the water several times, and then simply press out the excess of water, without wringing, and hang it up to dry. If you wish it small at the waist, hang it across a stick, allowing it to hang lengthwise. When dry it will be clean and soft. WM. H. MOIT.
BOSTON, MASS.

ROBERT WARREN, 817 Temple ct., New York City: Replying to yours of Feb. 25, would ask what sort of a proposition you have to make?



Waverley BICYCLES.

Are Built in the Largest and Best Equipped Factory on Earth

A SMALL PORTION

of Waverley sales are the result of hustling for the business, the balance from the personal recommendation of the enthusiastic Waverley riders who are found by the hundreds everywhere. Dealers who have never handled Waverleys do not know how easy it is to sell them. Better write for terms.

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McCune Cycles...

NONE BETTER,

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Agents Wanted.

THE TRANSIT

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

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Salesroom, 44 Columbus Ave., Boston.



THE committee on roads and highways of the Kansas division is now at work compiling a road book of that State, and it is expected the book will be published some time next month. The committee intends following the general plan of the road books of Pennsylvania and Massachusetts, though it may not be so elaborate as those books. It will fully describe about 200 roads in that State of good roads, and in addition the book will have considerable other valuable information of interest to wheelmen.

THE real philosopher is the man who lives the life of to-day and lets the troubles of to-morrow wait till to-morrow.

ELWELL European Tour has special arrangements for ladies, ensuring comfort, care and health. Sails June 27th. Particulars of F. A. Elwell, Portland, Me.

Fifteen hundred miles on wheel through Europe, $300. Leave June 24th. Return Sept. 5th. Write box 422, Albany, N. Y.



CHEAP ROADS.

A very wise philosopher has observed that the great bulk of the people must always support the mass of the population.

The people pay for everything the people have. The public pays for the railroads and the expense of running them. If the railroads were only half as good and could only haul half as much it would cost the people twice as much to ride or ship over them.

It is fortunate for the people that railroads are conducted in an organized business-like way. If the opponents to improved roads had their way the railroads would be neither profitable nor pleasant.

The people of a community are the ones vitally interested in the roads of that community.

If the farmers of each township were to get together and mutually agree that they would go about it in an organized way to build and maintain a system of good roads their sum of happiness would be increased.

Since the people pay for the roads why not have those that are cheapest and most pleasant — the very best ones.

THE Texas good roads convention will be held at Galveston, May 22. A thousand representative men and women will attend. A plan to employ convict labor has been devised, by which the quarries will be worked and the counties furnished with good roads at half the expense they are now.

IN Holland, where they have the best roads in the world, it is said that a farmer will haul, with a team of large dogs, as heavy a load as can be drawn over a bad road with a team of horses. This reminds us how dog-gone bad our roads are.

THIS country has 1,300,000 miles of common roads. This would encircle the globe fifty times, or go to the moon more than five times. But if most of them would go there just once and not come back, earth would be just about as happy.

THE WIDE TIRE CAMPAIGN.

Not only do wide tires save the pavements, but they are also a saving on beasts of burden. The Missouri Good Roads association at its recent convention in Columbia declared in favor of wide tires. Prof. H. J. Waters, dean of the State agricultural college, added to the tabulated results of the tests made between narrow and wide tired wagons the following:

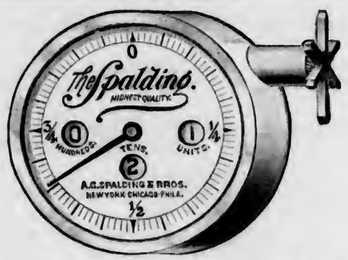
"By using the wide tires an average of fifty-three pounds draught is saved. A horse is computed to exert a pull of 150 pounds for ten hours, traveling at the rate of two and one-half miles per hour. On this basis the wide tires save slightly more than one-third of the exertion of the horse."

The experiments with heavy wagons from which the conclusions of Prof. Waters were reached formed the most interesting part of the proceedings of the convention, and the results of all the tests were carefully noted. In every test it was demonstrated that the wide tire lessens the labor of the horse and is in other ways far superior to the narrow tire, which is the most commonly used. — *Bloomington* (Ill.) *Pantagraph.*

IN round numbers there are now confined to the idle house of the penitentiary 1,000 convicts. They are submitted to a punishment almost insufferable, and one not contemplated by the laws under which they were sentenced, for their hourly task is one of absolute physical and mental inactivity. They can be given work, the roads of Ohio can be improved, and the increasing drain on the State treasury can be relieved with practically no cost to the counties, if the legislature says the way. But none of these things will be done if the general assembly continues to maintain its present eloquent silence.— *Toledo* (Ohio) *Blade.*

BUREAU county is a good example of the possibilities latent in a gravel bed and developed by experience, common sense and a little persistent hard work. The writer well remembers the time when the only good road in that county was the highway running easterly from Princeton and known as the old Peru road. For years that road was in good condition the year round, and the farmers along its route increasingly prosperous, while everywhere else the roads were, for a large portion of the year, hideous as a mince-pie nightmare. After suffering from this incubus for half a generation, people began to think. Finally it dawned upon a few bold and venturesome souls that if gravel were good for the poor road it might possibly be good for some others. So the idea spread and the experiment was tried until now the graveled roads, comparatively smooth and always passable, ramify the whole county and distant farms are brought approximately close to town by that wonderful genii, gravel!—*Bloomington* (Ill.) *Leader.*

Spalding Cyclometer Its Name Its Guarantee



Costs more than some inferior ones and worth more. **The Spalding Cyclometer** has been tested for years. Strong, reliable and the only perfect Cyclometer that is made or offered for sale. Registers 1,000 miles and repeats; dial divided into 1-100 of a mile and visibly records each revolution of the wheel, and can be plainly read from the saddle; is perfectly noiseless and dust-proof, and can be easily attached to any bicycle. Send for illustrated catalogue. **Price, $1.50.**

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

NEW YORK. CHICAGO. PHILADELPHIA.

FACTORY AT CHICOPEE FALLS, MASS.

AT the sixty or more farmers' institutes that have been held in the various counties, one evening at each has been given up to good roads discussion and this has been instrumental in working up much favorable sentiment.— *Lansing* (Mich.) *Journal*.

THERE are a great many "cross roads," but a still larger number of cross riders who are made cross by the horrible condition of the cross roads.

A WHEEL, to roll well and easily, should pass over a smooth, hard surface. This fact should be borne in mind by road-makers.

League of American Wheelmen — Official Department

Boston, March 6, 1896.

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(COMBINATION BLANK.)

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:— Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

.....**State,**.....

Cycle Club,.....

References,.....

.....

☞Write plainly, printing preferred, or enclose personal card.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2840 may place orders for the bar with their renewals.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

L. A. W. CONSTITUTION.

ARTICLE I.

SECTION 1. This organization shall be known as the LEAGUE OF AMERICAN WHEELMEN.

SECT. 2. Its objects shall be to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring; to secure improvement in the condition of the public roads and highways, and to promote and regulate cycle racing on the track.

ARTICLE II.

SECTION 1. The League shall be an association sub-divided for convenience in administration and government as follows:

First, States having one hundred or more resident League members to be called DIVISIONS.

Second, States having not less than fifty resident League members to be called SUB-DIVISIONS.

Third, States having not less than twenty-five resident League members to be called CONSULATES.

Fourth, For the purposes of this section, California shall be considered as two States, divided as follows: South California to be composed of the following counties: Santa Barbara, Ventura, Los Angeles, Orange, San Bernardino and San Diego; and all north of these counties shall be known as North California.

SECT. 2. When there shall be twenty-five League members in any State it shall be constituted a consulate, and the secretary shall call an election for a chief consul. The election shall be conducted by mail and the secretary shall receive and count the votes and declare the result. The chief consul so chosen shall enter upon his duties at once and conduct the affairs of the consulate under rules and regulations made by the executive committee.

SECT. 3. When there shall be fifty League members in any State, the chief consul shall appoint a secretary-treasurer and organize a sub-division under rules and regulations made by the executive committee.

SECT. 4. When there shall be one hundred members in any State, the chief consul shall appoint a vice consul and organize a division The chief consul and secretary-treasurer and the vice consul thus appointed, together with such other representatives as may be appointed as hereinafter provided, shall constitute the division board of officers with power to make and execute a constitution and by-laws for the government of the division.

SECT. 5. The status of every consulate, sub-division and division shall be fixed annually on the first day of October, and shall be based on the membership enrolled on the books of the League on that date.

SECT. 6. When the membership of any division, sub-division or consulate shall be less than twenty-five, such division, sub-division or consulate shall be discontinued, and all money and property shall be turned over to the secretary of the League within thirty days after notification by the secretary.

ARTICLE III.

SECTION 1. Any amateur white wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three other reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this constitution.

SECT. 2. All applications for membership shall be forwarded direct to the secretary of the League, together with the proper fees and dues, and such information as may be required.

SECT. 3. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the secretary, he shall become a member of the League.

SECT. 4. Each applicant shall pay to the secretary of the League an initiation fee of one dollar and shall also pay seventy-five cents for his annual dues.

SECT. 5. All memberships shall expire one year from the date on which the application is published in the official organ.

SECT. 6. A member may renew his membership at any time within sixty days from the date of its expiration by payment of the annual dues of seventy-five cents. (One dollar with L. A. W. BULLETIN AND GOOD ROADS). If he shall postpone the payment of his dues beyond the sixty days he shall pay in addition to the annual dues the sum of fifteen cents for every month or fraction of a month he is in arrears, except that he shall pay no more than one dollar in fines for a full year.

SECT. 7. Objections to the admission of any candidate for membership must be made to the secretary within two weeks after the publication of the name of such candidate, and such objections shall fully set forth the reasons why the candidate should be denied admission, and shall be considered confidential.

SECT. 8. In passing upon the eligibility of candidates as amateurs, the membership committee shall be guided by the following amateur rule, and shall take proper pains to ascertain and determine through the racing board the facts in the case where objection is made to a candidate on this ground.

AMATEUR RULE. An amateur is one who has never competed for a cash prize or for gate money, or who has not knowingly competed with or against a professional for a prize of any description, or where gate money was charged; or who has not trained nor coached a professional, or who, after having forfeited his amateur status, has had the same restored by a unanimous vote of the national assembly, L. A. W. A cyclist ceases to be an amateur by

(a) Competing for a cash prize or for gate money.

(b) Personally training or coaching any professional wheelman or athlete, either for cash, as a means of obtaining a livelihood, or for a wager, money prize or gate money.

(c) Competing with a professional, or making the pace for, or having the pace made by such in public or for a prize.

(d) Selling, pawning, exchanging, bartering or otherwise turning into cash, or in any manner realizing cash upon any prize won by him.

(e) Accepting directly or indirectly for cycling competition any salary, remuneration, compensation or expense whatever.

(f) In this class no prize shall exceed thirty-five dollars in value.

(g) Racing men in the employ of cycle establishments may be transferred to the professional class by vote of the racing board.

(h) An amateur may not compete in any race outside of his own State, at a distance greater than one hundred miles, by the usual line or route of travel, from his legal residence, except at national championships or closed college race meetings, or by special permission from the member of the racing board in charge of his district.

(i) License may be granted by unanimous vote of the racing board for a special competition in any year between the recognized champions of the amateur and professional classes, the prize rules of the amateur class to govern the contest.

(j) Any amateur who neglects or refuses to answer questions touching his status to the satisfaction of the racing board, and within thirty days, shall be transferred to the professional class, and shall have no further opportunity for hearing or appeal.

(k) A professional is any rider other than an amateur.

(l) The League recognizes as athletic exercises, in addition to cycling, all sports over which the Amateur Athletic Union, The National Association of Amateur Oarsmen and other amateur athletic organizations have jurisdiction.

SECT. 10. The secretary shall retain from the annual dues and from all renewal fees an annual per capita tax of forty cents. The balance of such annual dues and the whole amount of the initiation fee shall be returned to the divisions, etc., quarterly. He shall return to the divisions, etc., fifty per centum of all back dues and fines.

ARTICLE IV.

SECTION 1. The management of the League shall be vested in a national assembly consisting of

All chief consuls,

All vice consuls from divisions having two hundred or more members,

All secretary-treasurers from divisions having one hundred or more members,

All delegates chosen by the several divisions,

All ex-presidents and ex-vice-presidents of the League who shall at the time of a meeting of the national assembly be members of the League in good standing; but no ex-president nor ex-vice-president shall be represented by proxy at any meeting, nor shall he be empowered or entitled to hold the proxy of any other member.

The president, first and second vice-presidents, the secretary, the treasurer and the chairmen of all standing committees.

It shall have power to make a constitution and by-laws for the guidance of the League, to establish regulations for the government of divisions in their relations to the League and to each other, and to generally direct and decide in all matters not provided for in this constitution.

SECT. 2. The general supervision and executive powers of the League shall be vested in the executive and finance committee, but said committee shall not involve the League in any matter not contemplated by the purposes of this organization, without the authority of the national assembly. Said committee shall enforce all rules, regulations and orders made by the national assembly and carry out the provisions of the constitution and by-laws, but shall not have any power of legislation (this being vested solely in the national assembly). They shall be allowed their necessary expenses, and may allow committees their necessary expenses. They shall approve all bills before payment by the treasurer and shall during the months of January, April, July and October of each year publish in the official organ a financial statement up to the first day of each of said months. Said January statement shall be audited by a committee of three to be elected by the national assembly at the annual meeting, and said auditing committee shall have power to employ an expert accountant. All orders for the payment of money by the treasurer shall be signed by the executive committee or a majority thereof.

Before the annual meeting in February the committee shall send to every member of the national assembly a complete detailed printed financial statement, showing the condition of the League to Jan. 1, last preceding.

SECT. 3. Fifteen members personally present at any meeting of the national assembly shall constitute a quorum for the transaction of business.

SECT. 4. The annual meeting of the national assembly shall begin on the second Wednesday in February in each year. The place of meeting shall be determined by the national assembly during its session of a preceding year, or the assembly may, by vote, delegate the power of choosing to the executive committee.

SECT. 5. Special business meetings shall be called by the president upon the written request of a majority of the chief consuls of the divisions. Said meeting shall be called not later than sixty days after the receipt of the request, at a place designated by the president. Thirty days' notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered.

SECT. 6. In case of the refusal or neglect of any division, sub-division or consulate of the L. A. W. to comply with any decision or ruling of the national assembly or of the executive committee when the national assembly is not in session, it shall be within the power of said national assembly by a majority vote, or of said committee by a unanimous vote to impose a fine on said division, sub-division or consulate which may be collected from the amount of dues in the hands of the secretary of the L. A. W. and withheld from the division until the aforesaid order of ruling shall be complied with.

ARTICLE V.

SECTION 1. (a) Each division shall elect annually a chief consul, vice consul and secretary-treasurer; and shall also elect one representative for each two hundred League members on its roll Oct. 1.

(b) Whenever the board of officers of any division shall adopt a by-law or rule providing that the secretary-treasurer of the division shall hold office during the pleasure of the board, the secretary-treasurer thereafter elected shall perform the duties of his office until the board of officers shall declare his office vacant, by resolution duly adopted at any meeting regularly called, and after thirty days' notice of such proposed action shall have been given by mail to the members of the board of officers.

(c) In the event of the removal of a secretary-treasurer by the board of officers, the chief consul shall appoint a secretary-treasurer who shall serve until the next annual election thereafter.

(d) Each League club located under the jurisdiction of a division shall be entitled upon joining the League and annually thereafter, to elect one representative for the first twenty members on its roll exclusively, another for the next eighty, and an additional representative for each one hundred members thereafter.

(e) The chief consul of a division may appoint and League clubs may elect representatives from time to time, as the increase in membership of the division or the club may warrant.

SECT. 2. Each sub-division shall elect annually a chief consul and secretary-treasurer.

SECT. 3. Each consulate shall elect annually a chief consul.

SECT. 4. The persons who shall receive the greatest number of votes regularly voted for any office at any election in a division, sub-division or consulate, shall be declared elected.

SECT. 5. These officers shall constitute the division, sub-division and consulate boards of officers, and shall be elected annually between the 15th day of October and the 15th day of November, at such time and place, and in such manner as is provided by the constitution and by-laws of the division and the rules and regulations of the sub-division and consulate.

SECT. 6. No person shall be nominated for or elected to any office in a division, sub division or consulate, unless he be at the time of his nomination a member of the League and a resident of the division, sub-division or consulate.

SECT. 7. When any officer of a division, sub division or consulate or any delegate to the national assembly shall remove from the State or territory in which he was elected, or shall cease to be a member of the League, his office shall forthwith become vacant.

SECT. 8. In the event of a contested election in any division, the division making the contest must pay all expenses which may be incurred by any national committee in the consideration, report and settlement of the same.

SECT. 9. Vacancies in the office of chief consul of a division shall be filled by the succession of the vice consul. Vacancies in the office of chief consul of a sub-division or consulate shall be filled by the president. All other vacancies in divisions, sub-divisions or consulates shall be filled by the chief consul.

SECT. 10. Each division shall adopt for its guidance, a constitution and by-laws not inconsistent with the national constitution and by-laws, and a copy of the national constitution and by-laws shall be included in any publication containing the constitution and by-laws of any division which shall be published by the division for general distribution among its members.

SECT. 11. The term of office of all division, sub-division and consulate officers shall commence on the 1st day of December in each year.

SECT. 12. Each division board of officers shall hold its annual meeting in the month of December, and shall then elect from the division one delegate to the national assembly for each four hundred members upon its roll on Dec. 1.

ARTICLE VI.

SECTION 1. The officers of the League shall be a president, first and second vice-presidents, treasurer and secretary, who shall be elected by the national assembly, at the annual meeting; provided, however, that the secretary shall hold office as long as he shall render satisfactory service. The national assembly may, however, by a two-thirds vote of the members and proxies present at any meeting, declare the office of secretary vacant and hold an election for his successor, one month's notice of the intended declaration of a vacancy having been given.

SECT. 2. The official year shall begin immediately upon the adjournment of the annual meeting of the national assembly.

SECT. 3. There shall be the following national committees:

1. Executive and finance, to consist of the president and vice presidents.
2. Membership.
3. Rights and privileges.
4. Rules and regulations.
5. Improvement of highways.
6. Transportation.
7. Racing board.
8. Auditing.
9. Local organization.

SECT. 4. (a) All national committees except that on auditing, which shall be elected, and that on local organization, shall be appointed by the president, who shall have the power to suspend or remove any member of such committees, and to fill vacancies therein arising from suspensions, removals or from any other cause.

(b) The committee on local organization shall consist of the chief consuls of all divisions having memberships of one thousand and upwards on their respective rolls at the date of the annual meeting of the national assembly next preceding the official year for which this committee shall take office. The members of the committee on local organization shall select their own chairman by the ballots of those members personally present at the said annual meeting.

(c) The committee on rights and privileges, rules and regulations and membership shall consist of three (3) members each. The racing board and committee on improvement of highways shall consist of at least five members each, nor more than seven.

(d) The committee on transportation shall consist of a chairman, who shall have power to add members to the committee not exceeding ten in number.

ARTICLE VII.

SECTION 1. The League shall provide an official organ to be known as the "L. A. W. BULLETIN AND GOOD ROADS," in which shall be printed all official announcements and communications, and which shall be devoted in a substantial way to the encouragement of fraternal co-operation among its readers in the work for improved roads throughout the United States and to the other benevolent objects of the League. The said official organ shall be sent as a regular periodical publication to each member of the League who shall have paid a separate and sufficient subscription fee for the same, excepting, however, that at any time when the postal authorities of the United States shall permit the distribution by mail of free copies of an official organ to members of the League upon payment of postal rates as second class matter, the executive committee of the League may arrange or provide for such distribution of such official organ to League members without the payment of a separate subscription fee. No division, sub-division or consulate east of the Rocky Mountains shall establish or contract for an official organ of its own.

ARTICLE VIII.

SECTION 1. (a) Any wheeling club in the United States that shall have in its by-laws a provision requiring every active member to be a member of the League of American Wheelmen, and that shall file annually with the secretary of the L. A. W. a certificate thereof together with a correct list of club members certified to by the president and secretary of the club, accompanied by a fee of two dollars, shall become a League club, and entitled to all the privileges accorded League clubs under this constitution.

(b) The board of officers of any division may adopt a by-law providing that any club within such division, at least seventy-five per cent. of whose members are members of the League, may become a League club. And upon such club filing a certificate thereof with the secretary of the League, accompanied by a fee of two dollars, and a certified list of all its members, designating those who are members of the League as provided in clause (a) it shall become a League club and entitled to all the privileges accorded League clubs under the constitution. Provided, however, that such club shall be entitled to representation to the extent of its League membership only, and that no action on League matters shall be taken except by the League members of such club.

(c) The membership of every League club, as such, shall expire on the first day of July in each year and may be renewed at any time before the first day of September next succeeding. Upon receiving from the secretary of the club a certificate to the effect that the club still continues the required by-law in force together with a correct list of the club members with the League members designated as such, certified to by the president and secretary of the club and accompanied by a fee of two dollars, the secretary shall issue a new certificate of membership. The membership of all clubs that fail to renew the same before Sept. 1 shall lapse.

(d) On and after the date of the passage of this rule no club shall be entered as a League club if its name shall be the same or similar to that of any club already enrolled, except by consent of the League club whose name is the same or similar. The appearance in the title of the name of the city or town in which the club is located shall constitute the name a similar one, and therefore it shall be deemed prejudicial to the interest of the club already enrolled.

(e) Representatives to the division board of officers from League clubs shall file with the secretary-treasurer of the division a certificate of their election, signed by the president and secretary of the club which they represent and the secretary-treasurer shall announce the election in the official organ.

(f) All rights and privileges of any League club, including representation on the division board of officers, may be revoked at any time by the executive and finance committee, fifteen days' notice having been first given by said committee to said club to show cause why the same should not be revoked.

(g) No League member who shall belong to more than one League club in a division shall be permitted to vote for club representatives in more than one of the clubs of which he is a member. On or before the first day of October in each year, such League member shall advise the secretary-treasurer of the division as to the club in which he elects to vote for club representative.

(h) League clubs containing members belonging also to other League clubs will have such members on or before the first day of October in each year, advise the secretary-treasurer of the division as to the club in which he elects to be counted for League club representation in the division board of officers and the secretary-treasurer shall thereupon notify all the clubs to which the member belongs of his decision as to representation.

ARTICLE IX.

This constitution may be altered or amended by a two-thirds vote of the delegates of the national assembly voting in person or by proxy at any regular meeting of the assembly, or at any meeting called for that purpose, of which sixty days' notice shall have been given; but no amendment shall be made or considered unless thirty days' notice thereof shall have been given through the columns of the official organ.

BY-LAWS.

ARTICLE I.

OFFICERS.

SECTION 1. The president shall preside at all meetings of the national assembly; shall appoint all committees not otherwise ordered; may fill pro tempore any vacancy in any office or committee not otherwise provided for; shall have a general supervision over the affairs of the League; and shall make a report at the annual meeting of the national assembly. He shall be allowed for clerk hire, $1,000 per annum.

SECT. 2. The vice-presidents shall, in the order of their priority, preside in the absence of the president at all meetings of the League or of the national assembly, and perform in such absence all the necessary duties of the president at the time; and in case of death, resignation, or removal of the president, they shall, in the order of priority, act as president until the next annual meeting of the national assembly.

SECT. 3. (a) The secretary shall receive and cause to be published all applications for membership; shall receive and be accountable for all fees and dues; shall keep a register of all applications and any action thereon; shall receive all protests and refer the same to the membership committee; shall keep a list of members and officers of the League, with notes of all changes in the same; shall keep suitable books of account, and shall pay out the funds in his hands only upon order of the executive committee or the national assembly.

(b) He shall receive and answer, or refer to the proper officials, any correspondence with the members or officers that pertains to the affairs of the League, and any appropriate correspondence with non-members of the League. He shall notify members or officers of all meetings; shall issue certificates to all members of the national assembly; shall record the proceedings of all meetings of the League and of the national assembly; shall keep an accurate roll of the membership and generally provide himself with all necessary statistical and other information.

(c) He shall act as editor of the official department in the official organ over which he shall have control, subject, however, to the supervision of the executive committee.

(d) He shall keep an account with the treasurer, to whom he shall render a statement at least once every three months, paying to him such balance as may at that time be due over and above the amount required for running expenses of the secretary's office.

(e) He shall keep an account with each division, sub-division and consulate and shall render a statement to each at least once every three months and pay them at least once every three months such money as shall be due them.

(f) He shall issue to every member the annual membership ticket.

(g) He shall give bonds for the faithful discharge of his duties in the sum of $5,000. He shall receive a salary of $3,000 per annum.

SECT. 4. The treasurer shall receive and be accountable for all money paid over by the secretary or received from other sources; he shall keep suitable books of account; he shall pay out funds of the League only upon order of the executive committee or the national assembly. He shall give bonds for the faithful discharge of his duties in the sum of $5,000.

SECT. 5. Bonds required from officers of the League shall be subject to the approval of the executive committee, and all expense incurred in procuring the same shall be paid out of the funds of the League.

SECT. 6. Any member may, if he chooses, subscribe for the L. A. W. BULLETIN AND GOOD ROADS at the club price of twenty-five cents per annum.

ARTICLE II.

MEETINGS.

SECTION 1. (a) There shall be an annual meet of the League at such time and at such place as the national assembly or executive committee may determine.

(b) At meetings of the national assembly any member thereof may be represented by proxy provided that the person holding the proxy shall be also a member of the assembly and a member of the same division or sub-division.

(c) The proceedings of all meetings of the national assembly shall be published in the official organ.

(d) Prior to the meeting of the national assembly the president shall appoint a committee of three on credentials which shall examine and report upon credentials of delegates.

(e) At all business meetings of the national assembly, the established law (Cushing) of deliberative assemblies shall be observed. The order of business shall be as follows:

Calling the roll.
Report of credentials committee.
Report of the president.
Report of the treasurer.
Report of the secretary.
Communications or reports from standing committees.
Reports of special committees.
Unfinished or referred business.
Election of officers.
New business.

(f) At each annual meeting of the national assembly at least one day shall be devoted exclusively to the consideration of ways and means for advancing the work for road improvement within the various States and to the determination of a plan or plans for the effective co-operation of the State divisions in the further advancement of this branch of League effort. The day or days devoted by the national assembly to the separate consideration of road improvement subjects

under this section, shall precede the regular business meeting of the assembly and shall include such proceedings as shall have been determined and announced by the national committee on improvement of the highways. At this meeting any member of the national assembly may invite the presence of citizens not members of the League, and the committee on improvement of the highways may provide for lectures, addresses, or reports from such persons as in the judgment of said committee are well qualified to encourage and advance the work for improved roads.

ARTICLE III.

DIVISIONS AND SUB-DIVISIONS.

SECTION 1. The management of divisions shall be vested in a board of officers, consisting of the chief consul, vice-consul, secretary-treasurer and representatives, elected as provided in Article V., Section 1, of the constitution, said board to have the power to make such rules and regulations as shall not be inconsistent with the constitution and by-laws of the League.

SECT. 2. The management of sub-divisions shall be vested in a chief consul and secretary-treasurer. (Article V., Section 2, Constitution).

SECT. 3. The management of consulates shall be vested in a chief consul. (Article V., Section 3, Constitution).

SECT. 4. The chief consul shall be the executive officer of the division. The secretary-treasurer shall keep a full register of the members of his division, and keep proper books of account of all receipts and expenditures, and publish in the official organ at the close of each term of his office a full and complete statement of the financial condition of the division or sub-division.

SECT. 5. Vacancies occurring in the delegation to the national assembly from any division, either by death, resignation, promotion or removal, shall be filled by the chief consul of the division wherein the vacancy exists, and in case of failure to appoint within two months after such a vacancy has occurred, the president shall appoint.

SECT. 6. Each division shall file in the office of the secretary of the League a certified copy of its constitution, by-laws and rules and of each and every amendment thereto, and shall certify to him the results of all elections within ten days after the votes shall have been counted.

SECT. 7. Divisions may add to their constitutions or by-laws the following article or one not inconsistent with it, for the benefit of "unattached" members:

"When local consuls are appointed, they may at the discretion of the chief consul, be given jurisdiction over a certain territory to be defined on the certificate furnished them by the chief consul. In all cases where the territorial jurisdiction of local consuls has been fixed, the chief consul shall notify the secretary-treasurer of the appointment and the territory it comprises, whereupon the secretary-treasurer shall at once send to the local consul a list of all unattached division members in that territory, giving their names and addresses, and also supply him with lists every three months thereafter, containing the names of such members afterward joining from his territory.

"When the local consul receives the list of members, he shall communicate with, and call a meeting of all of them for the purpose of organizing a division club. At this, and at all subsequent meetings the local consul may preside, a secretary being elected at the first meeting, whose term of service shall expire at the time fixed by the division club. The division club shall correspond with the chief consul, and shall make a report to him at least every three months. At the meeting for organization, the club may adopt a name, and a constitution and by-laws not inconsistent with the constitution and by-laws of this division, or of those of the L. A. W. (national body), may be adopted. Meetings of the division clubs may be held as frequently as may be determined at the original meeting for organization. The objects of the division clubs shall be to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring, to secure improvement in the condition of the public roads and highways, and such other objects as may not be inconsistent with a League club. Local consuls may be allowed the expenses of correspondence upon bills approved by the division board of officers."

ARTICLE IV.

DUTIES OF COMMITTEES.

SECTION 1. (a) The executive and finance committee shall have the general management and control of affairs of the League while the national assembly is not in session. Shall regulate and direct all matters of revenue, disbursement and investment, and determine all questions of detail arising in the conduct of the League. It shall have visitorial power over divisions and sub-divisions and may take summary action in cases of default.

(b) This committee shall have the power and it shall be its duty to explain, define and interpret any provision of this constitution or any by-law, or any rule of any committee of this League upon request of an officer of the League, and its decisions on such points shall be final.

(c) It shall direct and instruct the chairman of the racing board to collect from applicants in advance (except League clubs having twenty or more members) twenty-five dollars each for granting sanctions for national circuit race meets; ten dollars each for open race meets; and five dollars for each additional day; and two dollars each for athletic meets scheduling two events; and all meets, the entries to which are limited to the members of the school or club holding the meet, shall apply for sanction, but no fee shall be charged. And to apply the revenue derived to the expenses of conducting the affairs pertaining to the racing board, its chairman and members; to the employment of an official referee (to be appointed by the chairman) who shall be required to officiate at all national circuit race meets, and to the general improvement of the racing interests of the L. A. W.

SECT. 2. (a) To the Membership Committee shall be referred as they arise, all protests against members or applicants for membership. The Committee shall act without delay, and a decision of the Committee in the case of the applicant shall be final.

(b) The committee shall have charge of methods, means and measures for recruiting the membership, and with that end in view, shall correspond with the officials of the different divisions and prepare for an interchange between them of all recruiting matter (printed or otherwise) issued by the different divisions. The committee shall make a study of and devise ways and means of increasing the membership, and from time to time shall furnish division officials with suggestions and advice embodying the results of such study."

SECT. 3. (a) The committee on rights and privileges shall consider and advise in all matters pertaining to the maintenance of the rights of wheelmen, the enactment of legislation, and the protection of the privileges of the members of the L. A. W. and may take such action in connection therewith as the circumstances of the case may require.

(b) To this committee shall be referred all questions about a contested election in any division; they shall inquire into the facts prior to the next ensuing meeting of the national assembly, and shall report to such assembly their findings on the facts, with such recommendations as they may deem proper in the premises. In each case of a contested election the decision shall rest with the national assembly, and such decision as to the right of the incumbent of a division office or claimant thereto shall be final and binding upon that division.

(c) Whenever any division or sub-division of the L. A. W. shall neglect or refuse to hold an election for officers in compliance with the provisions of this constitution and by-laws, such election may be ordered and held under the direction of the president of the League by a committee of which the chairman of the rights and privileges committee shall be one, said committee acting as nominating committee and returning board, and they shall declare the result of the election, their decision in the premises to be final. Members of any such division shall comply with the decision of the committee, and officers elected under the above rule shall serve during the unexpired balance of the regular term.

SECT. 4. To the committee on rules and regulations shall be referred all amendments to the constitution published in the official organ in compliance with Article IX of the constitution, and all amendments to the by-laws published in the official organ in compliance with Article XI of the by-laws. All such amendments the committee shall consider and present in proper form to the body authorized to act upon the same; but this provision shall not prevent the proper body from acting upon any amendment legally given notice of if the committee fail to consider the same and report upon it.

SECT. 5. It shall be the duty of the committee on the improvement of highways, to promote in the public mind, through the instrumentality of the League, a sense of the utility, general economy and desirability of high class roads, and an active sentiment in their favor; to encourage legislation requiring committees and public officials to construct and maintain good roads; to collect practical suggestions and information based upon observation and experience concerning the methods of making and mending roads; to publish printed matter calculated to further these ends, distributing the same to members of the League and highway officials, as in the judgment of the committee shall seem wise, and generally to perform such other duties as shall best promote the objects of the League.

SECT. 6. The committee on transportation shall arrange and secure special rates and agreements for the carriage of members of the League and their wheels; shall have power to represent the League in negotiation with transportation lines, and fix the routes for League travel, and also to arrange for the recovery of stolen wheels.

SECT. 7. (a) To the racing board shall be referred all matters pertaining to racing and the championships. It shall make all arrangements for the annual championships which are held under League auspices, and shall assign such other championships as are now or may be established, to be run under the auspices of such clubs or associations as it may consider most desirable, and under such conditions as it may deem expedient.

(b) It shall have the power to grant or to withhold sanctions for race meetings, and to impose penalties upon race promoters and racing men who may hold race meetings or engage in racing at the same without the official sanction of the board. But no race meeting shall receive official sanction if it is to be held on *Sunday*, or has upon its schedule any event which is open to woman competitors. The board shall charge a fee for each sanction, but a League club having twenty League members on its roll; or meets, the entries to which are limited to the members of the school or club holding the meet, may receive a sanction without payment of fee.

(c) It shall be the duty of the board to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the chairman of the board, who shall provide for an investigation by a member or members of the board. Pending investigation, the party against whom these charges are brought may be suspended from the track. Suspicious circumstances, which are, in the judgment of any member of the board, sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation, in the absence of formal protest or charges. The member or members to whom the work of investigation is assigned, shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt, and call for an answer to the charges, or a satisfactory explanation of the circumstances which gave rise to the doubt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the chairman to report the findings in the official organ, declaring that the party has forfeited his amateur status, and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League, if the person concerned is a member thereof.

(d) The racing board shall have the right in considering and determining questions that affect the amateur status of any cyclist, to act upon any kind of evidence, circumstantial or direct. At the termination of the investigation by the member in charge, his findings shall be submitted to the chairman, who, upon direct evidence may expel, and upon circumstantial evidence order a vote of the entire board, a majority vote of which shall expel.

(e) Whenever permission is granted to an amateur to compete at a greater distance from his legal residence than is allowed by the rule, the member of the racing board shall require a certified, itemized statement of expenses, with receipts and vouchers, and shall notify the chairman at once that said permission has been granted.

(f) Any wheelman who has been declared a professional, or suspended for misconduct, shall have the right to appeal only to the national assembly of the L. A. W., and shall be reinstated only upon recommendation of the racing board, and by the unanimous vote of the assembly.

(g) The racing board, through its chairman, shall have the right of censorship over the character of prizes offered in cycle races, and may withhold or withdraw the sanction to race promoters, providing its decisions in excluding any prize is not complied with.

(h) It shall be within the province of the racing board to suspend from the race track, for such a time as it may deem proportionate to the offence, any wheelman guilty of unfair dealing in connection with cycle racing, or ungentlemanly conduct on the track, or any wheelman who competes in a race not governed by the rules of the L. A. W., or those that may be approved by the racing board. Any wheelman who knowingly competes with one who has been suspended, will render himself liable to a like penalty.

(i) The racing board shall have the power to make such rules for its government, and the government of cycle race meetings, as may be deemed expedient, and may appoint one or more official handicappers at its discretion.

The following will be considered as unfair dealing and ungentlemanly conduct, and render the offender liable to a suspension:

1. Entering a class race to which his record does not give him the right of entry.
2. Suppression of true figures and rendering of false figures to the official handicappers.
3. The use of obscene language on the track.
4. Swearing at other competitors and at race officials.
5. Any other act which tends to disturb or obstruct a race meet.
6. Failure to pay entry fees.

ARTICLE V.

PROTESTS, SUSPENSIONS, REMOVALS AND EXPULSIONS.

SECTION 1. (a) Any member holding a position in the League, either as an officer, member of a committee, or member of the National Assembly, who shall be charged in writing by ten members of the League with malfeasance in office or with conduct prejudicial to the interests of the League, may be suspended by the president pending an investigation of the charges.

(b) Any member against whom charges have been preferred as above, shall be furnished with a copy of the charges, and shall be heard in his own defence, after not less than twenty days' notice, before a committee consisting of the president and the chairmen of the committees on rights and privileges, rules and regulations, membership and improvement of highways, and if found guilty of the charges preferred may be reprimanded, suspended for a specified time, removed from his position or expelled from the League.

(c) In case the charges are made against the president, the first vice-president shall have the powers and duties given to the president in clauses (a) and (b) above.

(d) Any member found guilty and sentenced as above shall have the right to appeal to the national assembly, a two-thirds vote of which shall be necessary to overrule the decision of the committee. Such appeal shall be filed with the secretary within twenty days after the finding of the committee, and until it shall be decided the judgment shall stand.

SECT. 2. Any member of the League, not holding a position, charged with conduct prejudicial to the interests of the organization, may be protested in writing by four members of the League. In case of such protest the charges and specifications shall be sent to the secretary, who shall make a record of the protest and forward all the papers to the membership committee. The membership committee shall furnish the protested member with a copy of the charges, and hear him in his own defence. If, after a full hearing, the committee shall find that the charges are sustained, it may impose a penalty of reprimand, suspension or expulsion, but in the latter case an appeal may be taken to the rights and privileges committee.

SECT. 3. A member of the League charged with being a professional wheelman may be protested in writing by any member. In case of such protest the charges and specifications shall be sent to the secretary, who shall make a record of the protest and forward all the papers to the racing board. In a case of this nature the racing board shall proceed as provided in Article IV., Section 7 of these by-laws, and its judgment shall be final and without appeal.

SECT. 4. An applicant for membership may be protested in writing by any member, but the protest must be in the hands of the secretary within two weeks from the date on which the applicant's name is published in the official organ. All such protests shall be regarded as confidential, so far as a disclosure of the protesting member's name is concerned. The secretary shall make a record of the protest, and forward all the papers to the membership committee. If after a full hearing the committee shall find that the protest is a just one it shall sustain the charges and deny the applicant admission. If the protest charges the applicant with being a professional, the committee may refer the protest to the racing board for investigation, and in such case shall abide by the decision of the board in its finding for or against the applicant.

In case an applicant is denied admission his fee shall be returned.

SECT. 5. Expulsion from League clubs shall entail expulsion from the League provided the membership committee concur therein. When a member has been expelled from a League club and the club desires his expulsion from the League, the secretary of the club shall forward to the secretary of the League a full statement of the circumstances which led to the expulsion. The secretary shall make a record of the case and forward the papers to the membership committee. If the membership committee shall find that the offence against the club was also an offence against the League, or if they shall find that the best interests of the League call for the expulsion of the member, they shall direct the secretary to expunge the name from the books.

ARTICLE VI.

SECTION 1. Members removing from one division to another may obtain membership in the latter division by filing with the secretary of the League and the secretary-treasurers of both divisions notice of intention of such change, accompanied by a fee of twenty-five cents. Upon receipt of such notice the secretary of the League shall forthwith transfer the applicant as requested and shall debit the old and credit the new division with an equitable share of the fee and dues paid to the League during the year current by the member asking for the transfer.

ARTICLE VII.

ASSESSMENT OF DIVISIONS.

The national assembly may at any meeting, by a vote of the members and proxies present, lay a per capita assessment upon the divisions.

ARTICLE VIII.

UNIFORM AND BADGES.

The uniform of the League shall be of cloth adopted by the national assembly, or by a special committee on uniform, and shall be made as follows:

The coat shall consist of a single-breasted sacque, square front, to button up close to the chin, with six L. A. W. buttons; falling collar, fitting closely around the neck; no inside lining; a facing of the same goods back to the arms and over the shoulders, double-stitched edges, and welted seams; four outside patch-pockets; two small buttons on each sleeve at the underseam.

The knee breeches shall button at the bottom on the outside with three small L. A. W. buttons; reinforced seat; two hip pockets and one watch pocket; French fly; five loops for belt of same cloth on the waist band; the V notch at the back to adjust with lace eyelets.

The vest shall be single-breasted, six L. A. W. buttons, no collar, four outside pockets.

Cap; L. A. W. cloth, flat top, soft crown, silk lined, falling visor, L. A. W. buttons, black silk velours band, and silk cord, four ventilators in top.

Hose: Ribbed woolen, of color to match suit.

Shirt: Gray flannel, to button in front; one breast pocket.

SECT. 2. The executive committee may appoint a national tailor for the League, and each chief consul may appoint a division tailor for his division under such regulations and restrictions as the committee on uniform may make and impose.

SECT. 3. The emblem or badge of the League shall be a wheel, having upon its side three wings radiating from the hub to the rim at equal distances apart, and the letters "L. A. W." on the spokes between the wings.

(b) The emblems of the officials of the League shall be such as are established by the executive committee.

SECT. 4. Wearing the uniform or the badge shall not be compulsory, nor can they be held to indicate membership in the League, the League ticket being the only reliable certificate of membership.

ARTICLE IX.

SEAL OF THE LEAGUE.

The seal of the League shall be a fac simile of the League badge surrounded by the words "League of American Wheelmen, Organized 1880."

ARTICLE X.

ELECTION BY BALLOT.

All officers of the League shall be elected by written or printed ballot, and a majority of all the votes cast shall be necessary to elect. Each officer shall be elected by a separate ballot.

ARTICLE XI.

ADDITIONS AND AMENDMENTS.

SECTION 1. The executive committee may amend these by-laws at any time when the national assembly shall have amended the constitut tion and rendered these by-laws inconsistent therewith. But this power to amend shall be limited to such changes as shall remove the inconsistencies. Announcement of all such amendments shall be published in the official organ.

SECT. 2. Additions or amendments to the by-laws may be made by the national assembly, by a two-thirds vote, but it shall make no amendment unless thirty days' notice thereof shall have been given through the columns of the official organ.

NATIONAL ASSEMBLY PICTURE.

A successful photograph of the members of the national assembly, L. A. W., was taken on the lawn in front of the Royal Arcanum building, by Mr. Kirkness, an expert photographer of this city.

Mr. Kirkness has gone to the expense of making this picture upon the assurance that we would aid him in securing a certain number of orders; and as he has made the price very low, ($1.50) on this lot, I write to say that anyone can get an 18x22 copy of this picture by sending the order to me.

ROBT. H. CARR, JR.,
Sec.-Treas Md. Div., L. A. W.

BALTIMORE, Feb. 22, 1896.

MISSOURI COMMISSIONS.

The board of officers have fixed the rates of commissions for '96 as follows: For each new member, 20 cents; for each renewal, 5 cents. Please recall this in remitting and further remember that commissions are not payable in advance but at the end of the quarter, during which the remittance was sent in.

WILLIAM M. BUTLER, Sec.-Treas.

OHIO DIVISION.

The following local consuls have been recently appointed: M.G.Gill, 410 Wisconsin Street, Toledo; A. E. Chase, *Toledo Blade*, Toledo; E. J. Northrup, 440 Parker Street, Toledo, (for East Toledo) C. H. Yaxley, Willoughby; W. H. Bann, Batavia; C. W. Murphey, Lee; and also the following League hotel: The Kingsley, Willoughby, $1.50 per day, meals 40 cents.

ARTHUR B. HOWSON, Sec.-Treas.

CHILLICOTHE, O., Feb. 25, 1896.

NEBRASKA.

I hereby announce the following appointments of local consuls in the Nebraska division: Geo. M. Randall, Omaha; J. B. McDonald, North Platte; L. T. Brodstone, Superior; Frank M. Tessier, Sutton; D. C. Eldredge, York; H. Hapeman, Minden; S. F. Balliet, North Bend; Frank A. Bodinson, Kearney.

A. R. EDMISTON, Chief Consul.

LINCOLN, NEB., Feb. 25, 1896.

MEMBERS OF THE IOWA DIVISION.

The tags are now ready for your wheels. If you wish to avail yourself of the reward of $30.00 for recovery of your wheel, if stolen, and secure the $25.00 payment to yourself in case wheel is not recovered within sixty days apply to me *enclosing 2 cent stamp* giving name of and number of your wheel and I will forward to you blank contract and tag. Wheels must be registered with me.

A. C. MILLER, Sec-Treas.,
Iowa State Division, L. A. W.

DES MOINES, Feb. 17, 1896.

KENTUCKY ROAD BOOK.

The supply of road books of Kentucky division is exhausted. The book is in process of revision, and as soon as the work can be completed the new edition will be issued in enlarged and improved form.

OWEN LAWSON, Sec. Treas.

LOUISVILLE, KY., Feb. 26, 1896.

KENTUCKY VICE-CONSUL.

John M. Cromwell, of Cynthiana, is appointed vice-consul of Kentucky division, L. A. W., vice Marmaduke B. Bowden, resigned.

By order of the chief consul. OWEN LAWSON, Sec. Treas.

LOUISVILLE, KY., Feb. 27, 1896.

NEBRASKA DIVISION.

I shall be glad to have recommendations for appointments of local consuls in this division at as early a date as possible. Our division must show a handsome gain in membership in 1896, and it can only be done by the active co operation of our members.

Any other suggestions as to League work will be gladly received. I trust that Mr. L. T. Brodstone's request for information for our new road book will meet with a hearty response. Mr. Brodstone's address is Superior, Neb.

A. R. EDMISTON, Chief Consul.

TO ALL NEW YORK MEMBERS.

THE ARMSTRONG BILL in the assembly at Albany, needs the hearty and *immediate* support of every loyal member of our division. On Tuesday, February 25, at a hearing before the railroad committee, two members of "The Cyclists Federation" of New York, ignoring the sentiment of that organization, presented arguments in opposition to the bill and suggested a "compromise" allowing the railroad companies to make specific charges for carrying bicycles and insuring to the companies the right to collect thousands of dollars each year from touring wheelmen in addition to the regular charge for passengers and baggage. The Armstrong bill was introduced at the request of the L. A. W., and has the substantial approval of wheelmen in all of our sixty counties. Without commenting on the discourteous conduct of the two gentlemen who claimed to represent "The Cyclists Federation," I ask my fellow members of the State division to try by every proper means to overcome its hurtful influence, and to take prompt measures to secure all the legislative support possible to insure the passage of this bill. Circulars containing hints and instructions will be sent on receipt of postal card request.

ISAAC B. POTTER, Chief Consul.

VANDERBILT BUILDING, N. Y. City.

TO BROOKLYN MEMBERS.

The *Cycle Show* to be held at the old 13th Regiment Armory (Hanson place and Flatbush avenue) next week under auspices of "The Cycle Club of Brooklyn," will contain a booth devoted to the purposes of the L. A. W., and I earnestly hope all our members in and near Brooklyn will be present. Thursday, Mar. 12 will be "L. A. W. Day" at the show, and every effort should be put forth by our members to insure a large and representative attendance. On the evening of the 12th inst., I should be pleased to meet all Brooklyn consuls at the show and to talk with them about League affairs for 1896.

ISAAC B. POTTER, Chief Consul.

ATTENTION, CHIEF CONSULS.

Local Organization.

At the last meeting of the national assembly on motion of Mr. Potter it was voted to establish a new committee which should consist of all chief consuls from divisions having over one thousand members.

The object of this committee is to perfect a system of local organization throughout the country which may act in harmony with the League to the end that street sprinkling, street cleaning and street improvement may be more carefully looked after than at present; also for any other appropriate purpose.

This committee has, as yet, held no meeting. We would suggest that chief consuls of all divisions having more than one thousand members communicate with this office giving their views as to what action should be taken; the *first* and *most important move being the election of a chairman*, which may be done by a mail vote.

Will such chief consuls please consider this an official call for a vote on the office of chairman and at once communicate their preference to me?

STERLING ELLIOTT, President L. A. W.

NEBRASKA.

I hereby announce the following appointments of local consuls for the Nebraska division: H. B. Sabin, Beatrice; E. L. Laycock, McCook; Jno. D. Forbes, Ponca; G. Kramer, St. Paul; H. A. Graff, Seward; J. H. Haldeman, Weeping Water; W. A. Kinnamon, Fairbury; D. B. Potter, Fairfield; Fred. W. Hayes, Broken Bow; F. S. Thompson, Albion; B. M. Mason, Hastings; Albert C. Hiser, Lexington; L. H. Blackledge, Culbertson; O. R. Schroeder, Elwood; H. A. Hardin, Liberty.

A. R. EDMISTON, Chief Consul.

LINCOLN, NEB., Feb. 20, 1896.

NEBRASKA.

Pursuant to the constitution and by-laws of this division, a meeting of the board of officers of the Nebraska division is hereby called to meet at Lincoln, Neb., at the Linden Hotel, on Saturday, May 9th, at 8 P. M.

A. R. EDMISTON, Chief Consul.

LINCOLN, NEB., March 2, 1896.

IOWA BUTTONS.

All new members in Iowa will be furnished with buttons by secretary-treasurer, A. C. Miller, E. 6th and Locust streets, Des Moines, Ia.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, March 6, 1896.

Total, 610—41,589.

Arkansas, 2—247

Unattached

93,991 Voss, Carl — Pine Bluff
2 Voss, Emil — "

Colorado, 3—673

Teachers W. C.

93,993 Downs, Edgar, 12 17th ave — Denver

Pike's Peak R.

4 Wilson, C. D., 107 So. Tejon st — Colorado Springs

Unattached

5 Cooper, H. S., 17 N. Wahsatch ave — Colorado Springs

Connecticut, 5—984

Unattached

93,996 Knesal, Rev. C. A., 48 Centre st — Bethel
7 Miller, Arthur J. — Collinsville
8 Hawley, Arthur S. — Newtown
9 Meyerhoff, Elmer S. — Stamford
94,000 Potter, A. E., box 97 — Torrington

District of Columbia, 5—99

Unattached

94,001 Hesselbach, Hugo, 1929 13th st N. W. — Washington
2 Park, Richard G. — "
3 Reed, Wilson G., 1335 F st N. W. — "
4 Wolff, Hermann, 920 8th st N W. — "
5 Schneider, Rudolph, 731 7th st N. W. — "

Georgia, 1—18

Unattached

94,006 Farrar, Floyd F., box 447 — Dalton

Illinois, 10—1886

Cap. City C. C.

94,007 Booth, Amasa S., Jr., 1st Nat'l Bank — Springfield

Unattached

8 Allen, H. W., 126 State st — Chicago
9 Carter, Geo. B., 240 LaSalle st — "
10 Hudson, J. Wm., 466 Racine ave — "
1 Ingalls, Dr. Frank M., box 355 — Highland Park
2 Ingalls, Edw., box 355 — "
3 Meinzer, Frank — Momence
4 Paradis, A. C. — "
5 Styles, D. E. — "
6 Wiltse, Hartford — "

Indiana, 18—319

Ft. W. C. C.

94,017 Bond, Herbert W., care of Organ Co. — Ft. Wayne
8 Connolly, J. T., 83 Calho st — "
9 Liggett, P. C., 10 Columbia ave — "

Franklin C. C.

20 Curtis, W. O., box 641 — Franklin
1 Ragsdale, Byron S. — "

Unattached

2 Riddell, Chas. F. — Brazil
3 Keil, Luther H., 116 Calhoun st — Fort Wayne
4 Fernald, F. K., 512 Second st — Elkhart
5 Shryock, W. W., 27 W. Berry st — Ft. Wayne
6 Beardsley, A. H. — Elkhart
7 Collins, Wilson L. — "
8 Vanderlip, W. B. — "
9 Thurston, Ora W., box 156 — Summitville
30 Hogshead, Eph., box 564 — Washington
1 Helpenstine, John — "
2 Jenkins, Elbert, box 711 — "
3 Nash, M. Belknap — "
4 Spink, Thos. Francis — "

Iowa, 32—848

C. R. C. C.

74,035 Cooper, Albert T., 1033 5th ave — Cedar Rapids
6 Hutchins, W. H., 711 A ave — "
7 Myers, Harry E., Denecke and Yetter — "

Cap C. C. C.

8 Phillips, T. W., 410 Locust — Des Moines
9 Shepherd, Geo., 623 Walker st — "

Ft. Madison C. C.

40 Anthes, Chas. B., Front st — Fort Madison
1 Morrison, Vincent E., 415 4th st — "
2 Schulze, A. G., 605 Second st — "

Keokuk K. K.

3 Beatty, J. D. — Sigourney
4 Beatty, W. D. — "
5 Brown, Roy — "
6 Bott, Earl — "
7 Dobie, C. B. — "
8 Laffer, James S. — "
9 Namun, Geo. — "
50 Neas, A. M. — "
1 Royce, Abner H. — "
2 Reinert, John N., box 677 — "
3 Richardson, Bert — "
4 Renfrew, John — "
5 Schipfer, Fred — "
6 Valtner, Chas. — "
7 Vernon, Leo. O. — "
8 White, H. G. — "

Unattached

9 Troxel, Albert L., 308 Jefferson st — Burlington
60 Hobbs, Chas. A., 514 E. Walnut — Des Moines
1 Harrison, Geo. W., 123 College st — Iowa City
2 Axt, J. H., 415 Pine — Fort Madison
3 Maley, S. A., 1004 Front st — "
4 Thomas, Camp, 317 Sic. st — "
5 Woollett, A. E., Mallett and Main — Ottumwa
6 Gough, A. H. — Cedar Rapids

Kentucky, 5—507

Unattached

94,067 McMillon, Chas., 504 W. Main st — Bowling Green
8 Oman, D. S., 940 Kentucky st — "
9 Buckley, Harry — Lawrenceburg
70 Montgomery, H. C., 445 Main st West — Louisville
1 Kaye, W. E., 320 5th st — "

Maine, 1—468

Unattached

94,072 Fisher, Wm. P. (P. O. St. Augustine, Florida) — Brunswick

Maryland, 4—730

Unattached

94,073 Nelson, Alex C., National Mec. Bank — Baltimore
4 Welsh, Robert A., 1642 Druid Hill ave — "
5 Agnew, George A., 617 Columbia ave — "
6 Alger, Wm. Hart, 1418 Mulbery st — "

Massachusetts, 67—6168

Rox. B. C.

94,077 Dolloff, S. B., 2830 Washington st — Boston
8 Higgins, M. H., 114 Bedford st — "
9 Merrill, F. W., 20 Evergreen st — Roxbury

Press C. C.

80 Anderson, Oswald, Reservoir Car Station — Brookline

Bos. Coll. Ass. W.

1 Cummins, Thomas, 525 Washington st — Boston

Metropolitan W.

2 Wiley, W. L., 124 Summer st — Boston

Good Roads C. C.

3 Greenwood, Orville S., 58 Pleasant st — Malden

Malden B. C.

4 Blakeslee, Geo. E., 43 Pleasant st — Malden
5 Haven, Frank W. — "

Commonwealth B. C.

6 *Walsh, Margie J.*, 626 3rd st — South Boston

Central C. R.

7 Lincoln, Charles P., 117 Summer st — Somerville

Springfield B. C.

8 Warren, Robert F., 72 Pearl st — Springfield

Whitinsville B. C.

9 Proctor, A. M., Church st — Whitinsville

Unattached

90 Smith, Elmer S., 3 King st — Attleboro
1 Remington, E. A., 160 County st — "
2 Stone, J. V., 11 Grove st — "
3 *Bixby, Miss Lizzie*, 30 Cambridge st — Boston
4 Dow, Warren, *Globe* — "
5 Leach, John N., 159 Tremont st — "
6 Smith, G. A., Norfolk House — "
7 Stoodley, Nathan C., 930 East Sixth — "
8 Schmuck, Percival, 159 Tremont st — "
9 *Whitney, Mrs. F. F.*, 94 Waltham st — "
100 Ryder, J. Franklin, 297 Franklin st — "
1 Ashton, Wm. T., 221 Columbus ave — "
2 Smith, Schuyler R., 221 Columbus ave — "
3 Uramu, Geo. E., 18 Avery st — "
4 Craft, Frank H., 82 Thornton st — "
5 Johnson, Fred A., 83 Thornton st — "
6 Newton, G. W., 32 E. Springfield st — "
7 Reynold, W. H., box 2091 — "
8 *Arthur, Mrs. Abbie E.*, 93 Walnut st — Brookline
9 Jenness, Herbert T., 51 Brookline st — Cambridge
110 Merrill, Allyne L., 65 Dana st — "
1 MacLean, Archie, 62 Autrim st — "
2 Reynolds, Laurence R., 90 Hastings Hall — "
3 Peters, Walter — Dalton
4 Bullock, H. S., 50 Sidney st — Dorchester
5 Pear, Chas. B., Tileston pl — "
6 Hoyt, Will W., 267 Princeton st — East Boston
7 Reed, Edwin F., box 179 — E. Bridgewater
8 Webber, Geo. M., box 183 — "
9 Hamel, Joseph Z., 25 Essex st — Haverhill
120 *Underwood, Mrs. Chas. A.*, 22 Oakdale st — Jamacia Plain
1 Grant, N. L., 251 Lamartine st — "
2 Austin, A. O., 115 Paige st — Lowell
3 Williams, G. A., 180 Tremont — "
4 Pyne, David F., 434 Medford st — Malden
5 Joyce, Winslow, 146 Washington st — Medford
6 Munson, Daniel G. — Medfield
7 Leach, Fred N., 179 E. Foster st — Melrose
8 Wilkinson, Herbert P., 266 Methuen — Lawrence
9 Merrill, S. M. — Newton Centre
130 Merrill, Wm. B., Lake Terrace — "
1 *Nash, Mrs. Chas. S.*, 97 Court st — Newtonville
2 Barrett, Frederick A., 91 Washington Park — "
3 Hall, Ernest N., 103 Washington st — No. Attleboro
4 McCarthy, J. F., Marblehead st — No. Andover
5 *Swain, Helen A.*, 31 Dewey st — Roxbury
6 Brownell, E. C., 82 Waltham ave — Springfield
7 Brewer, R. L., 116 Princeton st — "
8 Walker, F. E., 10 High st — Taunton
9 Watson, Thomas A. — Weymouth
140 Lowry, Maxwell J., Shaw st — West Newton
1 Redding, Louis S., Harvard ave — West Medford
2 Short, W. H. — Westboro
3 Hodgman, F. A., 300 Main st — Worcester

Michigan, 1 — 705

Unattached

94,144 Foster, Chas. G. — Concord

Minnesota, 3 — 264

Unattached

94,145 Bartlett, E. E., 5 So. 4th st — Minneapolis
6 Christian, E. M., 125 Temple ct — "
7 Taylor, Carl, 2357 Carter ave — St. Anthony Park

Missouri, 56 + 1 = 1694

St. L. B. C.

94,148 Capen, Geo. H., 107 No. 3rd st — St. Louis

S. S. C. C.

9 Converse, J. R., 3320 Morgan st — St. Louis
150 Hendrich, E., 1010 Pine st — "
1 Obear, J. P., 1 Shaw pl — "
2 Penniston, C. L., 1135 S. 12th st — "

Independent B. C.

3 Kinsella, F. E., 411 N. Broadway — St. Louis

Unattached

4 Chuning, A. W. — Bigelow
5 Arn, Fred. E., 421 E. Main st — Booneville
6 Deguire, M. — Fredericktown
7 Sea, John A., box 96 — Independence
8 Hickman, Vaughan — Kirkwood
9 Inman, James H. — Golden City
160 Dorsey, Walter E. — Green Castle
1 Thro, Edward H. — St. Charles
2 Bragg, E. O., 823 Locust st — St. Louis
3 Blanke, Cyrus F., 2837 Lafayette ave — "
4 Belleconr, R. E., 415 S. Jefferson ave — "
5 Brunner, W. F., 3938 McPherson — "
6 Coburn, Tom, 1313 Kentucky ave — "
7 Cord, Dr. W. J., 1324 Wash. ave — "
8 Danz, Geo., 1452 Clinton st — "
9 Downman, J. Y., 429 S. 7th st — "
170 Edwards, Capt. Nelson G., 420 N. Broadway — "
1 Foerstel, M. J., 4207 Sarpy ave — "
2 Free, Frank, 2132 Salisbury st — "
3 Green, B. S., 1019 Locust st — "
4 Horstman, Fred W., 2923a Eads ave — "
5 Hallowell, Robert M., 4115 Wash. ave — "
6 Huss, Geo. A., 4462 Greer ave — "
7 Hammar, F. V., 1220 Spruce ave — "
8 Jones, L. C., 4203a Page ave — "
9 Karst, Jerome, 418 Security bldg — "
180 Kavanaugh, Wm. K., 4635 Maryland ave — "
1 Kurtzeborn, Louis G., 3629 Pine st — "
2 Kramer, Bernard R., 3010 Chestnut st — "
3 *Kuehler, Mrs. E.*, 5648 Cabanne st — "
4 Lehmann, E. H., 1323 S. Broadway — "
5 Lynn, W. P., 4336 Delmar st — "
6 *Malloy, Miss T. M.*, 2101 Locust st — "
7 Mardorf, Dr. W. C., 1111 Choteau ave — "
8 Maggi, Chas. A., 302 N. Grand st — "
9 Minges, W., 1525 S. Broadway — "
190 Murphy, J. D., 3804 Windsor pl — "
1 Murdoch, C. H., 3003 Page ave — "
2 *Parker, Mrs. E. H.*, 1009 N. Channing — "
3 Perry, R. C., 823 Locust st — "
4 Roeder, Conrad, 415 Locust st — "
5 Richardson, M. B., 2300 N. Broadway — "
6 Sprague, Harry E., 3056 Delmar — "
7 *Stubblefield, Miss Clara*, 3932 Page ave — "
8 Swingley, W. S., 5877 Bartmer ave — "
9 Spencer, R. F., 4730 Westminster — "
200 Studebaker, W. B., Brown Shoe Co. — "
1 Stiebel, A. C., 4238A Olive st — "
2 Utter, Nicholas, 2618 S. Broadway — "
3 *Walker, Mrs. Belle*, 4238 Lucky st — "

Nebraska, 6 — 280

Geneva B. C.

94,204 Atkins, A. E., Court st — Geneva
5 Carson, W. H., — "
6 Cobb, E. K., Citizen's bank — "
7 Elmore, Ed. F., F. E. & Mo. depot — "
8 Propst, Clyde, Main st — "
9 Skinkle, G. — "

New Hampshire, 1 — 277

Unattached

94,210 Gray, Geo. E., box 34 — East Rochester

New Jersey, 41 — 2,617

Hackensack W.

94,211 Kent, James E., box 32 — Hackensack
2 Kent, Arthur H., "The Heights" — "

Hoboken B. C.

3 Jagels, Frederick A., 1002 Willow ave — Hoboken

Clio W.

4 Johnson, Edward, 452 Bergen ave — Jersey City

Montclair W.

93,215 Byrd, F. Julian, 454 Bloomfield ave — Montclair

Tourist C. C.

6 Anglund, M. J., 227 Tyler st — Paterson
7 MacGinley, Harry, 257 Hamilton ave — "
8 Sweeney, Michael B., 140 Wood st — "

M. C. W.

9 Charles, Geo. G., 69 Carroll st — Trenton
220 Jones, J. Watson, 51 Model ave — "

Unattached

1 Neighbor, F. G., 18 East 37th st — Bayonne
2 Lee, Enmor H., 413 N. 4th st — Camden
3 Irving, Alexander, 23 Wash. pl., Brick church — E. Orange
4 Smith, E. H., 36 First st — Elizabeth
5 Little, H. Delford, box 51 — Fair Haven
6 *Hewett, Mrs. R. A.*, box 32 — Hackensack
7 *Kent, Miss Charlotte*, box 32 — "
8 Fox, B. Frank — Hackettstown
9 Searls, Dr. W. B., box 201 — Lakewood
230 Heins, C. L., Baldwin st — Montclair
1 Horrax, John E., 10 E. Plymouth — "
2 Marvin, C. M., 88 Mountain ave. S. — "
3 Salom, E. L., 25 Plymouth st — "
4 Taylor, John H., 219 Glen Ridge ave — "
5 Summers, D., 104 Hamilton st — New Brunswick
6 Hagur, J. F., M. D., 88 Ferry st — Newark
7 Henson, Claude H., 105 N. 6th st — "
8 Hunter, John G., 191 13th ave — "
9 Kinney, Wm. B., 1062 Broad st — "
240 Palm, Robert, 43 Magnolia st — "
1 Mundy, J. S., 22 Prospect st — "
2 Phillips, Lieut. Robt. M., 9 Orange st — "
3 Miller, Franklin E., 139 Ward st — Paterson
4 Havens, J. G. W. — Point Pleasant
5 Wardell, Henry L. — Riegelsville
6 Brewer, Calvert, box 33 — South Orange
7 Page, Parker W. — Summit
8 Williams, George N., box 210 — "
9 Anderson, Duncan M., 30 West State st — Trenton
250 Roebling, Carl G., 222 West State st — "
1 Ayres, Dr. Morgan Wilcox, Lorraine ave — Upper Montclair

New York, 172 — 10,897

Amsterdam W.

94,252 Conover, Donald D., 40½ Market st — Amsterdam

Nassau W.

3 Moller, Wm. H., 129 Clinton ave — Brooklyn

Gilbert W.

4 Van Nostrand, Geo. E., 323 Nostrand ave — Brooklyn

K. C. W.

5 Smith, Arthur H., 871 Lafayette ave — Brooklyn

Coxsackie W.

6 Smith, Alfred — Coxsackie
7 Newberry, Irving H. — "

Allegheny Co. W.

8 Wilcox, H. C. — Friendship

G. W. C.

9 Murray, Leroy B., 43 Main st — Greenwich

H. B. C.

260 Bedell, J. W., box 264 — Hempstead

Ithaca C. C.

1 Barnes, D. S., 72 So. Geneva st — Ithaca
2 Briggs, F. Adams, box 1443 — "
3 De Lany, E. S., 1st National Bank — "
4 Fuikerson, L. H., 11 S. Tioga — "
5 Hurlbut, C. L., 121 Hector st — "
6 Marsh, H. L., box 1700 — "
7 Tuilby, G. E., Cayuga and Seneca — "
8 Vorhis, O. J., 71 No. Cayuga — "

Lockport W.

9 Reynolds, Chas. L., 413 Locust st — Lockport
270 Peet, Geo. H., 87 Main st — "
1 Lerch, Roy, 306 West ave — "
2 Allen, Joseph, 67 Waterman st — "

Middletown W.

3 *Strack, Mrs. Ed. C.*, 5 King st — Middletown
4 Strack, Ed. C., 5 King st — "
5 Todd, B. F., North st — "

Amphion B. C.

6 Fuenkenstein, Arthur, 232 E. 86th st — New York

Harlem W.

7 Palmer, G. B., 2009 Seventh ave — New York
8 Morris, W. F., 1176 Franklin ave — "

Century W.

9 Brunjes, Frederick, 6 King st — New York
280 Frost, Willis E., 107 West 106th st — "
1 Schiffmayer, Frank, 476 7th ave — "

Quill Club W.

94,282 Mosher, Carroll LeRoy, 145 East 18th st — New York

Y. M. W.

3 Ehler, Wm. H. J., 635 East 138th st — New York

P. B. C.

4 Herles, Louis L., Nelson house — Poughkeepsie
5 Schou, Charles, box U — "
6 Storm, Irving G., 407 Main st — "

S. Co. W.

7 Conde, Edwin G., care Mohawk Valley W. — Schenectady

Unattached

8 Greene, Henry E., 92 Market st — Amsterdam
9 Thomas, W. H., 2d ave — Bay Ridge
300 *Harrington, Miss Gladys* — Belmont
1 Leighton, Howard B., 128 Prospect ave — Binghamton
2 Burn, Alexander, 674 Macon — Brooklyn
3 Haaran, John H., 300 Quincy st — "
4 Magrath, Joseph S., 9 Harrison ave — "
5 McNab, William A., 205 11th st — "
6 Edwards, James L., 39 Sidney pl — "
7 Ives, Theodore E., 61 Clifton pl — "
8 Menges, Henry H., 411 Bergen st — "
9 Perine, E. T., 92 Decatur st — "
300 Barck, Oscar, 126 Meserole ave. — "
1 Ferris, A. S., Jr., 610 Jefferson ave — "
2 Fry, Frank C., Sr., Blythe ave — "
3 Gould, Alex P., 424 Hancock st — "
4 Harper, Lathrop C., 100 St. John pl — "
5 Haviland, Augustus, 81A Kemp st — "
6 McMicken, D. N., 314 So. Elliott pl — "
7 Smith, Jas. E., 350 14th st — "
8 Boardman, W. C., 394 Bryant st — Buffalo
9 Slocum, F. E. — Copenhagen
310 Atchley, Mark T. — Geneva
1 Bailey, Wm. D. — "
2 Bennett, John L. — "
3 Bronson, Frederick S. — "
4 Burrall, Charles S. — "
5 Butts, James E. P. — "
6 Chew, Thomas H. — "
7 Collins, Louis D. — "
8 Coon, Charles E. — "
9 Durfee, Wm. P. — "
320 Farwell, John G. — "
1 Guile, Chas. B. — "
2 Herendeen, Francis A. — "
3 Humphrey, Wm. F. — "
4 Keyes, Lewis W. — "
5 Lovett, Antoine de B. — "
6 Markham, Maurice S. — "
7 McKay, Wm. I. — "
8 Nash, Paul B. — "
9 Nicholas, Phillip N. — "
330 Page Lawrence M. — "
1 Palmer, Edward H. — "
2 Rouse, Beekman E. — "
3 Gaylord, M. S. — "
4 Graves, H. B. — "
5 Loy, Harry — "
6 Nares, Fred — "
7 Page, Joel Allen — "
8 Stacey, J. Geo., Jr. — "
9 Schieffiin, Hamilton H. — "
340 Smith, Theodore J. — "
1 Young, Wm. I. — "
2 Morrison, J. E., Jr., box 713 — Hoosick Falls
3 Crane, Prof. T. F., 9 Central ave — Ithaca
4 Jenks, Prof. J. W., 2 South ave — "
5 Martin, Prof. Clarence A., Cascadilla pl — "
6 Moler, Prof. George S., 106 Univ. ave — "
7 Nichols, Prof. Edward L., 5 South ave — "
8 Stubbs, Wm. O., 142 North Aurora — "
9 Walker, Chas. H., 605 Fifth ave — Lansingburgh
350 Yates, Russel P., 12 4th st — New Brighton
1 Bragg, J. F., 218 Eighth ave — New York
2 Cotte, Raymond, 205 Columbus ave — "
3 Crossett, Frederick M., 156 Fifth ave — "
4 Damerel, J. Edward, 37 Barclay st — "
5 Devlin, Edward Daniel, 2269 Second ave — "
6 Dieges, Ch J, 19 John st — "
7 Eiche, H., 324 W 15th st — "
8 Fagan, Th., 148 Columbus ave — "
9 Franklin, E. D., M. D., 431 W. 14th st — "
360 Frith, Arthur J., 10 W. 29th st — "
1 Garreaud, Geo. C., 108 B'dway — "
2 Goldhammer, John, 175 E. 108th st — "
3 Heaney, Geo. A., 20 William st — "
4 Hiscock, Geo. L., care of W. S. Bull, Vanderbilt Bldg. — "
5 Hoyt, Eugene F., 39 West 58th st — "
6 Jackson, Fred J., 219 East 32nd st — "
7 Lawrence, William, 388 Bleecker st — "
8 LeClercq, Chas. J., 105 W. 62nd st — "
9 Liudemann, Wm., 68 7th ave — "
370 Livingstone, Henry P., 335 B'dway — "
1 Martin, E. C., 44 W. 9th st — "
2 Masbenbach, E., 266 Willis ave — "
3 McMann, Chas. C., 151 W. 105th st — "
4 Peters, Wm. R., 23 W. 73d st — "
5 Piper, Robt. A., 20 Nassau st — "
6 Rice, Chester P., 390 St. Nicholas ave — "
94,377 Sander, August Wm., 7 East 116th st — New York
8 Schermerhorn, P. G., 74 West 08th st — "
9 Skinner, Wm. Jr., 107-109 Bleecker st — "
380 Smith, George, Jr., 307 East 19th st — "
1 Trowbridge, Fred A., 316 Broadway — "
2 Waldenburg, Theo., 19 Maiden Lane — "
3 *Wehle, Miss H.*, 68 West 98th st — "
4 Willard, Percy W., 100 West 77th st — "
5 Wilnhold, Max, 11 West 98th st — "
6 Zimmermann, Gustav, 2108 Madison ave — "
7 Arnold, Nathan, 25 West Houston st — "
8 Bye, Harry W., 102 West 123d st — "
9 Hambleton, S. John, 730 East 138th st — "
390 Hammel, George, 1093 Anthony ave — "
1 Tisch, Charles, 327 East 84th st — "
2 Vanderbilt, Clarence F., 054 8th ave — "
3 de Yongh, John, 301 West Boulevard — "
4 Fowler, George E., 807 East 139th st — "
5 Gherardi, Bancroft, Jr., 30 East 33d st — "
6 Haley, Joseph F., 218 West 124d st — "
7 Hilliard, F. C., 256 Broadway — "
8 Kudlich, H. C., 225 West 44th st — "
9 Lasher, J. E., 11 Harrison st — "
400 Mooney, G. A., 369 Broadway — "
1 Newman, W. G., Academy Music — "
2 Parraga, R. E., 36 West 04th st — "
3 *Parraga, Mrs. R. E.*, 36 West 04th st — "
4 Schlamp, Frank P., 346 Lenox ave — "
5 Yard, Andrew B., 28 West 105th st — "
6 Zoeller, Henry, Jr., 2 Bowling Green — "
7 Fischer, Edward, 1092 ave A — "
8 Immekus, R. J., 34 Jefferson st — Poughkeepsie
9 Rust, Jas. W. — "
410 Sherman, Geo. H., Far. & Mfg. Bank — "
1 Brown, Derrick, 283 Main st — "
2 Stevens, Alfred — Ramapo
3 Redman, Henry S., 710 Powers Block — Rochester
4 Sutherland, Arthur E., P. O. Ad. Wilder B'dg. — "
5 Russell, Frank D., 48 ave B, Vick Park — "
6 *Russell, Mary P.*, 48 ave B, Vick Park — "
7 Clune, Geo H., 65 Linden st — "
8 Pettengill, C. J., 105 North Terrace — Schenectady
9 Rach, Christian, box 868 — "
420 Svanfeldt, Sven J., box 783 — "
1 Tuthill, Chas. P., — Speonk
2 McLaughlin, D. L. — West Exeter
3 Morrison, W. A. — "

North California, 99 — 1,209

Cal. C. C.

94,424 Baker, C. E., 27a Noe st — San Francisco
5 Boyd, R. S., 501 Leavenworth st — "
6 Fisher, W. R., 227 Stevenson — "
7 Fry, J. L., 920 Florida st — "
8 Johnson, G. M., 1015 Dolores st — "
9 Mitchell, F. J., 235 24th st — "
430 Norton, E. L., 2000 Howard — "
1 Peck, J. T., 1010 Lex. ave — "
2 Sternberg, H., 5 Battery st — "
3 Thomas, G. W., 233 Langton — "
4 Birdsall, C. J., 629 Guerro st — "
5 Upham, C. C., 2305 Mariposa — "
6 Vermiel, C. J., 2051 Howard — "
7 Wilberg, Ed., 315 23d st — "

Imperial C. C.

8 Asman, W. F., 1827 Stockton — San Francisco
9 Burns, J. F., 207 Carl st — "
440 Clabrough, Geo., 1143 McAllister st — "
1 Dawson, J. S., 817 Howard — "
2 Douglas, E. C., 14 Battery st — "
3 Egan, J. S., 122 Page st — "
4 Gnenther, A., 122½ Austin ave — "
5 Hamann, R., 2533 Sutter st — "
6 Jaegling, J. P., 819 Market st — "
7 Lacay, Louis, 1 Sansome st — "
8 Manfe, W. L., 220 Montgomery st — "
9 Morrin, P., 115 6th st — "
450 Millett, J. H., 731 Minna st — "
1 McShane, E. C., 1388 Valencia — "
2 Meyer, A. A., 1510 Devisadero — "
3 May, F. B., 220 Stevenson — "
4 Panirio, G. L., 524 Montgomery — "
5 Rice, C. E., 887 Ellis — "
6 Sharbaro, A. B., 524 Montgomery — "
7 Trolliet, C. H., 711 Hayes st — "
8 Warneke, A., 811 Haight — "
9 Weigmann, E. M., 1711 Page — "
460 Gang, J. S., 428½ Brannan — "
1 Lemmer, E. F., 1630 Peirce st — "

Liberty C. C.

2 Bouton, W. E., 217 13th st — San Francisco
3 Beattie, Wm., 105 Clementina — "
4 Holle, J., 2340 Folsom st — "
5 Nansen, P., 219 Golden Gate ave — "
6 Payton, Geo. W., 18 Ford st — "
7 Rohrer, Wm., 2431 Folsom st — "
8 Robinson, N. A., 32½ 8th st — "
9 St. Denis, O., 2310 Folsop st — "
470 Thackery, Geo., 823 22d st — "
1 Wahnig, H., 2816 Golden Gate ave — "
2 White, Thos., 504 19th st — "

S. F. R. C.

94,473	Altmayer, Leo, 824 Turk st	San Francisco
4	Bachman, S. N., 37 Battery st	"
5	Feder, G. M., 914 O'Farrell st	"
6	Fanning, B., 1151 Market	"
7	Goodwin, Chas. W., 437 Jersey st	"
8	Liebert, J. M., 324 Post st	"
9	Lewis, E., 710 Golden Gate ave	"
480	Leavitt, L. S., 437 Jersey st	"
1	Lewis, J. S., 710 Golden Gate ave	"
2	McCoy, A. A., 503 Golden Gate ave	"
3	Morris, I. F., 423 Front st	"
4	O'Brien, Thos., 425 Fulton	"
5	Pixley, W. L., 303 Market	"
6	Silverman, I., 1401 Polk st	"
7	Schoenfeld, Leon, 503 Golden Gate ave	"
8	Unger, Julius, 726 O'Farrell	"
9	Weed, C. H., 3 Leonard pl	"
490	Wehe, A. W., 503 Golden Gate ave	"
1	Williams, R. T., 426 Clementina	"

Bay City W.

2	Long, Percy V., 25 Mills bldg.	San Francisco

Olympic B. C.

3	Berton, G. A., 817 Mason st	San Francisco

Ariel B. C.

4	Halliday, H. L.,	Vallejo
5	Roney, Walter, box 144	"
6	Wilson, H. C., box 101	"
7	Winchell, R. G.	"

Unattached

8	Morehouse, P. F., 626 E. 12th	East Oakland
9	Baumgarten, Willie, 1119 Clay st	San Francisco
500	Brooke, Jas. B., 214 Pine	"
1	Baron, Henry, Jr., Cal. market	"
2	Beyer, Emile, 227 Stevenson	"
3	Butler, W., 62 Clementina	"
4	Cook, F. H., North Point and Broderick	"
5	Fordvee, C., 2830 Harrison	"
6	Gunlach, Ben, 1720 Sutter st	"
7	Hitzeroth, L. D., 227 Stevenson	"
8	Hill, B. C., 227 Stevenson	"
9	Jacobson, J. B., 603½ Third	"
510	James, L. W. 920 Florida st	"
1	Kelley, Norman D., 204 Lombard	"
2	Lunney, Stewart, Felton st	"
3	Mahoney, W., care of E. L. & P. Co	"
4	Odell, L. W. L., 819 Capp st	"
5	Poole, R., 32 23d st	"
6	Poole, C. O., E. L. & P. Co.	"
7	Tietjen, W., 36 Hawthorne st	"
8	Weidenthal, S. H., 706 Elizabeth	"
9	Hubbard, J. D., 124 Tremont ave	"
520	Olsen, Henry C., 417 California st	"
1	White, Geo. W., 2322 Fillmore st	"
2	Burris, L. W.	Santa Rosa

North Dakota, 1 — 33

Unattached

94,523	Egleston, John L.	Grafton

Ohio, 1 — 1962

V. C. C. C.

94,524	Heck, B. D.	Sidney

Pennsylvania, 58 — 4,676

Johnstown C. C.

94,525	Lawrence, John	Johnstown
6	Hoffman, Wm. C., 666 Main st	"

Keystone B. C.

7	Dixon, J. Frank, 5439 Potter st	Pittsburg
8	Bauersmith, S. M., Pa. Nat'l Bank	"
9	Wardman, Geo., *Pittsburg Press*	"
530	Herron, J. A., City Hall	"
1	Longtin, Emile, 1418 Carnegie bldg.	"

Renovo R.

2	Cross, Dell, Erie ave	Renovo
3	Hanna, Horace, Erie ave	"
4	Lex, Jos., box 453	"
5	Meisel, Simon L., box 362	"

R. B. C.

6	Snyder, L. P.	Ridgway

Unattached

7	Lehman, Irwin, 52 Beach	Allegheny
8	Schwartzwald, Jos., 118 Sheffield	"
9	Blanchard, W. E.	Altoona
540	Nicholson, W. F.	"
1	Whelan, G. W.	"
2	Button, Conyers, 143 W. Walnut lane	Germantown
3	Button, J. Priestly, 143 W. Walnut lane	"
4	Davis, Henry L., cor. Wayne and W. Walnut lane	"
5	Dickey, Franklin C., Clarkson ave	"
6	Danks, John H.	Glenfield
94,547	Dull, D. M., box 116	Harrisburg
8	Dull, Conner, 26 N. 3rd st	"
9	Duttenhoter, F. A., 226 Market st	"
550	Hunter, S. R., box 15	Listie
1	Lloyd, Wm. J., 111 Cleveland ave	New Castle
2	Ross, W. A. (P. O. Hinton, W. Va.)	Oakmont
3	Asher, Chester A., 202 S. 10th st	Philadelphia
4	Barns, Chas. K., 309 N. 34th st	"
5	Hill, Albert, 1822 Wallace st	"
6	Mellor, L. Bancroft, 460 Marshall st	"
7	Roberts, Mathew F., 4517 Chester ave	"
8	Stewart, J. A., 317 Philadelphia Bourse	"
9	Levy, Saul, 1301 N. 6th st	"
560	Lucas, W. Waterall, 1634 Arch st	"
1	Kahn, Sam'l W., 1420 S. Penn sq	"
2	Stelwagon, Dr. Henry W., 223 S. 17th st	"
3	Townsend, Richard H., box 508	"
4	Curry, Wm. E., 1553 Garnet st	"
5	Eisen, Milton A., 222 Green st	"
6	Eglin, Archibald C., 4230 Chester ave	"
7	Flanigan, Edw. J., 1600 Parrish st	"
8	Hoopes, David J., 1217 Filbert st	"
9	Jones, Henry A., 2348 Atlantic st	"
570	McArdle, Jas. P., 531 N. 41st st	"
1	McMenamin, Frank P., 738 N. 38th st	"
2	McCredy, R. W., 2037 Pine st	"
3	Parker, Chas. M., 1233 S. Broad st	"
4	Frazer, Dr. Persifor, 1042 Drexel bl'dg	"
5	Ketcham, Orman W., 3107 N. 15th st	"
6	Brown, Joseph M., R. 204 *Times* bl'dg	Pittsburg
7	Friend, F. J., R. 204 *Times* bl'dg	"
8	Pears, Frank S., Penn. and 9th st	"
9	Heilman, Ralph S., 40 S. Water st	Sharon
580	Melady, John, 2831 Mary st	South Pittsburg
1	Hoffner, J. P., 48th and Walnut sts	West Philadelphia
2	Foresman, D. H., 1211 W. Fourth st	Williamsport

Rhode Island, 5 — 627

Unattached

94,583	*Gavitt, Jennie C.*, 289 Oxford st	Providence
4	Rice, D. G., 93 Tobey st	"
5	Winship, Frank L., 73 Westminster st	"
6	Green, Isaac C., 27 Westminster st	"
7	Bowser, Clifford A., box 258	Warren

South California, 1 — 281

Citrus W.

94,588	Nordlinger, L., 111 S. Spring st	Los Angeles

Texas, 2 — 282

Unattached

94,589	Stearns, G. F.	Circleville
590	Belew, T. H.	Wills Point

Vermont, 1 — 68

Unattached

94,591	Carpenter, Chas. A., Union st	Bennington

Virginia, 1 — 120

W. W. C.

94,592	Homer, H. R.	Winchester

Washington, 2 — 87

Yakima C. C.

94,593	Moore, Thomas W., Yakima ave	No. Yakima

Unattached

4	Griffin, F. L., 1411 Dock st	Tacoma

Wisconsin, 5 — 1146

Badger W.

94,595	Meixsell, H. H., 662 11th st	Milwaukee

Unattached

6	Peterson, P. E.	Greenwood
7	Johnson, Frank B., 544 Cass st	Milwaukee
8	Sheerin, John U., (P. O. Am. Ex. Co., Iron M't, Mich).	
9	Duley, J. F.	Rosendale

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

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Milo Wheelmen

94,600	Barr, Guy C., 709 So. 9th st	St. Joseph

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657	Fort Madison L. A. W. Club	Iowa



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Regular SLIM JIM, isn't it?

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BRANCHES:

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QUERIES AND ANSWERS

Twenty-six inch wheels:

In reply to several correspondents we would say that for extremely smooth roads the 26-inch wheel is very satisfactory, though for ordinary "going" 28 inches is better.

No. 62,597 and others:

The inconsistency noticed in the L. A. W. ticket was confined to a very small number which were first printed. The ticket as at present made is all right.

No. 68,514, New Brunswick, N. J.:

We do not, ordinarily, recommend the rebuilding of a wheel which is several years old, however good it may be, though such remodelling is sometimes done successfully. It is usually better to "swap" the old wheel in to the agent and get a new one which is adapted to all requirements.

No. 74,445:

Your clipping is good. We have published the same matter in different form, several times.

R. W. J., Brooklyn:

For information regarding the Century Road Club of America address the secretary, C. M. Fairchild, 334 Dearborn St., Chicago.

No. 89,634:

For information concerning European tours secure the Continental Hand Book, issued by the Cyclists' Tour Club of London.

S. D. Baird, Neenah, Wis.:

It ought not to be difficult for you to find a companion for your proposed trip through England, Scotland and Ireland. Many Americans will make bicycle tours through those countries this year.

A TOURIST WANTS A COMPANION.

Fred. D. Osborn, 367 West 56th street, New York City, contemplates a three weeks' trip to Montreal. Would like a companion.

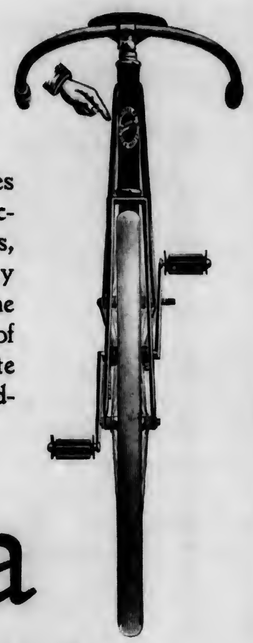
WHAT'S YOUR NAME?

No. 86,736:

Yours of Feb. 27 received. Statements made in reference to baggage were correct as applied to a great many railroads. The railroad to which you refer, however, is one of the exceptions.

Do not hesitate to sign your name; it need not be published unless you desire.

21 Experts



compose the Bicycle Council that passes upon each detail of Columbia construction—engineers, metallurgists, designers, keen-eyed men of science. And they do no guessing. Back of them is one of the most complete Departments of Tests in this country. Such accurate scientific methods must produce standard machines.

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Hartford Bicycles are next best, $80, $60, $50.

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POPE MANUFACTURING COMPANY

HARTFORD, CONN.

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THE L·A·W·BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, March 13, 1896. No. 11.

B. P. L. Rec'd MAR 16 1896 4 M.



Easy to Guess.

If you were a farmer and lived between
Two towns that wished your trade,
And one had streets all hard and clean
While the other town displayed
A sorry scene of mud and trash,
Which town do you think would get your cash?

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts. *Entered at Boston Postoffice as Second-class Matter.* Price, 5 cents.

PAID CIRCULATION, 41,677.

The Best Single Tube Tire Made.

The ONLY Tire made on a Polished Mandril, rendering it

SMOOTH • INSIDE.

Repairs made Easy and Certain, ... it being ... **Cement Coated Inside.**

Our DETACHABLE TIRE is the Simplest and Best Made. Here it is.

See That String ☞



Combination Roll and Rubber Co.

BLOOMFIELD, N. J.

Write for Descriptive Catalogue.

CORRESPONDENCE

THE DOG AND THE LAW.

EDITOR L. A. W. BULLETIN:

In last week's issue the question was asked "has a rider the right to shoot a dog that attacks him on the public highway?"

In Massachusetts, no. Our statute provides ample security from the attacks of the ruthless cur. A good dog will know his place and keep it, others can be made to.

Let the members of each locality of L. A. W., canvas their own town or city, and wherever a vicious dog can be found, enter a complaint against his owner, with the town or city clerk, who will furnish a certificate to the complainant, who shall hand it in person to the owner of the dog, a duplicate of this certificate is placed on file by the clerk.

When this has been done the owner will at once go to the city or town clerk and ask what it means, when he will be informed that if the dog after the date of the certificate is caught outside of his enclosure without a muzzle he may be killed by any one.

The result will be in nineteen cases out of twenty the dog will be taken care of.

My boy was pulled off his wheel by a dog, his clothing torn, and flesh so lacerated as to need a doctor; I applied the above remedy and the dog has not been seen in these parts since, and his owner has not spoken to me since, which of course does not trouble me much.

I would suggest that a copy of the statute referring to the above be published in the L. A. W.

A. L. B.

WOLLASTON, MASS.

PITTSBURG TO LOUISVILLE.

EDITOR L. A. W. BULLETIN:

Answering F. P. D., of Pittsburg, for best route to Louisville, Ky., take national pike via Uniontown, Pa., to Wheeling and Columbus, O., and write me for detail of route from that point, also if H. A. L., of Grand Rapids, will send his address I can give him shortest and best route from Fort Wayne, Ind., to Louisville. I covered both these routes last summer.

O. ROSENBAUM, 70 Central Ave.

ANDERSON, IND., March 2, 1896.

When introduced to ladies, how
Real sad we feel to find
Just as we make our gravest bow
Our collar loose behind.



You'd Choose Smooth Sailing

Just so with Bicycles.
There are wheels which "look the same" to unpracticed eyes—BUT THEY ARE NOT.

Rambler Bicycles

have the confidence of best informed and experienced riders for health, pleasure, or gain—because always reliable.

Ramblers are "smooth running" bicycles—strong enough for all sorts of roads. Catalogue free at any Rambler agency, or by mail upon application.

GORMULLY & JEFFERY MFG. CO.

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DETROIT COVENTRY, ENG.



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is called the

"G. & J. Pneumatic Tire"

the most serviceable for every day use because of its reliability and ease of repair when damaged.

"A CHILD CAN MANIPULATE IT."

Being the "best that can be purchased" it is used on all

Rambler Bicycles

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GORMULLY & JEFFERY MFG. CO.

CHICAGO BOSTON WASHINGTON NEW YORK
BROOKLYN DETROIT COVENTRY, ENG.

THE DOG IN OHIO.

EDITOR L. A. W. BULLETIN:

I have been reading this "dog question" in the BULLETIN and feel like giving my opinion, for what it is worth. As a wheelman and one that rides constantly, I can speak from experience, not theory, on this subject.

We have dogs here in Ohio by the wholesale, retail, and without any tail, too numerous to mention. Here in our little city of ten thousand inhabitants, we have fully one third this number of canines, good, bad, and indifferent, and in my opinion they are a superfluous nuisance that should be done away with. They are, in a great many instances, a burden to their owners, and I am sure they are a nuisance to the public.

I have had several narrow escapes in the performance of my official duties as a letter carrier, with this friend of the few (the dog). Not later than yesterday, I had the misfortune to come in contact with a large spaniel that threw me to the ground with such violence that it turned my handle bar, tore the tire half off my wheel, and gave me a badly sprained wrist. I am sure it was no fault of mine, but the fault of the dog.

There is no wheelmen that is going to run over a dog or anything else, if they can prevent it. And it is my opinion that the time has come when the State divisions and the locals under them must take some kind of action in regard to this public nuisance. No. 72,924 states that he has ridden three thousand miles in New York, Conn., Mass., R. I., and Maine, and has not been bothered with dogs. In my opinion this is speaking very highly of these States, and I will venture to say, if he was to come to this section of Ohio, he would encounter danger before he had ridden ten miles.

We have a law here that prohibits dogs from running at large, unless accompanied by their owners, and wearing a collar. The law is:

The owner or harborer of any animal of the dog kind who permits such animal to be at large, away from the premises occupied by him, unaccompanied by any person, shall be fined five dollars; and any person may kill any such animal found so running at large.

Sec. 7008 R. S. of Ohio, 1891, vol. 2.

I will further say there is not one dog in twenty-five that is given in to the assessor for taxation. So taking this fact into consideration, we as a body of wheelmen are to be blamed for this state of affairs. It is just as essential to the L. A. W. to get rid of this dog question as it is for them to improve the highways. The better the roads the more speed, consequently in case of collision with a dog the greater the danger is of life and limb. What say you, L. A. W. members?

No. 88,085.

MARIETTA, OHIO.

POLITICIANS, don't underrate the "bicycle fellers."

A Dollar's Worth of Guaranty, and a Cyclometer "thrown in."

When you buy a No. 1 "**Standard**" Cyclometer, your dollar not only pays for the undisputed best 1,000 mile cyclometer to be had, but pays also for a *guaranty* which doubles the value of your investment. This is the only cyclometer in which first cost covers *final* cost. You puncture your tire, and must add the cost of repairs to the original cost of your wheel; and similarly, if you break your chain, or knock the glass out of your lantern, or fracture your handle-bar or what not. *If your* "**Standard**" *Cyclometer is injured in any accident to the bicycle, send it to us by mail and you will receive another without charge.* Such a guaranty can only be afforded when the Cyclometer is preeminently fit. Such is the unique "**Standard**" guaranty. A thousand unfortunate (but fortunate) wheelmen, victims of accidents in 1895, have testified, in letters to us of enthusiastic praise, that ours is the guaranty that *guarantees*.

The New York Standard Watch Co.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Crescent.

The Western Wheel Works, Chicago, with Eastern Branch, 35 Barclay st., New York, have issued one of the most elaborate and beautiful catalogues of the year. The cover page is a good imitation of old ivory, on which is embossed the lightly draped figure of a woman seated on the crescent moon. The same figure appears in halftone on each page of the book. Many pictures of park scenes in different cities are given.

Keating.

The Keating Wheel Co., Holyoke, Mass., issue a neat little booklet concerning the "Keating" wheel, in which it is announced that two two-cent stamps will bring their larger illustrated art catalogue.

Rock and Ore Breakers.

The Gates Iron Works, 650 Elston ave., Chicago, has issued a catalogue of interest to makers of ballast and macadam, as it contains information regarding rock and ore breakers.

Bicycle Repair.

"The Bicycle: Its Care and Repair," by C. Van Culin, Delaware City, Del., is a pocket booklet that every wheel rider and repairer will find of much practical worth. It sells for 25 cents.

LEAP YEAR HINTS.

Dear girls, with leap year now at hand you have a splendid chance
To catch one of those bipeds of the sex that wears the pants:
So here are just a few plain rules we have designed for those
Of you who are not fully up on how you should propose.

If you would win a poet, take him by the finger tips
And very gently press them to the roses of your lips,
And rave about two kindred souls and hearts in perfect rhyme;
Swear by the sun and moon and stars — 'twill fetch him every time.

A widower is easy and he must have been a l——r
Who started that old fib that says "a burnt child dreads the fire,"
For men who know the meanness of deceitful woman's ways
Would all get swindled if they could once every thirty days.

But if a practical young man you think you'd like to snare,
One who has lots of good, hard sense, but not a cent to spare,
Don't reach for him with poetry or any silly slop,
But jingle dollars in his ears — you'll get him every pop.

IT isn't always modesty that keeps people from telling the naked truth.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

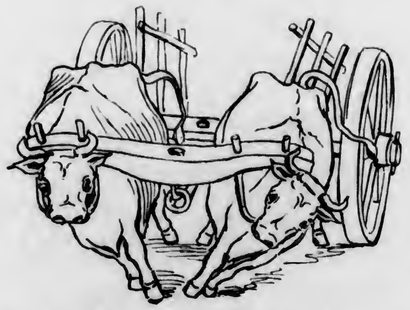
SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

MARCH 13, 1896.

LET'S PULL TOGETHER.



The above picture, which our country readers will recognize as having been taken from life, is respectfully dedicated to the Cyclists' Federation and the L. A. W. of New York.

A bill is before the legislature of that State having for its object the carrying of bicycles by the railroads as baggage. This bill is backed by the New York division of the L. A. W., with a membership of over ten thousand. The Cyclists' Federation of New York city, a local organization, sent two of its members to Albany *to work for the bill.* Being satisfied that the bill could not pass, these two men took the responsibility of publicly advocating an amendment which would fix for the railroads a legal right to charge for carrying wheels, a right, by the way, which at present has no good foundation.

Total number printed this week, . . . 43,500
Sent to paid Subscribers, ... 41,677
Samples to Advertisers, Exchanges, etc., 1,823

This placed the wheelmen in the exceedingly weak position of being divided against themselves, with the inevitable result that their force was wasted in pulling against each other, instead of using their united efforts toward the accomplishment of the end in view.

It looks at this distance as though there are people in New York who think more of "downing Potter" than they do of the interests of wheeling. Our sympathies are naturally with the L. A. W. and we may be permitted to remark that Chief Consul Potter occupies a position as a League worker which cannot be successfully assailed. It is true that no man is perfect, and at best we can only count the balance that remains after subtracting his faults from his virtues, but if those who are clamoring for the downfall of what they are pleased to term "Potterism" could be induced to "take account of stock" and examine carefully their own claims to the consideration of wheelmen before throwing stones at Mr. Potter, we believe the result would justify the effort.

Petty personal spite is one of the strongest evidences of the correctness of the Darwinian theory.

Men are only civilized in proportion as they outgrow the instincts of the lower animals.

When a plain private citizen exhibits his teeth and utters the ancestral growl, we think but little of it, because the effect is limited, but when a partially civilized man happens to have access to the columns of a paper which multiplies the corrosive effect of his dyspeptic barbarism, then the harm becomes more apparent and the spectacle is one which all thinking people regret.

To criticise is easy.

To suggest is more difficult.

Let us look for general results rather than to waste valuable time in finding fault with men or methods.

If we wait until all conditions are exactly right we shall do nothing.

United action is what counts.

Let us waive personal feeling, or if we cannot do that, let us ask some kind friend to pull us out of the race.

Let us not be oxen.

ADVANTAGES OF NOVELTY.

'Twas not the most heroic ones in any age or clime
Whose names have come resounding through the corridors of time,
But rather those who n fate hath linked to something quite unique,
And forced upon them unawares renown they did not seek.
George Washington could not have won the niche he occupies
Had he like many other boys began by telling lies.
Columbus found our native land, no sailor could be truer,
But 'till he stood the egg on end his fame was insecure.
The advertiser who would have the public of him think
Must go outside the beaten track, then use the printers' ink.

Points Worth Remembering...



Keep your wheel clean.
Oil your chain.
Don't oil the enamel or tires.
Don't attempt to "true up" your wheel—it's a "trick" to do it.
Keep your tires inflated hard.
Tighten every nut in your wheel when its new.
Never loosen a nut if you can help it.
Don't lend your bicycle. If you get a saddle that fits, keep it.
Never tell a maker that it "broke down on a perfectly smooth road." He knows that.

NEW CLIPPERS...

Are warranted to stand up on rough roads also.

GRAND RAPIDS CYCLE CO.

Grand Rapids, Mich.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

THE ARMSTRONG BILL.

At present there is no law which says that a bicycle is *not* baggage.

The railroad companies, a few of them, insist that wheels shall not be carried except when paid for.

One hundred and thirty-two transportation companies in this country now carry wheels without extra charge.

We of the L. A.W. claim that all roads should.

We must oppose anything which "progresses" (?) in the wrong direction.

The Armstrong bill, as "amended," would give to the railroads a *legal* right which at present is at best an open question.

If the courts should decide that bicycles may be charged for, the question of how large the charge shall be may be left for the present.

What we must avoid is the passage of any law which will take away the chance of success which we now have.

The bill at Albany as originally drawn is a good bill to push.

Nothing can be gained by an amendment which amends all the virtue out of the bill, and places us farther back by several miles than we were at the start.

Wheelmen every where should support the Armstrong bill, but in any event a small minority should not openly oppose the will of the ninety and nine at this stage of the game.

LOOK AT YOUR WRAPPER.

We refer to the wrapper in which this paper is sent. You will notice that your name is printed on a little pink slip and after the name is a date.

As in the following sample:

John Smith 17May96
12 Pearl St Boston Mass

(and we ask the pardon of Mr. Smith for thus dragging his name before the public gaze) the wrapper of each copy sent shows that John Smith subscribed for the L. A. W. BULLETIN on the 17th of May and that he will not receive any paper after "17 May, '96." If you wish to renew, and of course you do, you should attend to the matter before your present year runs out so as not to cause an unpleasant hiatus (see Standard Dictionary, page 846).

A large number of subscriptions will expire at the end of this month.

So far as the L. A. W. membership is concerned it may be renewed any time before June 1st, but the L. A. W. BULLETIN *cannot be sent to League members after the expiration of membership.*

To those who renew later and want back numbers of the L. A. W. BULLETIN, we would say that we cannot *agree* to furnish them, as we are unable to foresee the demand and do not regularly print but a small number of extra copies.

Watch the date of expiration on wrapper and renew at least two weeks before that date.

"Built Like a Watch."

TIM and I were friends, until one day
He bought himself a wheel—a *Sterling*, by the way;
From that time on we seemed to drift apart,
For every evening after work he'd start
To scorch away along the road and pike
Until he had me crazy for a bike.
Now, while Tim's wheel was elegant to see—
A dream of beauty, grace and symmetry—
Yet to its points I did not seem to take
And so: went and bought another make.
Time rolled along as time is apt to do,
And every year I purchased something new.
I always had to give a heap to boot
And fondly dreamed that each would surely suit;
Meanwhile, upon that selfsame steed,
Tim still continued all to lead.
During these years a single copper cent
Has never yet upon his wheel been spent.
There is no lamp, a learned man doth say,
Like to experience to light our way;
And so at last true happiness I feel,
Mounted upon a peerless *Sterling* wheel,
Riding along beside my old friend Tim
No more I have to groan and envy him.

Take Tim's advice and ride a SOLID STERLING in '96. Send for Art Catalog.

STERLING CYCLE WORKS,

General Offices, 274-276-278 Wabash Avenue, Chicago, Ill.

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York City.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 370 Washington St., Boston, Mass.

RECRUITING IDEAS.

W. L. Baldrige, local consul at Hollidaysburg, Pa., has issued a well-printed card having for a heading the names of the bicycles for which he is agent, followed by this announcement.

Mr.....

Dear Sir,—Having been appointed local consul for the L. A. W., I take pleasure in soliciting your application for membership.

The good work done by the League is recognized by all, and it deserves the hearty and continued support of all cyclers.

From two to three weeks elapse between the receipt of applications and the issuance of membership cards, hence I would urge early attention. Kindly fill in the blank on the reverse of this card and leave at our agency.

Yours fraternally, W. L. BALDRIGE,
Local Consul, L. A. W.

On the reverse side is a neat application blank, which certainly ought to be numerously signed.

READ THE ADVERTISEMENTS.

We often receive letters asking us which is the best pneumatic tire, bicycle, pedal, puncture proof device, etc., "and so on." We cannot undertake to recommend any particular goods except to say that all advertisers in the L. A. W. BULLETIN are reputable people and are deserving of patronage.

There, little by-path, don't you cry,
You'll be a highway by-and-by.

THE CYCLISTS' FEDERATION OF NEW YORK

Offered as one of the inducements to people to join that organization, that they were working to get bicycles carried as baggage. In line with that idea, they sent two members of their law committee to Albany to work for the Armstrong bill.

Those two members took the responsibility of opposing the bill, and thus opposing the will of the people who had created them a committee. The third member of that law committee, however, *objected*, he was unavoidably prevented from attending the meeting of the federation last Saturday, but sent in the following letter:

TO THE MEMBERS OF THE CYCLISTS' FEDERATION OF NEW YORK:

As you are aware I strenuously opposed the "approval" of the action of our Albany committee at the executive meeting on Tuesday evening last, and have had no reason since then, to change my opinion.

I believe its action was not alone discourteous toward the Federation, toward the L. A. W., but also to Mr. Armstrong, the mover of the bill, who had devoted many weeks of careful preparation in the formulating of this most desirable Act.

I believe, too, that its action will afford the enemies of "Bicycle Baggage Bills" throughout the United States, a ready pretext, a precedent and a reason to avoid the granting of this much desired relief to cyclists.

I cannot agree with the views of our Albany committee that it had "power" to change the express commands of the Federation, which were "*to support the Armstrong Baggage Bill.*

Do we use DUNLOPS?

Indeed we do.
Remington Agents can have all they want on

Remington Bicycles....

The Dunlop costs more, but that is a secondary consideration to us.

◆◆◆

...DUNLOPS...
are delivered promptly

REMINGTON ARMS COMPANY,

BRANCHES { Brooklyn. Boston. San Francisco.

313-315 Broadway, New York City.

This view finds confirmation in the enumeration of the "Objects of the Federation" as set forth on our membership blanks, viz: "Bicycles to be accepted as baggage."

I believe that it was not within the scope of the sub-committee's powers or within the purview of their duty "to agree" to the amendment to the "Armstrong baggage bill," a copy of which is set forth in the notes from the secretary's desk."

There are three "bicycle baggage bills" before the legislatures of three different States, and a fourth bill before the house of representatives at Washington

The action of the federation this evening will favorably or unfavorably affect these pending bills.

My personal regard for the Albany committee ought not, does not blind me to the dangers to present and future bicycle legislation that lie ambushed behind the terms of the amendment.

Nothing but my deep interest in our own federation and in legislation favorable to cyclists' interests impel me, as a member of the law committee, to give expression to my views and to sound this note of warning.

With assurances of regard and esteem, and in the earnest hope that our members will in positive terms disapprove of the amendment, I remain WM. GEO. OPPENHEIM.

DON'T fail to renew before April 1st.

The L. A. W. BULLETIN will not be sent a single time after your membership runs out.

HOLLIDAYSBURG, PENN.,

Proposes to hold a great bicycle meet in connection with the centennial anniversary of Blair county, June 12, 1896. Races and illuminated parade.

PURE WATER.

The article in this number relating to polluted well, spring, and other drinking waters, by George F. Kunz, special agent in charge of precious stones U. S. geological survey, is worthy of careful consideration by all wheelmen. Mr. Kunz was honorary commissioner of mines, Cotton States and International Exposition, Atlanta, Ga.; special agent, United States, in charge of mineralogy and metallurgy at Paris Exposition in 1889, and special agent at the World's Columbian Exposition, Chicago, 1893. That the writer of the article appearing in this number knew whereof he wrote, is evidenced by the fact that soon after he began preparing it he was taken down with typhoid fever, brought on by the unhappy causes his article aims to remove.

HAVE you ordered one of those L. A. W. door mats for your club room yet? It is a first-class perforated rubber mat, 24x36inches, having the initials L. A. W. in colored rubber, and the price is only $3.00.

A MAN'S habits show in his face. A toper can be told by his gin phiz or his beer mug.

BE good to those about you. Send money to the heathen afterwards.



This United
UNION joins in
Universal
Ulogy of

Union Crackajack II.

U
Understand, Utility
Uniformity of Grade, and
Unbreakability.

are its principal virtues, making it economical to sell.
We have still a slice of the universe to rent.

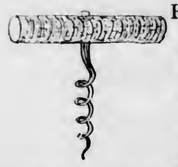
Built on a Gold Basis.

◆■◆

Catalogue for the Asking.

Union Cycle Mfg. Co.,
239-243 Columbus Avenue,
BOSTON, MASS.

A TEMPERANCE REFORMER.



THE drinking habit is being lessened in a noticeable degree, so some saloon-keepers say, by the widespread use of the bicycle.

Now and then there is a man who can get so much liquor in him it would drown him if he were in it, and yet he can walk home and convince his wife that the peculiar scent on his breath comes from taking cough syrup the doctor prescribed, or from eating a perfectly innocent clove. He may even be able to glibly repeat the words "Truly rural," or "She sells sea shells," but the chances are he could not, though he were an expert bicyclist, mount and ride a wheel under the then existing conditions.

The bicycle, itself, is a born wobbler. Left to its own inclinations, and it will lie down, if it has anything like a fair chance. It doesn't like the smell of liquor so they say. Just the minute liquor is breathed on the front tire and handle bars of a bicycle it begins to waver and wiggle and wobble. It is looking for trouble. Under such conditions it is very likely to run into a lamp post or a stone wall, or plunge into a ditch and lie there till it sobers up.

The bicycle is, by its very inherent nature, a teetotaller. It is great on curves but is no good in rye-tangles. Next to having sound lungs, a bicycle must have a clear brain and an easy conscience.

But the bicycle is an advocate of temperance, not because it cannot drink, but because the whole atmosphere of its surroundings tends to make it desire temperance.

The bicycle is the very embodiment of healthful exercise, pure country air, happy fields, whispering forests, shady lanes, smiling sunshine, and all the gracious sights and scents and sounds of glen and glade.

Would anyone forego these to loiter about in the distressed atmosphere of a dram shop, or trade the joy of them for a befuddled brain. The sermons which the fields and flowers, the brooks and the birds, the sea and the shore and the sky preach get into the blood. Their medicine is the very best when properly taken — on a bicycle.

THE first lady cyclist to receive permission from the prefect of police to ride in the streets of St. Petersburg, secured her permit last month, after first undergoing an examination of her riding capacities. The fact of the permit being granted was considered sufficiently remarkable to warrant a special cable on the subject.

Little Miss Muffett sat on a tuffet
Eating ice cream and cake,
While the young man with her was all of a shiver
To think of the cash it would take.

You can have...

Hartford Single-Tube Tires on any bicycle if you ask. Maybe you will have to insist. They cost more than most others.

HARTFORD SINGLE TUBE TIRES

HARTFORD
SINGLE-TUBE TIRES.

The Standard Single Tubes.

IF IT'S A HARTFORD TIRE ITS RIGHT.

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:

100 Chambers St., New York — 335 Wabash Ave., Chicago

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston — 503 Market St., Philadelphia

17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

$50 IN GOLD

SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896
HOW QUICKLY COULD THEY BE INFLATED
BY HAND, AT THIS RATE
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR
ANSWERS WILL BE OPENED MAY 1ST
FIRST CORRECT ANSWER OPENED WINS THE PRIZE
MARK ENVELOPE PLAINLY FIGURING CONTEST
PIN THIS AD TO YOUR ANSWER

MORGAN & WRIGHT
CHICAGO

42

CONCERNING COAT BUTTONS.

We learn from a correspondent that the buttons which men wear at the intersection of their coat-tails did, at one time, have a use which is explained as follows.

The reader will kindly understand that we do not vouch for the correctness of this explanation.

He says: "At one time men wore coat-tails which were so long that they nearly touched the ground and that when they danced it was necessary to button them up to keep them out of the way of their legs, and for that purpose these two buttons were used."

Perhaps the printing of this legend may suggest to the enthusiastic dress reformer some interesting possibilities.

THE wheelmen of Newark, N. J., have an opportunity to work for the nomination and election of a brother League member, Abram P. Cooper, who as a member of the board of street and water commissioners would be in a position to greatly further the cause of bicycling and properly kept and sprinkled streets. Wheelmen should stand together.

SPILKINS was explaining to his wife that the Sahara desert is so dry animals cannot live there, when his wife innocently remarked, "I should think they would introduce reindeer," and it took him fifteen minutes to figure it out.

IN an essay on animals, an Oshkosh boy said a spider is a web-footed animal and a stove is a four-footed one.

A BILL to make it a crime to place injurious substances in cycle paths, streets and roads has been favorably reported to the New York legislature.

WILL some of the readers of the BULLETIN, who have had experience in cycle path building, kindly communicate with Frank B. Matthews, of Jacksonville, Fla. It is proposed by the Jacksonville wheelmen to build such a road from Jacksonville to Pablo beach, a distance of some seventeen miles. Any information will be greatly appreciated.

A. C. TWINING, 13 First ave., Waterbury, Conn., wishes information about Nova Scotia, viewed from a cycling tourist's standpoint. Are the roads good? Would August be a suitable month for the trip — not rainy or too hot? Are the coast roads sandy? Are there any good roads through the interior.

FOR that tired feeling, take the L. A. W. BULLETIN.

EIGHTEEN HUNDRED AND NINETY-SIX will be a great year for the L. A. W.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

No Intelligent Manufacturer or Dealer

will purchase unlicensed tires and run the risk of a patent suit for infringement.

No Honest Manufacturer or Dealer

will buy infringing tires in any event.

Two Poems

Poem No 1.

Friends:—
Here's where we give you some good advice,
"Get value for what you pay.
You can't buy an **Orient** for any old price,
Because they are not built that way."

Poem No 2.



The ORIENT

The **Waltham Mfg. Co.**

BRANCHES:
Boston, Brooklyn, Chicago, New York, Detroit, Omaha, Denver, Cincinnati, Providence, Philadelphia Waltham, Springfield, Newark, N. J. Lynn, Mass.

240 Broadway, New York.

We want your Name.

FACTS—NOT FADS.

The really valuable improvements made in the construction of bicycles in the last few years are found only in the patented features of the.....

Wolff-American High Art Cycles

SPRING TEMPERED FRAMES—
Fully 25% stronger than any other frame made.

SELF-OILING BEARINGS—
Run 1500 miles without re-oiling.

THE ONLY ECCENTRIC CHAIN ADJUSTMENT—
Instant adjustment—absolute alignment.

The Wolff-American High Art Cycles establish a new standard.

R. H. WOLFF & CO. (Ltd.),

Factories, 118th, 117th, 116th St. and East River, NEW YORK CITY.

Distributing Agents: Horace Partridge & Co., Boston, Mass. J. E. Norwood, Baltimore, Md. J. S. Malone, Cleveland, O. Fletcher Hardware Co., Detroit, Mich. Von Lengerke & Antoine, Chicago, Ill.

TANDEM CRANKS.

A number of worthy gentlemen have had the audacity to question our statements on the disadvantages of setting tandem cranks "quartering." It is an unprofitable subject for discussion, since any one who has a tandem can try it in ten minutes and those who have no tandem can afford to wait.

APPLICATION BLANK BOOKS.

In some States, notably New York and Massachusetts, application blanks are put together in book form and are very convenient to carry in the pocket. The expense is light and wheelmen who take an interest in recruiting can by this means easily keep blanks with them. You sometimes meet a rider on the street who will apply for membership on the spot if you are provided as above.

SIX HUNDRED AND TEN new names last week! How is that for the 1st of March?

THE Iowa Division offers a reward of thirty dollars for the arrest and conviction of the thief who takes a wheel belonging to an Iowa member of the L. A. W. *Good idea.*

THE devil likes muddy roads.

A WEE WHEELWOMAN.

Little Miss Wise, the four-and-a-half year old daughter of A. A. Wise, of Indianapolis, is one of the teeny-weeny bicycle riders of the land. The wheel she rides was made expressly for her and



she handles it with the ease and grace of an old and experienced cyclist. She is the picture of health and happiness and the gentle exercise of riding the wheel appears in her case to be as beneficial as it is pleasing.



Waverley BICYCLES.

A POINTER TO DEALERS.

The words at the top of this page you have seen so often that they are engraved upon your mind. They are likewise engraved upon the mind of almost every individual who can read. When a person thinks of bicycles, the first thing that flashes upon the mind is

Waverley

and that is the first wheel looked for. Do you realize the importance of being able to supply what a prospective buyer wants? Just consider for a few moments, and then write us for terms.

INDIANA BICYCLE CO.

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The Tire Rising in Public Favor is The Hodgman Single Tube.

Most riders want the BEST.
The BEST means the HODGMAN.

Your dealer will furnish it if you insist . . . .

Send for our free Booklet about Tires.

Hodgman Rubber Company,
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Chicago Address, Atwood Building, Cor. Clarke and Madison Streets, Chicago, Ill.

Palmer Fabric

Makes a Tire ELASTIC EASY RIDING and FAST (taking less strength to propel)

Palmer Tires

Are Durable, GUARANTEED and Easy to Mend.

They are expensive, and only found on High-Grade Wheels.

PALMER PNEUMATIC TIRE CO.
CHICAGO.

Facts About Pneumatic Tires mailed on request.

For the Ladies

"God Bless 'Em!"

THE NEW WOMAN.

A fair-haired midget speeding by —
Little girl, not three feet high.
Papa's Darling, Mamma's Sweet,
All alone on crowded street.

Without guardian, without maid,
Little woman, calm and staid;
Quick of action, cool of nerve,
Danger 'scaping by deft swerve.

Even when there scarce seems way
For horses, wagons, carriage, dray,
Papa's Darling wheels along,
Deftly threading through the throng.

'Neath horses' heads and carriage pole,
'Twixt loaded trucks and carts of coal;
Now close pursued at reckless speed
By dudish driver's prancing steed.

But oh! She's down! Death she will meet
'Neath cruel wheels and steel-shod feet.
Ah, joy! Out rings a merry peal —
Out flashes little girl and wheel

With laughter, calming others' fears,
As she will do in coming years,
When, quick of thought and cool of hand,
Nerves, muscles, wits, in full command,
Life's dangers, with same tact, she'll meet,
As those now met on crowded street,
And, as she guides her steed of steel,
She'll others guide, through woe and weal.

IBA TRAFFORD BELL, in *The Bicycle Rider*.

✠

THE Philistines of coarse criticism and jealous censure have turned loose upon Mr. James B. Townsend, one of the most active of the local consuls of the New York State division, on account of a statement made in his masterly address before the national assembly at Baltimore, on the evils of racing, to the effect that "*Society had made bicycling popular.*"

Now, everybody and all their friends are coming out and expressing his or her individual opinion and contempt of and for society, and society's doings and edicts generally. But all the world and all its friends seem to forget that before the Michaux club was formed, and society in New York, and later on, in Newport, took to wheeling as the proper thing, and an excellent means of exercise, and substitute for horse-back riding, the number of women of standing and prominence in society who rode bicycles could be counted without much effort.

But, presto! as soon as these social leaders took it up, all made haste to purchase bicycles and a proper dress therefor. Then began in earnest the dress discussion, and the sayings and doings of the fashionable people on the subjects

14 Models. All Sizes, Styles and Prices.

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below:—

New York State and New Jersey, north of Trenton. The H. & D. Folsom Arms Co., 314 Broadway, New York City.

Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.

Illinois. The Henry Sears Co., Chicago, Ill.

California. Smiths' Cash Store, San Francisco, Cal.

Northern part of Ohio and eastern part of Michigan. A. J. Rummel Arms Co., Toledo, Ohio.

St. Louis, Mo. E. C. Meacham Arms Co.

If outside of this territory, apply direct to the manufacturers.

JOHN P. LOVELL ARMS CO.
BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

A Humber Agency means Reputation — Profit — Satisfaction

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W. L. Biddle	Philadelphia
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Geo. H. Frazier	"
Dr. W. B. Hopkins	"
Saunders Lewis, Jr.	"
Mrs. O. E. McClellan	"
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Clement C. Newbold	Jenkintown
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Humbers hold every World's Record, from ¾ mile to 1,800 miles.

HUMBER & CO., America (Limited)

WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.
Brooklyn Salesroom, 545 Fulton St.

of wheeling and wheeling dress were published, quoted and re-quoted, as pearls of wisdom from the fairy godmother's lips. Society almost at once tabooed bloomers and knickerbockers (even though some of the ultra fashionable had the most beautiful and artistic of garments made after this style, and imported direct from Paris), and, like magic, again, women who had heretofore worn them exclusively, and had actually subjected themselves to the woes and miseries which always follow in the wake of the reformer or pioneer in any movement, and whose better halves were loud in their praises and protestations in favor of bloomers and knickerbockers, and who had made vows that never again would they ride with a woman who wore a skirt, because she kept them back, insisted that she immediately lay them aside as very improper and immodest, and don the short, leather-bound skirt, introduced and worn by the "400."

Regardless of all that can or has been said for or against society, not necessarily the "400," the great mass of good, responsible, self-respecting people to whom Mr. Townsend referred when he spoke of "society," did make wheeling popular when they set the stamp of their approval upon it by taking to it. And if the New York State division and all the other divisions had more men connected officially with it and them, like Mr. Townsend, they would guide the League of American Wheelmen as safely into established prosperity and permanence, as "society" has guided bicycling into lasting and unquestioned popularity.

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APROPOS of this "society" discussion, we quote Mr. Worth, son of and successor to the great Parisian authority on fashion and artistic dress: "We believe that fashion is in some way a synthesis of ideas, at first vague, which having arrived at maturity, are co-ordinated under the influences of numerous impressions of the same order. We always find in the prevailing mode a trace of that which preceded it, hence it is impossible to introduce an absolutely new style of dress or anything else; all things work themselves out through the power and process of evolution, and in order to establish a new fashion, or a new means of enjoyment, it is necessary that it should be taken up or adopted by a man or a woman whose reputation for correct elegance, and whose social position is such as to permit of any innovation."

✠

So it was with bicycling dress and the bicycle. The woman outside the pale of fashionable society, seeing the women of the swell and exclusive sets in their perfectly fitting and artistic garments, ordered one like it.

There is an old and trite saying that "it is a



(Shows pelvis as it rests on the Christy Saddle).



(Shows pelvis as it rests on the ordinary saddle.)

Christy... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

• • •

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

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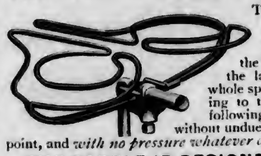
Duplex Safety Saddle



Yields Most in the Center. Under Weight of Rider it Hollows Like a Chair. No Pressure on Sensitive Parts of the Body.

ENDORSED BY PHYSICIANS.

The Secret is the Duplex Spring.



The weight rests first on the inner loops; these yield downward, hollowing out *like an easy chair*, until the weight is borne in part by the larger outer loops, and the whole spring is in action, conforming to the body of the rider and following every change of position without undue pressure at any particular point, and *with no pressure whatever along the center.*

THE SADDLE IS DESIGNED FOR HEALTH AND COMFORT.

First, the Duplex Spring having an easy play up and down of over one inch; **Second,** a thick cushion of soft felt between springs and leather; **Third,** best of leather, shaped and pressed to fit the body.

SENT PREPAID ON RECEIPT OF PRICE, $4.

Illustrated catalogue free.

DUPLEX SADDLE CO. 200 So. Clinton St. Chicago, Ill.

poor rule that won't work both ways." Now the rule governing cycling dress, contrary to the working of most rules, has worked forward from the "ridiculous to the sublime," rather than from the "sublime to the ridiculous." Usually the dress and manners of fashionable people are so aped and exaggerated, that what was once graceful and elegant becomes loud and ridiculous, and is abandoned by people of good taste. But in wheeling dress the reverse has been the case, as from ridiculous, ungraceful, clumsy, ugly, and in many instances coarse and vulgar, it has worked itself forward through the sanction and guidance of the fashionable, refined sets, to graceful and elegant beauty, and appropriate harmony.

✠

THE battle in the ranks of the cyclists' federation, over the miscarriage, on account of the peculiar action taken by their representatives, of the Armstrong bill, waxes hot and furious. All sorts of rumors are afloat concerning the outcome. The one point upon which all the members seem to agree, is, that unless the two gentlemen who took it upon themselves to settle matters to suit themselves, can give most excellent reasons for their actions, they will be asked to resign from the organization.

Mr. James B. Townsend, first vice-president, says, in a telegram to Mr. Armstrong: "Law committee of the cyclists' federation has adopted a formal resolution, disapproving of the action of Tinsdale before the railroad committee, and calling for the withdrawal of the proposition for compromise amendments."

A prominent lady member said, when approached upon the subject: "I cannot imagine what they were thinking about to have done so iniquitous a thing, after all the work and time that has been spent upon the pushing of that bill. Many things have been said, among them, that railroad influence was brought to bear upon them, or, at least, upon one of them. As to that, I cannot say, not knowing. But what I can and do say is this — the League will be upheld. Mr. Potter was right. In fact we consider him always right. He, and he alone, has been the direct means of making the New York State division what it is to-day, a body with which no man or woman, no matter what their standing or position in life may be, need be ashamed to be connected with. We are of the League and with it in all that concerns the best interests of cyclists. Our Albany representatives will be given every opportunity to explain, but it requires quite a stretch of the imagination to figure out how they will do it."

IDA TRAFFORD BELL.

NINE tenths of this world's trouble is imaginary.

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

If Bicycles Grew on Bushes

the April showers that are to come might bring bicycles as well as flowers and thereby help the procrastinator who has delayed placing his orders for . . . . . .

Elmore

. . AND . .

Ixion Bicycles

But bicycles do not grow that way, therefore, be wise while there is yet time . .

Edw. Oliver & Co.

21 Park Row, New York.

THE BICYCLE AS A LIFE SAVER.

We hear so often and so seldom see the clamorous pedestrian who has been juggernauted by the bicycle fiend, that it is refreshing to read in the *Review* of the touring club of France an instance of the wheel acting as a guardian angel instead of skurrying about as a destroying demon.

So that the statement may be verified by any doubter, time, place and names are given.

Mr. Talamon, of 14 Rue Richelieu, Paris, and his son-in-law, Mr. Wallaert, were on the 11 January, 1896, in a close carriage. The coachman had been thrown from the box, and a runaway horse with the bit in his teeth, was, as a dime novel would say, rushing them madly to destruction, on the Cours de la Reine and near the Palais de L'Industrie. Mr. Henri Chailloux on his faithful bike set in pursuit, overhauled the horse and seizing the bridle succeeded in checking speed so that Mr. Wallaert could jump out and stop the horse. Such instance of coolness and courage certainly deserves wide mention.

APPEAL TO CONGRESS.

Howard A. Broat, an enthusiastic young bicyclist of Minneapolis, is circulating a petition, which is to be presented to the national congress, and which pertains to the alleged discrimination upon the part of railroads in the matter of imposing what are called exorbitant charges for bicycles carried for passengers. The petition reads as follows:

TO THE HONORABLE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA, IN CONGRESS ASSEMBLED:

We, the undersigned citizens of the United States and residents of the city of Minneapolis, Minn., respectfully petition you to enact such legislation obliging railroad corporations doing business within the United States to cease the discrimination now being practised against that class of passengers known as "bicyclists," who, while having no other baggage and offering their wheels to be checked as such, are charged exhorbitant rates for having their bicycles carried in the baggage cars of trains on which they happen to be passengers.

The petition, of which Mr. Broat has personal charge, is a very lengthy one, and is signed mainly by prominent business men of Minneapolis. There was a very general disposition among leading citizens to encourage the movement. These petitions are also being circulated by others in this city, St. Paul and the State, and are to be forwarded to Congressman Towne, who is specially interested in the subject, and who has introduced in the house of representatives a bill embodying the legislation contemplated in the petition.

Amongst the first ones to whom Mr. Broat presented his petition, and without any design on his part, was the good-natured general baggage master of the M. & St. L. R. R., who laughed and said, "push it along." This was about two weeks ago, and this is what appears in the Minneapolis *Journal* of March 4.

The Minneapolis & St. Louis will very shortly equip some of its baggage cars with a newly invented bicycle

..PUNCTURE PROOF BICYCLE TIRE.



Our Tire Prevents Punctures. No Repair Outfits Necessary.

NO PUNCTURES TO REPAIR.

Catalogue and Sample section of Tire free upon application. Address,

The PUNCTURE PROOF TIRE CO., Quincy, Ill.

There are Tires and Tires.



MOSEPIPE AND INNER TUBE. MINUTE REPAIR KIT MENDS BOTH KINDS ON THE WHEEL. FREE WITH EACH PAIR OF LEAGUE TIRES. WRITE FOR "POINTERS".

NEW YORK BELTING & PACKING CO. LTD.

MAKERS OF RUBBER GOODS FOR OVER 50 YEARS. 15 PARK ROW. N.Y.

standard. The standard to be used will consist of a base with two short uprights at just the proper distance to catch the front wheel about midway between the ground and the axle on the circumference. The principle is that with the front wheel held the entire machine will be stably supported and in the least possible space.

A MEMBER writing from Tennessee says if the "bad roads" kickers will come to his State he will show them the best roads in the Union, free from tolls and licenses.

A PENNSYLVANIA member wishes to say to those who are continually crying for good roads, "I would say, that talking and agitating among ourselves, without organizing and voting for some feasible plan to accomplish our aims, we can never hope to gain anything in the way of good roads."

THE bashful lover while breaking the ice is usually in hot water.

THE millions of dollars worth of corsets worn by the women is a waist of money.

THERE are those who think the U. S. congress a sorry House and lot.

DURING the winter we like indoor sports, but in the spring we take to the lawn mower.

THE BIRTH OF THE L. A. W.

The following correspondence grew out of our articles anent the organization of the L. A. W. We alleged, and we think we have proved by documentary evidence, that while the New York Club issued an invitation to wheelmen for a gathering at Newport, it was Chas. Edward Pratt, Esq., of Boston, who first suggested the organization of the L. A. W.

The first letter is from Kirk Munroe.

EDITOR L. A. W. BULLETIN:

I have just read with great interest Mr. E. J. Shriver's letter in your issue of January 3, and the editorial reply to the same. So strongly does the subject appeal to me, and so vividly does it recall old memories that, though forced to write without the aid of documentary data, of which I have a considerable collection in the North, I cannot refrain from begging a little of your space for the presentation of a few pertinent points.

The statement that the New York Club called a meet of wheelmen at Newport merely for the purpose of a general "hurrah" is very wide of the truth, as is known by all the original members of that club, as well by many outsiders with whom, from the very inception of planning for the meet, they discussed the probability of inducing such wheelmen as might join them there to unite in forming a protective union. On account of restraints imposed upon the bicycle riders of New York at that time, by municipal and park authorities, they, perhaps more than any others, realized the need of such an alliance. So widespread and vigorous was the hostility against the bicycle in those early days, however, that it was deemed best not to include this object in the invitations to a meet, until, by replies received, the approximate strength of the proposed gathering should be ascertained. Later, when this had been done, the question of a League was made the subject of personal discussion between the officers of the New York Club, Mr. Chas. E. Pratt, and other prominent wheelmen, and the duty of issuing a more formal call was assigned to Mr. Pratt as he was president of the oldest bicycle club in America, the best-known wheelman in the country, and editor of our only representative organ.

A name for the proposed association was the subject of earnest consideration for many weeks before the meet. Mr. Pratt's choice was "American League of Cyclists." Mr. Frank Weston* preferred "Bicycle Touring Club of America." From Philadelphia came a desire for "American Bicycle Union," while New York was strongly in favor of "League of American Wheelmen," a title which they claimed would place the letter (s) as well as the spirit of the law on their side. On the afternoon of Sunday, May 30, 1880, — a very rainy day — a dozen or so representative wheelmen met in an upper room of the Aquidneck House at Newport, to prepare for the convention of the morrow. Then and there, after an animated discussion, the designation, "League of American Wheelmen," submitted by the captain of the New York Club, was adopted as the name of the embryo association. This caucus also considered, amended, and finally accepted a constitution drafted by Mr. Pratt, and prepared a list of officers to be submitted to the general assembly.

On the following day I was accorded the honor of calling to order the first convention of American bicycle riders, of stating the objects for which we were met, and of introducing to the meeting the name, "League of American Wheelmen." My friend, Mr. Sam Clark of Baltimore, may have thrown this name into a hat, as you say, though why he should do such a thing I cannot imagine, nor have I any knowledge that he performed the act you so figuratively describe.

Now, in regard to League clubs, for, archives or no archives, there were League clubs, recognized as such, from the beginning. The first to pledge its entire membership was the Boston Bi-Club, and, in consequence, it was *No. 1 until it withdrew from the League. In the same manner the New York Club became No. 2, and remained so until Boston's withdrawal made it No. 1, in which position it was officially confirmed by Secretary Bassett after a thorough examination of the records.

In view of the foregoing facts, while the New York Club cheerfully acknowledges their indebtedness to Mr. Pratt and his associates of the Boston Club for their hearty co-operation and untiring efforts in forming the League, its members will always claim that the movement which resulted in that formation originated with them, and was first suggested by their presiding officer.

All of which is respectfully submitted by yours truly and fraternally,

KIRK MUNROE,
Ex-Captain New York Bi-Club.

COCOANUT GROVE, FLA., Jan. 14, 1896.

Commenting on the above letter we assert that Mr. Weston was in Europe at the time of the League meet and took no part in the organization of the League.

Furthermore, we assert that clubs were kept in alphabetical order from 1885 till 1887, when Mr. Bassett arranged them in numerical order. The term league club was not known to the constitution during the first three years of the League, and the only club recognition was a provision that if all members of a club joined the League they



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Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night with the "Search-Light" —is a pleasure.



1896

"Search-Light" Lantern

HAS NO COMPETITOR.

Reflecting surfaces are always bright, and cannot become tarnished. Can use kerosene or naphtha. By the new method of attaching to the wheel it cannot jar out. **Price, $5.00.**

Ask your dealer or send to

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BRIDGEPORT, CONN.

Or, 19 Murray St., New York. 85-87 Pearl St., Boston.
17 No. 7th St., Philadelphia.

BEWARE OF IMITATORS.

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained. The "Search-Light" never follows, always leads.

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• *Think* • *of Evans.*

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The League Official Tailors,

BROWNING, KING & Co.,

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.

"CLIMAX" Wire Spring Saddles...



New '96 Model, Style B, thorough in point of Construction and Riding qualities.

Only Sanitary Saddle, and Prevents Soreness.

Send at once for '96 Catalogue. Electros for Trade that desire to catalogue.

Weight, 12 oz.; Price, $4.50.

Fully guaranteed against defective construction for one year. Mention L. A.W. Bulletin.

Climax Manufacturing Co.

EAST HAMPTON, CONN.

should be taken at half rate. The following is the form of notice used by the Secretary over the application list. "The following entire active membership list of clubs which have come to hand are offered, as required for publication." Under such a notice the Boston Club was published June 12, and the New York, Mass., and New Haven Clubs appeared June 26. There was no rule or provision to place these clubs in alphabetical or numerical order, and they had no rights nor privileges beyond the half rate. These statements are borne out by the official records.

The above letter we handed to our first president, Chas. Edward Pratt, Esq., and we are allowed to publish extracts from his personal letter to us in reply.

MY DEAR ———

Pray pardon this delay in answering your request of the 27th ult., as I have been lately too ill even to write letters, and am yet only convalescent enough to sit up to it a little at a time — with a stack of neglected things before me.

I had already read your article referred to, and Shriver's, in the BULLETIN, and have now looked thro' Kirk Munroe's, in manuscript, which you sent me, and which I return herein; all of them interesting to me, of course.

You are perfectly right. The New Yorkers don't well discriminate between the Newport meet as a gathering, parade, and banquet of wheelmen at a well-chosen time and place for both its pleasures and its effect then in impressing the public, and the same gathering seized upon and utilized as the opportunity or occasion for the convention for the formation of a permanent, working association for wheelmen themselves, and its protective and promotive machinery. The first part was proposed by the New Yorkers and came to me thro' Munroe; the second part was first suggested and promoted by me, and thro' me proposed to Munroe and many others, not only in the *Bi-World* of which I was editor, but by correspondence before and after the date you gave.

Munroe is wrong about the names. Weston was in England and had no part in it. I was a known and constant opponent of *bicyclist* and every word relating to wheeling with an "*ist*" to it, and so would have been the last to suggest the name he says; but I was a lawyer, was attorney for the importers and for wheelmen, was called on constantly for opinion, arguments, etc., etc., and I did suggest both the name and the play of letters in L. A. W. I drew the constitution and carried it to Newport, and it was adopted as I drew it, certain blanks in the last part only being filled, — and it was a good one! The whole proceedings in the hall of convention were cut and dried in a little room in the Aquidneck House beforehand, largely while Munroe was otherwise engaged in planning and organizing the parade, of which he was commander. In the matter of the League the New York Club was not so prominent or so helpful as some other clubs; and to Parsons, Longstreth, Clark, Hodges it owes much more in the beginning and afterwards than to any member of the New York Bi-Club. The first to join and pay I was, because I not only was the first officer of the League elected, but because, there in the hall, as one of many little nudges of enthusiasm, I stepped up to the newly-elected treasurer and paid my dues. The club did it for me (as well as the rest) afterwards, and so I had two numbers on the list for a while, and at last had to *claim* the earlier.

The Boston Bicycle Club was in the League matter because I got it there; the New York because Munroe and Putnam (whom I got) got it there; and so on with other clubs; it was *men*, a few, one here and another there, who formed the L. A. W., not the clubs.

Now there are few things I care to claim as a matter of contention, for my days of controversy are past; but I do claim that I (if any one man, and I know well that no man can do anything alone, and that when he does it is mostly the position he happens to be in, or the opportunity he happens to be at, or seizes, that enables him) was the first to suggest the L. A. W. in fact and name; I shaped its constitution and its first by-laws, its policy. I was too good a politician not to do many things *thro' others*.

And it was I who founded the *Bi-World* (in everything but money, and half of that), and who set the — well, several other things, but this is a digression. Most of my children are vigorously living, but some of them hardly know their father now. Yes, I have the pitcher now. When I returned from that first L. A. W. meeting it was to stop off the train at Taunton with Karl Kron, Fairfield, and one or two others, and ride awheel from there to Boston. Kron is right, and you are right.

I did not mean to write more than a brief note, and ought not to have, but enthusiasm still rises in me, like yeast that will have expansion, whenever early bicycling is the theme; and with many memories of you in it, I am

Yours fraternally,

6 February, 1896. CHAS. EDWARD PRATT.

A New York member writes:

His hair was wet with the morning *due* (he had just got a hair cut and forgot to pay) and in a soft (country) mud-ulated voice he asked the baggageman if the road "charged for carrying wheels."

"Yes, we charge for carrying wheels. By and bye you wheelmen will want this road to furnish a barber."

"Have no fears on that subject" said the 'biker,' "this road shaves close enough without a barber."

IT is easier to find fault than to know what to do for it.

A Pride and Satisfaction to Riders

EASY-RUNNING....

Gendron and ... **Reliance Bicycles**

Catalogue on application to

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Trenton Cyclometers



are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

It Pays to have the Best....

Everything that could be done has been done to make

THE RIALTO....

Absolutely Perfect. What more could be asked?

Continental Cycle Co.

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When ordering your wheels REQUEST that they be fitted with

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BICYCLE SADDLES

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The Old Oaken Bucket.

Is its Water Pure?

THE entire community is largely indebted to the great army of wheelmen for the great influence which they have exerted upon public sentiment, and also upon legislation in regard to the improvement of our roads. This influence has also resulted in placing before the public simple road maps, furnished at a very low price, another great benefit to the travelling community. There yet remains one very important work to be done, in which probably no single body of men can do more good than the wheelmen, and because this work has not been done before, I am sure that, if perfected, it will result a much less death rate among the members of the different wheelmen's clubs; I refer now to that one subject which has been strangely overlooked or avoided by many State boards of health, that of polluted well, spring, and other drinking waters. The waters of thriving cities are carefully examined by officials appointed for that purpose in the various States, but throughout the entire country, wells and springs that contained pure water less than a generation ago, have been polluted by many contaminations due to carelessness and ignorance.

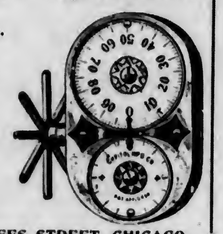
The Climax Ten Thousand .. Mile .. **Cyclometer**

With Independent Adjustable Trip Indicator.

Is the only Cyclometer that enables the rider to keep track of trips or day runs without bookkeeping or trusting to memory.

Price, only $1.50

Easy to read from saddle. Neat and absolutely correct. Fully guaranteed.



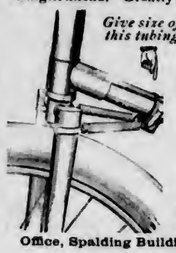
CAPITOL MFG. CO.

125-137 REES STREET, CHICAGO.

Philadelphia, Feb. 6, 1896.
Mr. STERLING ELLIOTT:
Dear Sir,— For goodness sake please take out that ad. of ours in regards to selling $75.00 Bicycles direct to the rider for $50.00 until we catch up with our orders, and oblige
Yours truly,
PENN. BICYCLE CO.,
H. D. LeCato,
1343 Arch Street.

The Automatic Bicycle Balance

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.
Write for Circular and Trade Prices.



Weighs only 2 ounces.
Entirely nickel plated.
Adjustable to any bicycle.

PRICE $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

A Wheel Built for "COMFORT"

To experience all delights of cycling, ride a **"Hardy"**

It is built on the principle of a spring carriage, and on it you can ride over the roughest roads.

... Price $110.00 ...

Liberal Discounts to the Trade. Catalogue free on application.

HARDY CYCLE COMPANY,

42-50 W. 67th St., New York.

I would advise that an effort be made through the various States to secure legislation for the examination of all the wells, springs, and other sources of water along the many highways traversed by the wheelmen, so that within a few years it will be possible to take a road map and ascertain not only where the good roads are, but also where pure water can be obtained, and contaminated water avoided. The water supplies could be mapped, an asterisk (*) donating pure water and a cross (†) impure water.

Many people drink beer and liquors only because they are not sure of the quality of water.

In nearly all of our States we have geological surveys and boards of health, and the co-operation of both of these is so important, that such an investigation could easily fall within the province of either of these departments.

At present our State boards of health do all in their power to prevent contamination by smallpox, scarlet fever, and other infectious and contagious diseases, but nothing has been done as yet to protect against typhoid fever, which every year takes away a very large number of lives without warning and without necessity. It would be a simple matter for the various State officials to examine and inquire into the waters of wells and springs, and if they were not found to be pure, samples could be sent to the State laboratories, where the defects of the water could be scientifically determined, and the attention of the proprietor of the farm be called to the fact, and steps taken for remedying it.

It should be considered as great a wrong to use a well of polluted water, as it is to keep a case of diphtheria or smallpox in a crowded house. It is less than one year ago that one of our most brilliant geologists and mineralogists visited a mineral locality in Virginia, with a student, and both were stricken down with typhoid fever, the professor succumbing to the disease.

A case came under my own observation, where a well was situated between an outhouse and a stable, with a cemetery for a background, and in many instances the stable and barns are built higher than the well. Waters of cemeteries have been known to contaminate wells two miles distant. Such things should not be possible in a civilized and progressive country like ours, and no more important need exists for State intervention and protection.

An admirable article on the subject of drinking waters, calling attention to the many sources of pollution, is the recent one of W. J. McGee, on the potable waters of the eastern United States, in the fourteenth annual report of the United States geological survey, J. W. Powell, director, 1892–3. Part II, page 5–47. Accompanying papers.

GEORGE F. KUNZ,
Special Agent in charge of Precious Stones, U. S. Geological Survey.

McCune Cycles...

NONE BETTER,

Send for Catalogue.

EVERETT CYCLE CO.

EVERETT, MASS.

Agents Wanted.



Pat. Sept. 17, 1895. No. 546,120

Will Not Bind or Slip...

.. THE COMFORT BICYCLE GARTER

Made in all grades and finished fabrics, such as cloth, velvet, etc. It is provided on its inner surface with a rubber lining, having numerous projections, which enter into and engage the meshes of the stocking and prevents **slipping**, without necessitating the great **tension** heretofore required in garters. If your dealer has not them, send us **50 cents** and we will send you a pair.

DREYFUS & WATERMAN,

415 Broadway, New York.

THE **TRANSIT**

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.

This is a Snap

FOR WHEELMEN.

THE EVER-READY PANT GUARD....



Is permanently pinned to the inside facing of the trousers, ***snaps*** together like a glove fastener, operated instantaneously; does not wrinkle the trousers, nor make a receptacle for dust. Small, simple, safe, "out of sight" and always ready for use. By mail, 15 cents a pair, or two pairs for 25 cents.

THE EVER-READY GUARD CO.

Cor. East Main and Green Sts., Fredonia, N. Y.

IF the League is a good thing for you, why not ask your friends to join?

A LIVE BICYCLE CLUB.

The Radford, Virginia wheelmen have shown many evidences of being fully appreciatve of the business for which wheelmen should labor.

Among the many good things done by this club is the issuing of a blotter, one side of which is smooth and contains the following picture which expresses the date 1896:



At the other end is the following picture taken rom *Good Roads* with the quotation,

"How camst thou in this pickle?"—Shakespeare.



Also,

"A New Year's Day" has just gone by,
And in hope's new-born rays
Let's all resolve we'll firmly try
To mend our *public* ways.

Yours, for good roads,
RADFORD WHEELMEN.

RADFORD, VA.

The Brake Question.

"Break, break, break,
At the foot of thy crags, O sea!"
But whether a cycle should have one, or not,
It is hard for us all to agree.

THE little "lovey dove" of a baby seems more like a night (h)owl to the papa who walks the floor with it.

WOULD good brakes prevent bad breaks?

DIXON'S 679 CYCLE LUBRICANT

You will coast farther and ride easier by using it.

NOTHING EQUAL TO IT.

Sample will be sent for 15 cents.

WORTH DOUBLE THE MONEY.

DIXON CRUCIBLE CO., Jersey City, N. J.



"Ball-Bearing" Bicycle Shoes

For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,

CHICAGO, ILLS.

A Bicycle Factory for Sale. Substantial brick buildings, 100,000 square feet floor space, furnished with steam power and shafting, admirably adapted to the manufacture of Cycles. Situated within six miles of Boston. Apply to R. B. DENNY, 143 Federal Street, Boston.

LOEW 10,000 MILE CYCLOMETER.

With Independent Trip Dial.

Price, 90 cts. each.

CAPITOL MFG CO. - - Chicago, Ill.

RUST on Wheels PERMANENTLY PREVENTED with MANNOCITIN 2-oz. cans, 25 cts. At dealers or by mail from Otto Goetze, Kemble Bldg., New York

PRIZE MEDALS CLUB PINS, ETC. SEND FOR DESIGNS JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

RUBBER GOODS BY MAIL

For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. T. Betts & Co., 120 Water St., Toledo, O.

IMPORTANT NOTICE.

The JOHN P. LOVELL ARMS CO., Boston, has taken the New England Agency for the 2 oz. packages of MANNOCITIN RUST PREVENTIVE.

OTTO GOETZE, M'f'r's Representative, **NEW YORK.**

TRADE NOTES

We want live bicycle agents. Hopedale Cycle Co., Milford, Mass.

CHANNING ELLERY, 228 W. 38th Street, New York, is organizing a small party of gentlemen for three months' bicycle tour abroad, to sail June 24.



THE BICYCLE

Its Care and Repair.

80 Illustrations. 180 Subjects. 25 cts. Money refunded if not satisfied.

C. Von Culin, Box 20, Delaware City, Delaware.

An Opportunity for Bicycle Academy and Salesroom.

The owners of the plot of ground on the northwest corner of Broadway and 49th St., having a frontage on Broadway of 125 feet, and an average depth of 100 feet, are desirous of meeting capitalists or parties interested in the sale of Bicycles with a view of securing co-operation in the erection of a Spiral Bicycle Track, similar to the "Palais Sport" now so popular in Paris, and described in the *New York Herald* of February 23d, and *Scientific American* of February 15th.

J. A. SHEDD, Care of International Metal Co.,

100 Broadway, 12th Floor, Rooms 18-19, New York.



Individual Cycle Name Plates

with name engraved on the same for 50c. prepaid to any address.

C. H. WOLFF.

177 William Street, New York.

Road Rights and Liabilities of Wheelmen.

By GEORGE B. CLEMENTSON. Treats fully the rights of wheelmen in their use of highways, streets, alleys, sidewalks, etc. The liability of individuals, cities, and towns, for injuries to wheels and wheelmen. The liability of wheelmen for injuries to others. This book cites about 350 cases, and is a carefully written law book. One volume, pocket size. Price, paper, 50c., cloth, 75c., sent postpaid on receipt of price.

Address, STERLING ELLIOTT, Boston.

3 IN ONE **Bicycles** can be kept new and bright, and absolutely free from **Rust** after **Cleaning** with "Three in One." The only perfect lubricant for Chain and Bearings, never gums. Sample sent in this oil can for 10 cents. Ask your dealer for it.

G. W. COLE & CO., 111 B'way, New York.

Fifteen hundred miles on wheel through Europe, $300. Leave June 24th. Return Sept. 5th. Write box 422, Albany, N. Y.

The Leadville (Col.) Press Club writes in regard to the diamond medal recently made for them by John Harriott, the Boston jeweler, "We can assure you that the badge is a gem and was far beyond our expectations."

"A RIGID SPRING FRAME."

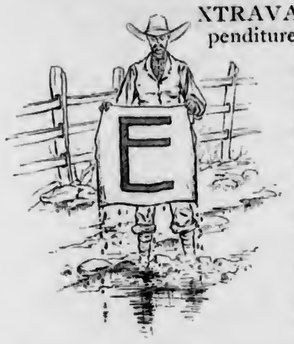
Seems paradoxical, doesn't it, but it is practically true of the Hardy bicycle. It has a perfectly rigid diamond frame and yet the rider (pedals, saddle, handles and all) are carried upon a spring, the relative position of the various parts being maintained at all times.

The Fickleness of Fame.

The world has very many lambs
Whose owner's names are hid,
And yet they may have done as much
As Mary ever did.



WASTING MONEY.



EXTRAVAGANCE in the expenditure of money is something that should be frowned down by everybody. Economy is the short road to wealth. It is not what we produce, but what we save that makes us rich.

The management of every railroad in the land should be indicted on a charge of criminal extravagance.

The men in charge buy heavy steel rails when everyone knows that the strips of wood covered with straps of iron, such as were first made, are lots cheaper.

They could also get along with common earth ballast instead of gravel or cut stone. The earth ballast is lots cheaper, to build.

The vast sum of money expended by the makers of railroads in cutting down the grades, could be saved to a large extent by leaving the grades very much as nature designed them.

What's the use of going to all this expense in building a railroad? They didn't do so at first. They used to tie a rope to the cars and pull them up a mountain side with a stationary engine planted at the top of the hill. Now, the new-fangled way would be to cut a tunnel under or through the mountain at an enormous expense.

The railroads are badly managed. They should be placed in charge of farmers who know the meaning of the word "economy."

Farmers are satisfied to let well enough alone. No new-fangled extravagance carries them off their feet. Highfalutin folderal can't phase them. They "build" roads just as their grandpas did. Dirt roads were good enough for their forefathers, and they are not going to set themselves up as being better than their sires.

As for cutting down the everlasting hills to do away with grades, they feel it would be flying in the face of Providence. The Lord knew where he wished the hills and so he put them there. Let them so remain.

City folks can howl about macadam streets and tell the farmers what they should do to improve the highways, till the cows come home, and it won't cut any pie.

The farmers know their business. They are not going to be fools enough to cut down the grades and make hard and smooth the roads over which they must haul all their farm produce, and then, like as not, see some bicycler riding over it.

No sirree! The farmer is on to his job. He could give the railroad manager lots of points on how to save money.

Still it won't do to bet too much on the prudence and stability of the farmers, for a large and increasing number of them are said to be really affected with the road improvement fever and are bent on wasting money along the same lines as the railroad builders do.

Well, well! What are we coming to!

GRAVEL then is the secret of good roads in a prairie country. But care is needed in preparing the road to be graveled. It should be carefully and scientifically drained and graded; not too wide — not wider than is necessary for two teams to pass — and then the gravel should be laid on to a depth of from six inches at the sides to twelve inches in the center of the road; and the whole carefully and frequently rolled until it settles into a hard, compact mass. If rock be available, there should be a macadamized foundation, with gravel on top, in which case a lighter dressing of gravel would be needed. Care should be taken to keep the road in good repair for the first year or two, until the gravel forms a sort of conglomerate, through the action of the lime it contains and the elements; after that the repairs needed will be slight.— *Bloomington* (Ill.) *Leader*.

THE Minnesota good roads convention will be held March 31 and April 1. A. B. Choate, one of the leaders of the movement, says: "One of the principal objects of this convention is to impress on our law-makers the need of legislation looking toward the building of permanent roads in the State. It ought to be made a matter of State control by commissioners, such as the dairy business, railroads, and some other matters of even less importance. Something of this sort will probably be recommended by the convention when it meets."

THE Arkansas good roads convention held recently was largely attended and splendid results are expected from it.

THE Good Roads party will carry the elections in all the more-civilized "deestricts."

A ROAD if rightly made will stay made.



CYCLES

The result of scientific development in Bicycle construction of the highest class.

The 20th Century Wheel

O. J. FAXON & COMPANY,

MANUFACTURERS

Established 1850. BOSTON, MASS.

Write for territory. Mention L. A. W. BULLETIN.

"NEGLECT" is the one thing that makes most bad roads bad.

ADAM was the first man, but Macadam stands first as a road-maker.

IF better roads would be of no advantage would worse ones be a disadvantage?

GOOD drainage, top and bottom, will do much toward making a road good and keeping it so.

THE spring rains are near at hand, when farmers will again climb fences to town and back.

EVERY farmer should take "a half day off" and plant trees along his highway. And then look after them.

FIX the road leading past your farm. If it is too much for you to do alone, insist on having the neighbors, the township, or the county assist you.

THE people of Sea Cliff, L. I., are petitioning for a special election to vote on the question of bonding the village for $20,000, with which to make a beginning of a system of permanent street and sidewalk improvement.

GOOD ROADS IN CALIFORNIA.

The State highway commission is personally inspecting the country roads and holding public meetings at the county seats. Commissioners Maud and Irvine visited Ventura, January 17, then drove to this city, and on to Santa Ana, where a meeting was held on the 21st ult., then on to San Diego, where the meeting was called for January 26. Leaving San Diego three days was necessary to reach Riverside, where the meeting was held on January 30th, and the next day at San Bernardino. Then the prairie schooner headed in this direction, where Messrs. Maud and Irvine arrived February 4th. The next day was spent inspecting the suburban highways and looking up the records. After a meeting here on February 6th, the commissioners started on the long drive to Bakersfield in the great San Joaquin valley. Then the route was through Delano (14); Tulare, Visalia, (15); Hanford (17); Fresno (21); Madera (24); Merced (25); Modesto (26); Stockton (27); Sacramento (28).

Commissioner Manson was "doing" north California, while commissioners Maud and Irvine were covering below the Tehachapi. The north California division of the L. A. W. is working constantly with the State, in fact it is expected that the chairman of the highway improvement committee of the L. A. W. in San Francisco will be a candidate for street commissioner of Frisco at the next election. Down here the L. A. W. is doing next to nothing.

It looks now as though work would soon begin on the road between this city and Santa Monica on the proposed boulevard, which was first to be a cycle path. The association formed for the work has already secured by subscription $600.

CHARLES FULLER GATES.

LOS ANGELES, CAL.

THE "Jolliers" cycle club of Ilion, N. Y., assisted by the wheelmen of that vicinity, will soon begin the work of building a cycle path to Utica.

League of AMERICAN WHEELMEN OFFICIAL DEPARTMENT

Boston, March 13. 1896.

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12 PEARL STREET, - - - BOSTON, MASS.

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(COMBINATION BLANK.)

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ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

Cycle Club,.....

References,.....

.....

☞**Write plainly, printing preferred, or enclose personal card.**

(COMBINATION BLANK).

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ABBOT BASSETT, Secretary L. A. W.,
12 Pearl Street, Boston, Mass.

Dear Sir:—I enclose One Dollar for which please renew my membership and subscription to the L. A. W. publication for another year.

Number .....

Date of Expiration .....

Name .....

Street and No. / **or P. O. Box.** \ .....

City ..... **State** .....

City and Division in which my home is and to which I should be attached. \ .....

Bulletin will be stopped at date of expiration.
You have 60 days in which to renew.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

RENEWAL SEASON.

The renewal season is now open and we are ready to receive the annual dues of those members whose membership expires during April.

There may be some delay in issuing the tickets as we are getting up a fine ticket this year and they will not be in hand much before Apr. 1.

We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

TO REGAIN MEMBERSHIP.

The following provision of the L. A. W. Constitution is self explanatory.

Art. III. Sect. 6. A member may renew his membership at any time within sixty days from the date of its expiration by payment of the annual dues of 75 cents. ($1.00 with BULLETIN and GOOD ROADS.) If he shall postpone the payment of his dues beyond the sixty days he shall pay in addition to the annual dues the sum of 15 cents for every month or fraction of a month he is in arrears, except that he shall pay no more than $1.00 in fines for a full year.

Officials and recruiting agents should call this rule to the attention of those who are out of the fold and invite them to return.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2840 may place orders for the bar with their renewals.

LAPEL BUTTON.

We have on sale the official lapel button of the L. A. W. Mailed to the address of any member on receipt of 25 cents. The same button with catch pin for ladies' use, 25 cents.

CAP PIN.

The official cap pin is now on sale. Price thirty-five cents by mail.

PRIZE OFFER TO THE SMALLER DIVISIONS.

Prize. An Eastman No. 4 Folding Kodak, for rectangular pictures, 4x5 inches. Capacity, 100 exposures without reloading. Value, $60. See Eastman catalogue for further description. Will be given to the member of any division, etc., having less than 200 members, April 1, 1896, who sends to this office the largest number of applications for membership from his own division from Apr. 1 to Sept. 7, inclusive. Those who compete for the prize must make claim for record with every application sent in.

ABBOT BASSETT, SEC.

SANCTIONED LOCAL CYCLE EXHIBITIONS.

Albany, Albany County Wheelmen, March 2 to 7.
Brooklyn, Cycle Club of Brooklyn, March 9 to 14.
Cincinnati, Chester Park Athletic Club, March 21 to 28.
Detroit, Detroit Wheelmen, March 11 to 14.
Grand Rapids, Y. M. C. A., first week of March.
Minneapolis, April 6 to 11.
Utica, Wheelway League, March 4, 5, 6 and 7.
Washington, Road Club, March 18 to 28.
Syracuse, Local Board, March 18, 19, 20 and 21.
San Francisco, March 5 to 11, inclusive.

RACING BOARD.

In assuming charge of the racing interests of the country the L. A. W. racing board of '96 asks the co-operation and assistance of every cyclist in the country. We promise absolute impartiality in the enforcement of the rules, both for and against the racing man, and the race promoter. Every honest racer, be he amateur or professional, is entitled to our protection and friendship. We shall enforce the rules to the best of our ability and hope for an active season of clean, honest sport.

The new rules for the government of cycle racing are being prepared rapidly as possible; the principal changes are the abolition of class B, riders formerly in that class having been reinstated by the action of the national assembly. In the amateur class the acts that formerly transferred to class B will hereafter professionalize. No rider may compete for a prize valued at more than $35, or more than 100 miles from home, except within the limits of his own division. Professionals may not compete for a prize greater than $100 except by special permit. Both classes are required to see that every meet at which they ride is sanctioned by the L. A. W. Changes have been made in the fees for sanctions, $25 being the amount for national circuit meets, $10 for open meetings, $2 for athletic meetings scheduling but two events; no fee is charged for closed club or school meets, although it is necessary that same shall be duly sanctioned as heretofore. L. A. W. clubs are exempt from all sanction fees.

Chief consuls are requested to send in recommendations for handicappers for their respective States.

Declared Professional.

J. T. Cox, Mobile, Ala., under clause (b).
W. H. Bowen, Mobile, Ala., under clause (b).

Sanctions Granted.

July 4 — Press Cycling Club, Buffalo, N. Y.
March 26 — Pastime Athletic club, New York.
May 30 — Ithaca Cycle Club, Ithaca, N. Y.
July 4 — Uniontown Athletic Association, Uniontown, Pa.
May 30 — Uniontown Athletic Association, Uniontown, Pa.
July 3 and 4 — West End Wheelmen, Wilkesbarre, Pa.
Feb. 22 — Southern California Intercollegiate Association, Los Angeles, Cal.
Feb. 22 — Company H. N. G. C., Ventura, Cal.
Feb. 22 — Centaur Cycling Club, Santa Maria, Cal.
March 5, 6, 7, 9, 10, 11 — Indoor Bicycle Tournament, San Francisco, Cal.
Feb. 20, Phœnix Carnival Association, Phœnix, Arizona.

Applications for places on the national circuit should be sent in at once to the chairman in order to be considered. The lists will be held open until April 1, after which time no places can be assigned.

Suspended.

Homer Rose, Shenandoah, Ia., for one year from Oct. 4, 1895, for false entry, at Red Oaks, Ia.

Records Accepted.

One-fourth mile, class B, unpaced flying start, by O. L. Stevens, Hedrick, Ia., Oct. 17, 1895, 23⅘ seconds.
One-third mile, class B, unpaced, flying start, by O. L. Stevens, Hedrick, Ia., Oct. 17, 1895, 33⅖ seconds.

Sanctions Granted.

June 25, 26, 27 — Peoria Bicycle Club, Peoria, Ill.
July 3, 4 — Cedar Rapids Cycling Club, Cedar Rapids, Ia.
July 3, 4 — Illinois Cycling Club, Chicago, Ill.

DISTRICT OF COLUMBIA.

I have this day appointed the Ebbett House L. A. W. hotel. Regular rates $4.00 per day. League rates $3.00 per day.

WM. T. ROBERTSON,
Chief Consul District of Columbia Division, L. A. W.
WASHINGTON, D. C., March 6, 1896.

PENNSYLVANIA DIVISION.

Mr. Philip S. Collins, post-office box 1177, Philadelphia, has been appointed secretary-treasurer of this division, vice John J. Van Nort.

SAMUEL A. BOYLE, Chief Consul.

PHILADELPHIA, March 9, 1896.

1700 — MISSOURI DIVISION — 2500.

The following appointments have been made: Chas. Espenschied, representative, 3500 Washington avenue, St. Louis.
Warren B. Hazen, representative, Court House, St Joseph, Mo., vice, J. C. Thompson, resigned.
Alb. A. Harey, local consul at Winston, Mo.
W. H. Inman, local consul at Golden City, Mo.
R. V. Brown, chief consul, at Liberal, Mo.
H. H. Remmert, chief consul at McGirks, Mo.
G. M. Brooks, chief consul at Missouri City, Mo.
W. J. Thomas, chief consul at Ravenna, Mo.
The following St. Joseph local consuls are appointed:
J. E. Eberly, 420 Felix street.
Louis Booth, 420 Felix street.
C. W. Fox, 614 Edmund street.
J. C. McSpadden, 610 Francis street.
Julius Werner, 609 N. 2d street.
Let us all pitch in now to get the 2500.

ROBT. HOLM, Chief Consul.

IOWA DIVISION.

MEMBERS OF THE IOWA DIVISION:

All members desiring to avail themselves of the offer made to pay members of this division $25 for the loss of wheel if stolen and not recovered within 60 days must sign the contract now prepared and in my hands to be executed. Enclose a two-cent stamp with your application and give me the following information: First, Name of the maker and name of your wheel. Second, Number. Third, Model. Fourth, Kind of tires. Fifth, Condition. Sixth, Length of time in use. Upon receipt of this information I will fill out contract, record, and send same to address.

A. C. MILLER, Sec'y-Treas.,
Iowa Division, L. A. W.

MASSACHUSETTS CLUB REPRESENTATIVE.

Blue Hill Wheelmen, No. 656, of Dorchester, Mr. Geo. H. Hall, Jr.
Feb. 4, 1896.

A. D. PECK, Sec'y Treas.

MISSOURI DIVISION.

St. Louis Local Consuls.

A. L. Jordan, 1431 Washington ave.; E. A. Grath, 210 N. Broadway; R. L. Hill, 608 N. 4th st.; W. C. Wicke, 306 N. 4th st.; Tom Coburn, 420 N. 4th st.; A. J. Venz, 310 N. 4th st.; W. P. Laing, 2100 Washington ave.; H. A. Canfield, 421 N. 7th st.; A. A. Knight, 311 N. 14th st.; Richard Hurck, 2304 Olive st.; B. F. Horton, 3100 Olive st.; C. L. Carter, 302 N. Grand ave.; A. H. Woods, 1010 Pine st.; E. Hendrich, 1010 Pine st.; E. L. Morgan, 1111 Olive st.; O. G. Bantley, 1111 Olive st.; F. W. Hitchings, 1307 Washington ave.; B. F. Shepherd, 1326 Washington ave.; J. H. Blackman, 523 Locust st.; J. P. Fogarty, 817 Pine st.; A. A. Hart, 1013 Olive st.; P. G. Forvar, 3528 Easton ave.; J. C. Weidner, 1700 Morgan st.; J. H. Cornelison, 304 N. 3d st.; Geo. M. Huston, 617 Olive st.; Julius A. Raabe, 1021 S. Broadway; Chas. H. Thuner, 2124 S. Broadway; Louis J. Finot, 2820 Lafayette ave.; A. Kustzeburn, Jr., 410 N. Broadway.

Applications for appointment as ward consuls in St. Louis will now be received. We have twenty-eight wards and want a hustler in each to look after L. A. W. affairs. Twenty cents commission paid for every new member and a neat local consul badge is furnished to all local consuls free, who send in five members. To all other local consuls the price is fifty cents. Handsome local consul signs furnished to cycling agencies. Also hangers with application blanks attached. Local consul's personal cards and note heads furnished for twenty-five cents per 100 each.

ROBT. HOLM, Chief Consul.

ST. LOUIS, Feb. 24, 1896.

INDIANA DIVISION.

Special Notice.

We must have more members *quick*. Each one of us has simply got to get right down and dig between this and next Saturday, March 21. Send in just as many applications to Secretary Bassett, Boston, as you possibly can get. Mail them so as to reach him not later than Monday the 23rd, if you can, in order to have the greatest possible number of names appearing in BULLETIN of March 27, which issue closes the current quarter of the year. Very anxious indeed to make the best possible showing by April 1.

Don't stop to think how many *ought* to join but get after *one* and get him or her, then button hole another and keep it up, stick to them. Remember that our new road book will be sent FREE to each *member* of this division, new and old alike, also keep in mind some of the other advantages, detailed touring information, Indiana League hotels, League protection to members, and, most important of all, the fact that the L. A. W. is working night and day for good roads throughout this country.

MARO R. THOMPSON, Chief Consul.

INDIANA APPOINTMENTS.

The following have been appointed local consuls at points named: Mr. Harry McKee, Sullivan, Mr. C. F. Kinney, Angola, Mr. E. E. Katterhenry, Huntingburg, Mr. Louis Imandt, Washington, Mr. Chas. E. Lacey, Crawfordsville, and Prof. Victor H. Nulle, Anderson.

I hope members at each of these points will do all in their power to aid their local consul in the work of building up a large membership list. Hustle is the word now and keep at it. All local consuls will be kept supplied with printed matter pertaining to division work.

MARO R. THOMPSON, Chief Consul.

INDIANA DIVISION.

Publications Bureau.

Mr. Wallace Sherwood, 27½ South Delaware st., Indianapolis, has been appointed chief of publications bureau and will have the management of that portion of the division work. All correspondence relative to the good roads question or of cycle paths should be addressed to him in order to save delay.

MARO R. THOMPSON, Chief Consul.

Quarterly Review.

Believing a brief resume of division work since Dec. 1, 1895, will interest members, we present same herewith for the perusal, comment, and criticism of each member. While the present board of officers were supposed to have taken office on the 1st of last December it was not until some three weeks later that this was accomplished. The delay was unavoidable.

The first question taken up was the road book, as we felt it was *the* thing needed by our members. At that time it seemed almost hopeless to attempt getting one out for the riding season of 1896, but we feel perfectly safe in making the assertion that the book will be sent (free) to each member of the Indiana division about April 1. As a rule, road books are generally sent out from six months to a year later than was planned. In this respect the Indiana division can confidently look forward to breaking a record. The road map (in five sections), that is bound in this book, has been proven to be the most accurate ever published of the State.

In the matter of membership the division is taking rapid strides. The outlook in this direction gives us great satisfaction. Our membership, up to and including L. A. W. BULLETIN issue of February 28, shows a gain of a little over 28 per cent. We have, in the past month, worked up and received memberships from half a dozen towns not hitherto represented on the League roll. Our next report will show a number of L. A. W. clubs organized in different parts of the State.

In the matter of League hotels and of local consuls comparatively little *final* action has been taken. The reason being that the very best hotel in each city and town and the most suitable man for the position of local consul was desired in each instance, and it takes quite a good deal of time to reach a decision upon such matters. The next six weeks will show the results of work that has been done all over the State in this line. There have been thirteen local consuls appointed and six League hotels in addition to what we already had. In this connection will say that once a month, or at least every six weeks, a revised and complete list to date of all League hotels and local consuls will be published and sent to each member in the State.

We have sent out a very considerable amount of L. A. W. matter to the newspapers of the State, and it is gratifying to note the responses obtained. It is evident that the Indiana press is for "Good Roads" first, last, and all the time.

Our bureau of publications is now in operation. As stated before this department of the division work will be self-sustaining. Our first issue from the bureau was the folder "Benefits of a Membership in the Indiana Division L. A. W." Fifteen thousand of these were issued and the way they are going makes it probable that we shall have to issue a second edition. The next matter that will be sent out will be a folder on "Side Paths," by Mr. Wallace Sherwood, chief of the publications bureau. This is quite an exhaustive article on this interesting and timely subject, and it will be sent to each member. The other publications that will be gotten out by this bureau will be outlined and notice given of them in these columns from time to time.

In conclusion I wish to urge every member of the Indiana division to take a personal interest in the work of gaining new members. Get outsiders interested, talk League work over with your friends and do your part in assisting us to reach the three thousand mark. Bear in mind that every member gained is so much added to our working force. Everyone acknowledges that Indiana will soon be in the front rank, but what we are after is to get there just as quickly as possible. There is nothing at all to prevent our having over seven hundred members by April. See that each one of your friends and acquaintances has a copy of our recruiting matter and the necessary application blanks. Secretary-treasurer Mueller will be only too glad to supply anything needed in this line.

MARO R. THOMPSON, Chief Consul.

INDIANAPOLIS, March 5, 1896.

NEW JERSEY DIVISION.

The new road book in course of preparation by this division will be one of the finest road books ever published in the United States. It will contain the maps in slightly reduced form but arranged the same as in previous years, every copy bound, and in addition will contain one hundred and twenty-five pages of the more popular routes in every section of the State. Many of the tours arranged in this tabulated form will run into the adjoining States of New York and Pennsylvania. Wherever a road is not covered by the tabulated form of routes reference to the maps will surely find it, and give the grade and condition of the road as complete as can be. This will be a great year for the New Jersey division. It is the express wish of all the officers that the division, at least, double their membership before next October.

Do your share. The list premiums are well worth the slight trouble to secure new members. Don't forget that every new member is entitled to the new road book and it will be mailed as soon as the applicant's name appears in the BULLETIN.

JAMES C. TATTERSALL, Sec.-Treas.

NEW JERSEY DIVISION.

Premiums for Membership.

Members having joined since March 1, will not receive their road books till the new book is out which will be in the neighborhood of April 15.

The supply of the last edition of the book, in map form, unbound, is exhausted and the new book will be mailed as soon as received from the printer.

Members preparing routes and securing other information will kindly address the Secretary of the division as soon as possible, in order that there will be no further delays in publishing the new book.

There is about seventy-five copies of the old road book left in the hands of the secretary. These books have been given as premiums for three new members, in order to dispose of them, a copy will be given to every member securing two new members until the supply is exhausted.

Premiums.

Any member of the division securing three new members, residents of this State will be given a bound copy of the new road book free. Cap pins and lapel buttons are also in the engravers hands and will be ready in two weeks. The former will be given to any member securing two new members and the latter for one new member. They are beautifully decorated and inscribed, "New Jersey Division" with the L. A. W. emblem in the centre. Forward all applications where premium is desired to the secretary and carefully state which premium you are working for.

JAMES C. TATTERSALL, Sec.-Treas.

TRENTON, N. J.

KANSAS DIVISION.

List of League Hotels.

Place.	Name.	Rate Per Day.	Single Meals.
Abilene,	Central Hotel,	$1 and $1.25	25 cents
Atchison,	Byram Hotel,	$1.50	
Beloit,	— Avenue hotel,	1.50	35 "
Chanute,	Oriental Hotel,	1.50	40 "
Cottonwood Falls,	Grand Central Hotel,	1.00	25 "
Emporia,	Hotel Whitley,	1.50	40 "
Fort Scott,	Hotel Huntington,	1.25	35 "
Girard,	Hotel Cadwell,	1.00	35 "
Great Bend,	Hotel Greene,	1.40	35 "
Hiawatha,	Whites Hotel,	1.00	25 "
Highland,	Wildey House,	1.25	25 "
Horton,	Hotel Grand,	1.50	40 "
Humboldt,	Nickel Plate Hotel,	2.00	50 "
Hutchinson,	Midland Hotel,	1.75	50 "
Junction City,	Bartell Hotel,	1.50	40 "
Kansas City,	Allmon House,	1.25	25 "
Lawrence,	Eldridge House,	1.50	35 "
Leavenworth,	National Hotel,	1.50	35 "
McFarland,	Denver House,	1.00	25 "
McPherson,	Keen Hotel,	1.00	25 "
Meade,	DeCow Hotel,	1.00	25 "
Mound Ridge,	National Hotel,	1.00	25 "
Neodesha,	Hotel Houston,	1.50	35 "
Newton,	Clarks Hotel,	1.50	50 "
Olathe,	Avenue House,	1.50	35 "
Osage City,	Everest Hotel,	1.25	35 "
Oskaloosa,	Jefferson House,	1.50	40 "
Oswego,	Oswego House,	1.50	35 "
Ottawa,	Centennial Hotel,	1.50	35 "
Parsons,	Matthewson House,	1.50	40 "
Pittsburg,	Hotel Stillwell,	1.50	40 "
Pleasanton,	Commercial Hotel,	1.40	35 "
Rossville,	Union House,	1.00	25 "
Salina,	National Hotel,	1.50	40 "
Tonganoxie,	Elliott House,	1.00	25 "
Topeka,	Copeland Hotel,	2.00	50 "
Valley Falls,	Hilyer House,	1.50	35 "
Walnut,	Traveling Men's Home,	1.50	40 "
Wamego,	Ames Hotel,	1.50	35 "
Wichita,	Hotel Carey,	2.00	50 "
Winchester,	Central Hotel,	1.00	25 "

W. W. WEBB, Chief Consul.

KANSAS DIVISION.

Local Consuls.

Chief Consul W. W. Webb, of the Kansas division L. A. W., has announced the appointment of local consuls for Kansas as follows:

Atchison, W. C. Walker and Louis Widmeyer.
Abilene C. A. Snider and E. H. Forney.
Armourdale, George Griffith.
Beloit, T. H. Kiniry.
Cawker City, V. B. Tulane.
Chanute, George H. Miller and M. J. Cunningham.
Claflin, G. A. Dusenbury.
Concordia, J. R. Elliott.
Corwin, Eugene A. Kelly.
Dodge City, Aubert Wells.
Emporia, Dr. E. W. Wagoner, E. A. Garlick, C. S. Davis and Chas. Harris.
Erie, J. Foster Allen.
Fort Scott, D. E. Myers.
Frankfort, E. C. Dunham.
Girard, Arthur H. Shafer.
Great Bend, C. L. Zutavern.
Hiawatha, J. P. Drake.
Highland, J. S. Bayless.
Horton, I. M. Reeve.
Humboldt, Jesse Barker.
Hutchinson, Miss Grace McElroy and O. K. Leigh.
Junction City, Thos. York.
Kansas City, H. L. Anton, E. G. Criswell and Chas. B. Walker.
LaCygne, H. C. Robinson.
Lawrence, Rob C. Manley.
Leavenworth, H. Flynn, George W. Combs and A. M. Bain.
Manhattan, John Purcell.
McFarland, F. R. Miller.
McPherson, John D. Milliken.
Meade, F. G. Hamilton.
Midway, Chas. C. Nicholas.
Mound Ridge, Miss Anna B. Kastner.
Neodesha, Robt. P. Carpenter.
Newton, F. D. Tripp and Harry C. Clark.
Olathe, Bert Hackett.
Oneida, Elmer B. Moore.
Osage City, Andy J. Lundien.
Oskaloosa, F. A. Goldman.
Oswego, N. R. Heath.
Ottawa, J. N. Conard.
Oxford, Chas E. Bay.
Parsons, Miss Florence Shellabarger and Kirby Barton.
Pittsburg, A. E. Maxwell.
Pleasanton, J. H. Leighty.
Reno, J. H. Dreisbach.
Rossville, A. W. Gabbey.
Salina, Ed. M. Geis, Joe Ollinger, L. C. Staples and John Stockenberg.
Seneca, Frank Greenwood.
St. Mary's, W. F. Jarvis.
Tonganoxie, D. K. Dreisbach.
Topeka, Mrs. C. S. Sutton, Miss Bessie Buhre, H. G. Lescher, J. R. Doncyson, Guy Hagar, E. C. Lacy, O. S. Townsend and L. B. Wyman.
Tribune, W. M. Glenn.
Valley Falls, D. F. Plazzek.
Walnut, Geo. Goff.
Wamego, Fred L. Baker.
Wichita, M. H. Burt, I. F. West and Chas. E. Sharp.
Williamsburg, J. R. Finley.
Winchester, F. C. Matthews.
Winfield, Geo. Maxwell.

The duties of a local consul are embodied in Section 4, Article I, of the by-laws of this division, which is as follows:

"The consuls shall acquire and give any information as to roads, hotels, laws and other matters of interest in their localities to members of the League calling upon them in person or by letter; keep their State officers informed from time to time by report; perform such duties as the latter may require of them, and generally promote the interests of the League and its members.

They shall recommend to the chief consul such hotels in their vicinity as they may wish to have appointed League hotels, giving rates, etc., on blank agreement which this officer furnishes.

Consul's term of office shall expire June 30, of each year, but they may be removed for cause by the chief consul, whose lieutenants they shall be considered."

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, March 13, 1896.

Total, 573—42,164.

Arizona, 1 + 2 = 159

Unattached

94,601 Jones, M. H. — Nogales

Arkansas, 6 — 253

P. B. C. & G. R. C.

94,602 Hearn, W. D. — Pine Bluff
3 Mills, A. W., box 33 — "
4 Sheppard, E. A., Walnut and West 2nd ave — "

Unattached

5 Perry, A. D. — Dardanelle
6 Clark, A. E., 515 Main st — Little Rock
7 Williams, W. J., box 87 — North Little Rock

Colorado, 2 — 675

Unattached

94,608 Old, John W. — Georgetown
9 Wynns, Fred G. — "

Connecticut, 6 — 990

Pequot W. C.

91,610 Ewald, Simon L., box 853 — New London

Unattached

91,611 Case, John E., Jr. — Avon
2 Neilan, Edw. S., 158 State st — New London
3 Friedel, Anton C., box 206 — Collinsville
4 Kouold, Fred W., box 334 — "
5 Hammond, O. H., box 707 — Torrington

District of Columbia, 2 — 101

Unattached

94,606 Gabriel, Eugene, 704 7th st N. W. — Washington
7 Reuter, Fritz, 4½ and Pa. ave — "

Illinois, 25 + 1 = 1911

Peoria B. C.

91,618 Augier, A. C., 1201 Jefferson ave — Peoria
9 Benton, W. M., 205 No. Madison st — "
620 Clark, Robert D., 113 High st — "
1 Culter, H. G., 900 No. Monroe st — "
2 Davey, Nicholas, 106 No. Bluff st — "
3 Franks, Gerald, 723 Fayette st — "
4 Hall, Darius D., 1222 Main st — "
5 Kesling, L. W., 462 Main st — "
6 Lane, G. W., 718 Fifth ave — "
7 Oden, C. V., 813 Main st — "
8 Robison, Chas. W., 623 Moss ave — "
9 Simpson, R. W., 515 7th ave — "
630 Wyatt, Walter, 818 Fayette st — "

Unattached

1 Eldredge, J. W., box 192 — Belvidere
2 Coombs, Albert B., 1273 W. Polk st — Chicago
3 Mannix, John M., 1275 W. Polk st — "
4 Milne, William, *Times Herald* — "
5 Perkins, Charles M., 9320 Lyons ave — "
6 *Pope, Miss Nellie*, 7020 Bond ave — "
7 Taylor, Fred M., 1296 Ravenswood Park — "
8 Herrington, D. E. — Hebron
9 Skidmore, Geo. — Fort Sheridan
640 Basye, A. A. — Highland Park
1 Evans, A. — "
2 Clapp, John M. — Jacksonville

Indiana, 44 — 363

H. C. C.

91,643 Kindler, Andy E., Jr., 89 Jefferson st — Huntington
4 Sessions, R. N., 72½ No. Jefferson st — "

White C. C.

5 Dinges, Henry W., 38 Hoshrook — Indianapolis

Valpo C. C.

6 McCallum, S. M., 13 E. Main st — Valparaiso

Jeffersonville B. C.

7 Benner, G. W., 256 E. Maple — Jeffersonville
8 Bamber, A. H., City Hall — "
9 Carr, Silas, Jr., box 7 — "
650 Cisco, Capt. Wm., Spring st — "
1 Driscoll, E. A., Meigs ave — "
2 Fry, John R., Spring st — "
3 Guy, Nathan H., 77 Spring st — "
4 Graham, O. P., M. D., 137 Spring st — "
5 Heaton, H. E., 155 Front st — "
6 Hassan, Walter B., Spring st — "
7 Hicks, David L., 106 W. Courtland — "
8 Hartwell, N. B., 98 Spring st — "
9 Howes, Jarves M., 81 Spring st — "
660 Lindley, Thos. J., Front st — "
1 Liebel, Geo. J., 96 Spring st — "
2 Leap, Charlie H., 31 Ind. ave. — "
3 Myers, Claud S., 219 E. Market — "
4 Neely, C. D., 127 E. Market st — "
5 Ogden, W. E., 79 Spring st — "
6 Peel, Chas. C., 89 Pearl st — "
7 Perry, T. W., 81 Spring st — "
8 Piers, Al., Market and Fort — "
9 Pfau, Clarence, 105 W. Market — "
670 Rader, Thos. B., Spring st — "
1 Rosselle, Louis O., box 218 — "
2 Reed, J. V., Maple st — "
3 Rave, Herman, Clark Co. — "
4 Schrodt, W. W., Jr., 23 W. Maple — "
5 Spieth, Adam, Jr., 15 Spring st — "
6 Wilson, Fielding L., 110 Maple st — "
7 Willey, Frank R., Spring st — "

Unattached

8 Riddell, T. M. — Brazil
9 Enlenstein, Alvin — Huntingburg
680 Rothert, Hugo C. — "

Huntington C. C.

1 Merritt, James S., 111 Warren st — Huntington
2 Brant, C. E. — La Grange
3 Show, E. C. P. — "
4 O'Leary, Bert, 1314 No. Delaware st — Indianapolis
5 McNay, John W. — Valparaiso
6 McLellan, J. W. — "

Iowa, 35 — 883

B. C. C.

94,687 Lewis, J. O. — Britt
8 Vickerman, A. T. — "

Bohemian B. C.

9 Mittvalsky, Frank S., care City Nat'l Bank — Cedar Rapids

Cedar Rapids

690 Allen, F. A., 221 1st st — Cedar Rapids
1 Franchert, A. O., care The Fair — "
2 Jackson, W. H., City Nat'l Bank — "

Cap. City B. C.

3 Bolton, R. P., 710 East 5th — Des Moines
4 Camp, F. J., 1312 East 12th — "
5 Kizer, J. W., 1211 Lyon — "
6 Trotter, J. E., 704 Centre — "
7 Ward, Milo W., 1305 East Grand ave — "

D. M. W. C.

8 Devin, S. H., 521 Walnut st — Des Moines
9 Morgan, A. M., Equitable bldg — "

O. B. C.

700 Hinsey, Joe, W. Mill st — Ottumwa

Winterset C. C.

1 Horn, Chas. C. — Winterset
2 Schwaner, J. E., box 104 — "
3 Wilson, H. R. — "

M. B. C.

4 Brown, Elvin D., box 267 — Marengo
5 McKnight, R. W. — "
6 Wright, H. C. — "

Unattached

7 Dimmitt, Geo. M., 507 Mulberry st — Des Moines
8 Johnson, Frank E., 719 East 5th st — "
9 *Longwell, Laura Mae*, 1303 Locust st — "
710 Peirce, Willard, 1112 High st — "
1 Price, Paul L. — Indianola
2 Marshall, Thos. E., 123 E. College st — Iowa City
3 Eddy, Ellsworth E. — Ladora
4 Cook, C. M., 500 No. 1st ave — Marshalltown
5 Ingraham, Chas., 513 N. Centre st — "
6 Campbell, Jas. A., West 2d st — Ottumwa
7 Lewis, R. S., Ketchum Hotel — Marengo
8 Sherlock, Dr. P., box 36 — Martinsburg
9 Newell, Fred M., box 10 — Russell
720 Bare, Benj. F. — Winterset
1 Cooper, W. S. — "

Kansas, 12 — 492

O. B. C.

94,722 Montgomery, W. B. — Oswego

Spinning Spinsters

3 *Smith, Stella*, 1535 Van Buren — No. Topeka

Salina B. C.

4 Lutt, Wm. — Salina

Unattached

5 Lower, Arthur J. — Herington
6 Reginer, A. B., Main st — "
7 Chamberlain, G., 1 No. Main st — Hutchison
8 Hellawell, W. B., 20 West Sherman — "
9 Tewksbury, W. B., 27 No. Main st — "
730 Fox, L. E. — Marysville
1 Phillips, Duff G. — Roland
2 Jamison, R. K., Tax Dept. A. T. and S. F. — Topeka
3 Wolff, C. A., 114 East 6th st — "

Kentucky, 9+6 = 522

D. B. C.

94,734 Frohman, J. L. — Danville

G. C. C.

5 Thompson, S. Ed., 305 No. Broadway — Georgetown

Shawnee B. C.

6 Richter, E. G., 317 W. Market — Louisville

Unattached

7 Price, A. B. — Ghent
8 Rowland, E. S. — Danville
9 Rees, Dr. B. G., 304 W. Walnut st — Louisville
740 Altman, Morris A., 720 1st st — "
1 Hermany, Chas. S., 1216 4th ave — "
2 Bushaw, John D., 529 3d st — "

Maryland, 28 — 758

Park C. C.

94,743 Goldsborough, Chas., Jr., 41 So. Gay st — Baltimore

Century C. C.

4 Moore, Lewis H., 1817 W. Lanvale st — Baltimore
5 Wirth, Joseph, 118 S. Castle st — "

Balto C. C.

94,749 Beveridge, A. W., 862 N. Howard — Baltimore

Y. M. W.

7 Brinkman, G. C., 301 N. Charles st — Baltimore

Unattached

8 Babcock, Rev. M. D., 1316 Park ave — Baltimore
• Goldsborough, Wm. F., 41 So. Gay st — "
750 Kraft, Geo. A., 304 No. Charles st — "
1 Nicholson, Robert M. J., 1711 W. Hollins st — "
2 Nelker, Robert G., 2510 Francis — "
3 Savage, Chas. E., 1009 Eustis pl — "
4 Stinson, Edward, 800 Harlem ave — "
5 Sharrer, Chas. T., 304 No. Charles st — "
6 Ulman, Jacob A., 18 E. Lafayette ave — "
7 Worthington, Frank H., 1113 No. Charles st — "
8 Cuttle, Geo. E., Corn and Flour Exchange — "
9 Davis, J. Edwin, 702 Fidelity bldg — "
700 Davis, W. W., 118 East Balto st — "
1 George, Josias J., 443 North st — "
2 Meares, Rev. A. De R., 1006 Potomac st — "
3 Reisinger, Wm. A., 1504 W. Mulbery st — "
4 Sloan, Robert N., box 908 — "
5 Siegmund, Charles E., 1918 Wilkins ave — "
6 Taylor, George A., 2114 No. Charles st — "
7 Diggs, R. H., 704 Reservoir st — "
8 Gilbert, A. Frank, 513 E. Falls ave — "
9 Shafer, C. F., Jr. — Laurel
770 Wilson, John H. — Sykesville

Massachusetts, 60 + 1 = 6229

Boston Coll. A. W.

94,771 Hennessy, James A., 111 Pembroke st — Boston

Boston W.

2 Cook, Ernest P., 220 Prospect — Cambridgeport

Woodbridge B. C.

3 *Holmes, Ida B.*, 60 Beach st — Somerville

Hyde Park C. C.

4 Hampel, Albert E., Hyde Park ave — Hyde Park
5 Howe, Wm. K., Everett sq — "
6 Milne, James D., 55 Neponset ave — "
7 Titcomb, Frank G. — "

Conn. Valley W.

8 Howard, J. W., 818 State st — Springfield
9 Howard, Clarence E., 818 State st — "

Warren B. C.

780 Atwood, Frank L., box 603 — Warren

W. B. C.

1 Pollock, Geo. N., box 105 — Whitinsville

Dedham C. C.

2 Baron, Charles A., 87 Milk st — Boston

Unattached

3 Wilson, Howell F. — Ballard Vale
4 Atwood, Herbert L., 64 Regent st — Boston
5 Baer, Julius L., box 3586 — "
6 Brett, Thomas W., 44 High st — "
7 Cadogan, John R., 611 Washington st — "
8 Carr, M. B., 430 Albany st — "
9 Cushnie, John H., 12 Winchester st — "
700 Arnold, Ralph W., Washington st — Braintree
1 Sims, W. H., box 44 — Boylston
2 Kingsley, A. E., Jr. — Brookline
3 Lee, J. C. — "
4 Boyden, J. P., 86 Brook st — Cambridgeport
5 Duffy, Henry J., 30 Hancock st — Cohasset
6 Nichols, Edward, Ripley Road — Concord Junction
7 Russell, Winslow, box 75 — East Cambridge
8 Hansis, George, 117 Otis st., rear — Everett
9 Hastings, W. F., 14 Green st — "
800 Gale, Frank B., 91 Main st — Fair Haven
1 Forrest, Walter S., box 214 — "
2 Whiting, Elisha S., Jr., box 324 — Haverhill
3 Gage, Frank E., P. O. — Hingham
4 Shaw, J. W. — Lowell
5 Holden, Geo. B., 284 Wilder st — Mattapan
6 Cobb, Marston I. — Milford
7 Spaulding, Hartwell B., 16 Church st — "
8 Munger, Wm. F., 60 So. Main st — New Bedford
9 Nye, George H., 323 Cottage st — "
810 Bentley, Thomas, 345 Sawyer st — "
1 Winslow, J. A., 315 County st — Newton
2 Smith, Sydney R., 124 Hunnewell ave — Newtonville
3 Hall, Geo. P., Brooks ave — Rock Bottom
4 Gleason, Chas. W. — Roxbury
5 Fowler, William R., 645 Shawmut ave — "
6 Halladay, Henry G., 74 Cedar st — "
7 Hale, Gordon, 31 Wenonah st — "
8 Marston, John M., Jr., 68 Zeigler st — "
9 Marston, Chas. W., 68 Zeigler st — "
820 Tucker, Frank S., 42 Marcella st — "
1 Dickey, A. R., 87 Clifton st — "
2 Rich, Clarence A., 36 Burgess st — "

94,823 Little, Fred O., 16 James st — Somerville
4 Owen, J. W., 12 Wheatland — "
5 Tourtellot, A. P., box 123 — Warren
6 Montgomery, Parker L., 50 Elm st — Westfield
7 Entwistle, E., 7 Chelsea — Worcester
8 Palmer, Frank E., 1 Lake View st — "
9 Shore, James, 43 Richard — "
830 Stanton, Daniel, 10 Princeton — "

Michigan, 2 — 707

Unattached

94,831 Wood, W. A. — Augusta
2 Peck, Percy, 67 Sheldon st — Grand Rapids

Minnesota, 5 — 269

Unattached

94,833 Roberts, Wm. F., 312 14th ave No. — Minneapolis
4 Ainsworth, S. A., 301 Guar. Loan Bldg. — "
5 Heath, H. H., 719 University ave, S. E. — "
6 Hull, Louis K., 303 Globe Bldg. — "
7 Rand, L. S., 919 So. 10th st — "

Missouri, 18 — 1,712

Century R. C.

94,838 Ryder, M. G., 1920 Morgan st — St. Louis

Unattached

9 Drosenbach, J. E. — Clayton
840 Case, Willard, 413 Francis st — St. Joseph
1 Watkins, Grant S., 413 Francis st — "
2 Barlow, Geo. D., 4246 De Sota ave — St. Louis
3 Bemis, Judson S., 3514 Morgan st — "
4 Beins, E. W., 2936 Renssellar — "
5 Coldewe, Wm. C., 2802 Arlington ave — "
6 DeStaebler, Roy, 706 Euclid ave — "
7 Douglass, A. G., 1205 Union Trust Bldg. — "
8 Garneau, H. C., 1612 Wash. ave — "
9 Higham, Chas. C., 809 No. Garrison ave — "
850 McGann, Geo., 3134 Sheridan ave — "
1 McLagan, Geo. B., 4246 De Sota ave — "
2 Morton, I. W., 49 Vandeventer pl — "
3 Poepping, Henry N., 6220 Mich. ave — "
4 Schmidt, Rob., 1915 Sidney — "
5 Tompkins, Wm. M., 715 Union Trust Bldg. — "

Nebraska, 24 — 304

Oriental C. C.

94,856 Farnsworth, L. T., 805 W. 3rd st — Grand Island
7 Rogers, J. J. — "
8 Reynord, S. B. — "
9 Sterne, A. W. — "

Pukwana C. C.

800 Fritz, H. A. — Grand Island

Union Pac. W. C.

1 Cone, Geo. H., U. P. Hdqrs. — Omaha
2 Newlean, J. W., U. P. Hdqrs. — "
3 Hills, F. W., U. P. Hdqrs. — "
4 Rhoades, Ira O., U. P. Hdqrs. — "

Tourist W.

5 Black, Edward, 1517 Capitol ave — Omaha
6 Burgess, Wilbur L., 313 So. 15th st — "
7 Foster, C. M., 1601 Howard st — "
8 Hartry, H. C., 315 No. 16th st — "
9 Marsh, L. A., 617 No. 17th st — "
870 Mickel, Geo. E., 323 So. 15th st — "
1 Walter, Ben, 502 N. Y. Life Bldg. — "

O. W. C.

2 Deright, J. J., 1116 Farnam st — Omaha

O. L. W.

3 East, Arthur, 1015 Farnam st — Omaha

Unattached

4 Hastings, M. L. — Central City
5 Branders, Hugo, Boston Store — Omaha
6 Farnsley, E. H., Boston Store — "
7 Stewart, H. C., 315 North 16th st — "
8 White, J. H., 2803 Woolworth ave — "
9 Marzic, Geo. A., 323 North 16th st — "

New Hampshire, 1 — 278

Leo C. C.

94,880 Mann, Chas. F., High st — Hinsdale

New Jersey, 23 + 1 = 2,641

Unattached

94,881 Gallaway, A. W., Blackwell st — Dover
2 Brooks, Chas. P., 12 Baldwin st — East Orange
3 Powles, Edw. C., 63 Hawthorne ave — "
4 Rogers, F. M., 86 Halsted st — "
5 Spengeman, Harry H., 7 Madison ave — Jersey City
6 *Pearson Miss J. E.*, 55 Madison ave — "

94,887 Drake, Charles V., box 20 — Lorraine
8 Godilot, J. F., 121 South Mountain ave — Montclair
9 *Draper, Miss R. B.*, 296 Bloomfield ave — "
890 *Draper, Miss Ruth C.*, 296 Bloomfield ave — "
1 Harrison, G. B., Grove st — "
2 Spencer, A. G., 55 Park st — "
3 Wood, Thos., Label st — "
4 Smith, Stanton M., 82 Union st — "
5 Bedell, Alfred C., 140 Clinton ave — Newark
6 Decker, Walter S., 26 Cottage st — "
7 Haselmeyer, Wm., 16 Sydney pl — "
8 Chur, H. G. — Nutley
9 Tostevin, P. L. P., 261 Lincoln ave. — Orange
900 Hartig, Geo., 113 Dayton ave — Passaic
1 Jewett, E. W. — "
2 Anderson, Frank, 29 Temple st — Paterson
3 Boschen, Gus. — Rahway

New York, 146 + 2 = 11,048

K. C. W.

94,904 *Donohue, Augustine H.*, 5 Hansom pl — Brooklyn

Brooklyn B. C.

5 Melvin, Edwin, 144 Park pl — Brooklyn

Gilbert W.

6 Brennan, J. Augustus, 280 Bridge st — Brooklyn
7 Jones, Fred W., 382 Pearl st — "

A. Co. W.

8 Jordan, R. D. — Friendship

Greene W. C.

9 Bryant, Courteney S. — Greene
910 Cornell, Chas. H. — "
1 Daniels, George R. — "
2 Ireland, Herbert A., box 180 — "
3 Ireland, Frank L., box 180 — "
4 Johnson, Geo. D., M.D. — "
5 Lawton, Henry, box 131 — "
6 Page, Geo. L. — "
7 Rogers, Rev. Alex H. — "

Michaux Cycle Club

8 Allen, William, 59 Wall st — New York
9 *Allen, Mrs. William*, 10 West 30th st — "
920 *Chapin, Mrs. Walter S.*, 142 East 40th st — "

Riverside Wheelmen

1 Eick, Wm. J., 381 Broome st — New York
2 Fowler, E. V., 118 West 97th st — "
3 Fowler, Arthur, 214 West 107th st — "
4 Lynch, Peter, 200 Waverly pl — "
5 O'Connor, Chas., 54 West 58th st — "
6 Ondrak, J. A., 113 East 31st — "
7 Prior, George B., 120 and Boulevard — "
8 Schneider, Wm., 148 Spring st — "
9 Stilger, A. E., N. R., Savings Bank — "
930 Tisue, Gaston, 433 West End ave — "
1 Winrow, Jas., 230 West 104th st — "

Monarch W.

2 Hiers, Wm. F., 740 East 140th st — New York

Century C. C.

3 Vagal, Joseph A., 17 S. Hamlert st — Poughkeepsie

P. C. C.

4 Haight, W. D., 12 Liberty st — Poughkeepsie

S. C. W.

5 Botham, Clarence E., 214 Clinton st — Schenectady
6 Haight, Edw. L., Wall st — "

R. Co. W.

7 Henderson, H. C., care of Peterson & Packer — Troy
8 Hoffman, F. P., 10 Broadway — "
9 Jackson, James J., F. W. Sim & Co. — "
940 McCorkel, Celphas B., 210 8th st — "
1 Thompson, Fred G. — "

Unattached

2 Jones, J. C., box 49 — Akron
3 Battershall, Fletcher W., 105 State st — Albany
4 Bumpelly, John H., 7 Elk st — "
5 Harvey, John J., 342 Hamilton st — "
6 Haus, Jos. E., 85 Elm st — "
7 Mather, Adrian W., 403 Broadway — "
8 Dean, Harry C., 147 Franklin st — Astoria
9 Carnochan, H. N. — Avoca
950 Smith, Homer R. — "
1 Ostrom, Earl D., 8 McDonald ave — Binghamton
2 Southworth, H. W., 180 Hawley st — "
3 Welden, B. F., 3 Front st — "
4 Heayt, George, Hotel Bennett — "
5 Bayles, Havens B., M. D., 442 Ninth st — Brooklyn
6 Bigelow, Geo. W., 6 Van Sicklen ave — "
7 *Bigelow, Miss Jessie L.*, 6 Van Sicklen ave — "
8 Cushman, Eugene, Greenwood cemetery — "
9 Iddings, Chas. F., 26 S. Portland ave — "
960 Griffin, Chas. L., 590 McDonough — "
1 Howard, Jno. T., 50 Montgomery pl — "

94,962 Niper, Wm. D., 232 Lincoln pl — Brooklyn
3 Quintana, John M., 52 South 10th st — "
4 Rushmore, J. C., 470 Washington ave — "
5 Schermerhorn, Edwards F., 183 Prospect pl — "
6 Stevenson, T. H., 88 Moffat st — "
7 Sokol, Vincent F., 277 48th st — "
8 Bahrenburg, Henry W., 1078 Bedford ave — "
9 Brady, P. J., 180 McDonough — "
970 Crowell, Wm. W., 162 Bergen st — "
1 Donahue, Avon A., 241 44th st — "
2 Ellis, Edward, 73 Ryerson st — "
3 Cox, Geo. V., 244 Clinton st — "
4 Dunloy, James B., 29 Cumberland st — "
5 *Haskins, Amy Estelle*, 467½ Quincy st — "
6 Gardner, W. D., 430 Broadway — "
7 McFarland, Theo., 46 Sherman st — "
8 Murray, James E., 308 Kosciusko st — "
9 North, Nelson L., Jr., M. D., 118 Hooper st — "
980 *North, Mrs. Nelson L., Jr.*, 118 Hooper st — "
1 Richardson, Chas. E., 124 10th st — Buffalo
2 Post, John G., 1217 Niagara st — "
3 Siebecker, Fred, 243 Cedar st — "
4 Williams, W. S., box 244 — East Hampton
5 Muchmore, W. F., Main st — "
6 Knott, Samuel E., 13 Bleecker st — Gloversville
7 Strickland, John, — Huntington
8 Hart, J. M., 1 Reservoir ave — Ithaca
9 Rathbone, Chas. D., Jr., 30 E. State st — "
990 Tisdel, Samuel R., 15 N. Aurora st — "
1 Crouse, Guy, box 21 — Memphis
2 DeWitt, Ed. P., 53 Grand ave — Middletown
3 Henriques, Edgar — Mt. Vernon
4 Barth, August, 113 Canal st — New York
5 Belknap, Ward, 204 W. 83d st — "
6 Beebe, H. W., 18 Wall st — "
7 Blache, O. C., 234 Central park W. — "
8 Campbell, Hamilton J., 471 W. 145th st — "
9 Dench, E. B., M. D., 17 W. 40th st — "
95,000 Durand, Wallace B., 857 Broadway — "
1 Gausepohl, J. Benj., 63 Centre st — "
2 Giatras, P. J., 240 Columbus ave — "
3 Graves, Edward H., 143 Liberty st — "
4 Havens, A. B., 18 Wall st — "
5 Henderson, W. J., 20 Exchange pl — "
6 Huerstel, P. A., 1041 Boston ave — "
7 Jordan, John, 200 South st — "
8 Kantz, M. B., box 2818 — "
9 Kenyon, Preston, 760 Broadway — "
10 Lambrecht, Andrew P., 203 W. 80th st — "
1 Nacher, Oscar M., 514½ E. 12th st — "
2 O'Toole, Eugene, 348 E. 84th st — "
3 Otten, Charles, 182 W. 70th st — "
4 Pratt, John H., 70 Beekman st — "
5 Rawlinson, Arthur F., 146 E. 48th st — "
6 Seligman, Isaac N., 21 Broad st — "
7 Smith, Geo. B., 319 W. 116th st — "
8 Stockton, B., 250 W. 35th st — "
9 Strahler, Geo., 304 E. 10th st — "
20 Thedford, Harry W., 120 W. 87th st — "
1 Wallace, Thos. F., 150 W. 40th st — "
2 Ashcroft, R. W., 108 Fulton st — "
3 Buhler, Ulysse, 120 East 76th — "
4 Chambers, John A., 88 Nassau st — "
5 Deady, Daniel J., 213 East 122d st — "
6 Foulke, William, 120 E. 34th st — "
7 Ernsberger, Millard C., 31 Pine st — "
8 Kretz, Walter C., 149 West 12th st — "
9 Lynch, Thos. F., 20 Bethune st — "
30 Morris, Wm. H., 54 Pine st — "
1 Meyer, Charles B., Bdwy., Kingsbridge — "
2 *Mead, Mrs. E. S.*, 126 East 10th st — "
3 Trowbridge, E. Kellogg, 115 East 37th st — "
4 Tucker, Hugh K., 246 West 15th st — "
5 Work, H. M., 55 West 35th st — "
6 Scott, Dr. W. A., 59 Glinck Bldg. — Niagara Falls
7 French, Ferdinand C., Vassar College — Poughkeepsie
8 Moore, J. Leverett, Vassar College — "
9 Mills, Herbert E., 106 Academy st — "
40 Wentworth, Elmer E., Vassar College — "
1 Atchison, William — Princes Bay
2 Galvin, H., 24 Hawley st — Rochester
3 Ludlow, R. L., 208 Reynolds st — "
4 Townsend, John G., 37 Brighton ave — "
5 Baer, Geo. Jr., 17 West Chester — Rondout
6 Evans, Walter L. — Rosebank
7 Smith, Eugene F., box 48 — Schenectady
8 *Wallace, Catherine*, box 239 — Tarrytown
9 Starkweather, C. R., box 434 — Westfield

North California, 25 — 1,233

Acme Club W.

95,050 Finigan, J. W., 1158 Peralta st — Oakland
1 Hamilton, F. R., 1219 Harrison st — "
2 Humphrey, G. W., 1st and Clay st — "
3 Johnson, E. L., 404 12th st — "
4 Lefevre, P. M., 1211 Fifth st — "
5 Lubraitch, M. E., 30 San Pablo ave — "
6 McKinstry, F. C., 26 San Pablo ave — "
7 Nevin, Thos., 1444 Filbert st — "
8 Simen, Fred, 914 Castro st — "
9 Young, Percy, cor. 17th and Telegraph ave — "
60 Pomeroy, C., 1741 11th ave — East Oakland

Olympic C. W.

95,061 Berges, J. E., 708 Sansome st — San Francisco
2 Behlow, C. J., 137 Post st — "
3 Goeller, Edwin, 130 Sansome st — "

S. F. Road Club

4 Korn, L. L., 120 California st — San Francisco

Ariel B. C.

5 Farmer, Robt. — Vallejo

Pajaro V. W.

6 Cook, C. A., Main st — Watsonville

Unattached

7 Peck, R. E. — Arroyo Grande
8 Johnson, Lewis, Main st — Bloomfield
9 Cook, D. W. — Kelseyville
70 Green, Charles E., Pacific ave and Fillmore st — San Francisco
1 Stoney, Douzel, 4 Sutter st — "
2 Trull, Harry G., 1626 Market st — "
3 Crowell, E. W., 310 17th st — "
4 Webster, Frank — Vacaville

Ohio, 15 — 1977

Canton League C.

95,075 Densmore, W. B., 62 W. Tuscarawa st — Canton

Brighton B. C.

6 Bruckner, Theo., 530 Findlay st — Cincinnati

C. B. C.

7 Baker, C. W., 308 Neave Building — Cincinnati
8 Stevenson, F. W., 45 Arcade — "

Valley City C. C.

9 Halladay, Chas. B., 628 Franklin ave — Sidney
80 Miller, John M. — "

Unattached

1 Super, Frank H. — Athens
2 Holwick, B. C., 161 West 4th st — Canton
3 Bochinger, Albert, 523 York st — Cincinnati
4 Letzler, Edward H., 833 Poplar — "
5 Mannheimer, Leo, 823 W. Court st — "
6 Kinney, L. B., G. C. Depot — "
7 Surface, F. A. — Lytle
8 Frohliger, Edward, Ivanhoe ave — Norwood
9 Guitteau, Thos. R., 856 Oakwood ave — Toledo

Oregon, 7 — 64

Oregon R. C.

95,000 Cohen, Benj. L., box 78 — Portland
1 Grieve, J. L., 1st National Bank — "
2 Kelly, J. H. — "
3 Maxwell, L. H., 773 E. Taylor — "
4 Pihl, O. R., 4th and Oak st — "
5 Reddick, J. G., 111 Second — "
6 Drake, Fred H., Oregon Road Club — "

Pennsylvania, 41 — 4717

Frankford B. C.

95,097 Davis, John F., 1339 Sellers st — Frankford
8 Pollock, James, Jr., Penn. and Orthodox st — "
9 Stanger, L. A., 4829 Penn. st — "

Clipper W.

100 Herbert, J. W., 4071 Frankford ave — Philadelphia

Unattached

1 McElwaine, Eugene, 61 Main st — Bradford
2 Thresh, John W., 356 Lafayette st — Bristol
3 McIntire, B. O., 125 College st — Carlisle
4 Adams, W. Herbert, M.D. — Danville
5 Doulan, Rev. M. B. — Dunmore
6 Goldsmith, Isaac M. — Easton
7 Hay, M. R., box A. — Elk Lick
8 House, E. J., 626 State st — Erie
9 Adams, Eugene S., 1127 West 8th st — "
110 Bowman, C. Raymond, box 419 — Harrisburg
1 Lund, Oliver P., 105 High st — Germantown
2 Roop, J. H., 5434 Main st — "
3 Bedson, Jas., 1111 Day st — Philadelphia
4 Brunner, Clement V., 1633 Juniata st., Nicetown — "
5 *Holman, E. Elizabeth*, 1020 Chestnut st — "
6 Kesten, Henry, 1715 Federal st — "
7 Ricketts, Geo. A., 2827 Howard st — "
8 Stowell, Charles L., 1312 Walnut st — "
9 Wood, William M., 635 Walnut st — "
120 Ali, George D., 328 Chestnut — "
1 Burns, William J., 1002 South 25th st — "
2 Bilyeu, Frazier P., 620 North 32nd st — "
3 Boyd, James, 14 North 4th st — "
4 Clothier, Clarkson, 801 Market st — "
5 Gross, Francis O., M.D., 1506 North 7th st — "
6 Lewis, Edmund, 940 Market st — "
7 Githens, Thos. G., 1512 Pine st — "
8 Scott, John C., Union League — "
9 Abbot, W. G., 408 So. Broad st — "

95,130 Levy, Henry, Jr., 1301 North 6th st — Philadelphia
1 *Richards, Miss M. L.*, 4049 Locust st — "
2 Johns, F. S., 1536 N. 12th st — "
3 Barr, Elwyn P., box 30 — Pine Grove
4 White, James B., Frankstown ave — Pittsburg
5 Hendricks, Chas. G. — Selins Grove
6 *Lee, Mary*, 5 Sharpsville st — Sharon
7 Galbraith, R. C., 234 E. 11th st — Tyrone

Rhode Island, 4 — 631

Powhattan C. C.

95,138 Pray, William O., 28 Cranston ave — Newport

Unattached

9 Fullen, Thomas F., 21 French st — Pawtucket
140 Thayer, S. W., 170 Broadway — "
1 Wunberg, Nelson A., 858 Westminster st — Providence

South California, 4 — 285

Centaur C. C.

2 Bianchi, B. T., — Santa Maria
3 Fugler, Arthur F. — "
4 Jones, Bert R. — "

Unattached

5 *Monoghan, Mrs. S. A.* — Santa Ana

South Carolina, 1 — 6

Unattached

95,146 Washburne, W. L. — Aiken

Tennessee, 1 — 106

95,147 Hotter, Henry, Cotton Exch. — Memphis

Virginia, 1 — 121

95,148 Tanner, W. A., box 233 — Lynchburg

West Virginia, 2 — 40

Unattached

95,149 Crider, Floyd C., 1034 3d ave — Huntington
150 Arters, Hartley — Shirley

Wisconsin, 10 — 1156

A. C. C.

95,151 Dean, W. H., 558 Prospect — Appleton

Milw. W. C.

2 Becker, Geo., 131 Sycamore — Milwaukee
3 Wilkes, A. B., 711 Cass st — "

Unattached

4 Ehaney, Robert — Cedar Grove
5 Johnson, Herbert J. — Castle Rock
6 Rockwell, F. W., Park and 6th ave — Milwaukee
7 Staehle, Max — Montello
8 Craig, A. H. — Mukwonago
9 Palmer, C. D. — "
160 Leek, C. D., box 374 — Port Washington

APPLICANTS WHO DO NOT SUBSCRIBE TO THE BULLETIN.

Arizona

Unattached

95,161 Larson, C. A. — Phoenix
2 *Larson, Mrs. C. A.* — "

Illinois

Unattached

95,163 Finney, J. N. — Highland Park

Kentucky

Unattached

95,164 Caldwell, Chas. — Danville
5 Hoskins, John O. — "
6 Lillard, E. W., Main st — "
7 Noor, J. F., Main st — "
8 Quisenbery, Jas. — "
6 Ware, Ansel — "

Massachusetts

Unattached

95,170 *Coes, Mrs. Cora M.*, 3 Lowell st — Worcester

New Jersey

Unattached

95,171 *Spencer, Mrs. Emelie*, 55 Park st — Montclair

New York

Unattached

95,172 *Blache, Mrs. O. C.*, 234 Central Park W. — New York
3 Carpenter, R. E., box 64 — Westbury Station

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Star.... Head Fork Axle Brackets

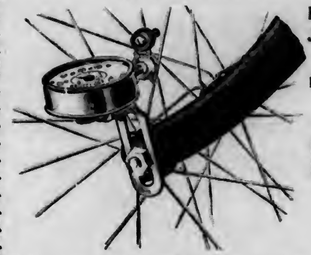


Star..... Head Fork Axle Brackets

(For Brake).

Everybody knows Star Brackets—the Best Made.

"True as the Needle to the Pole."



Bridgeport Junior

(Model AA), Price One Dollar

◆◆◆

Bridgeport Cyclometers

are the most accurate distance recorders made.

AA.—1000 miles, price $1.00
B.—1000 " " 2.00
Rings bell at every mile.
C.—10000 miles, price $2.00

Free booklet. "Everything for the bicycle."

THE BRIDGEPORT GUN IMPLEMENT CO.

313-315 Broadway, New York.

Why Purchase '95 Wheels in '96?

Insist upon having new models and refuse to accept '95 patterns masquerading under the guise of '96 wheels. An examination of

Remington Bicycles

will reveal a multitude of exclusive improvements of great value . . .

Three Special Features : : :

Long outside tapering connections, simplicity of crank bracket construction, bayonet shaped cranks, spring tempered.

Agencies now being arranged.

Catalogs on application.

REMINGTON ARMS CO.

313-315 Broadway,

Factories Ilion, N. Y. **New York City.**

BRANCHES:

New York. Brooklyn. Boston. San Francisco.

QUERIES AND ANSWERS

"Century Fiend:"

Send your name and League number. We cannot answer questions for those who do not belong to the League.

Portia:

Ride your wheel for health and pleasure. Don't tire yourself and everybody else with it. Look pleasant.

Edwin K.:

"They say" a great many tandems will be sold this year.

"Dick:"

We are glad you find so many "memory gems" in these pages. Such things are aids to good behavior and philosophical thinking. We know a man who, whenever anything wished for seems in doubt, derives quiet satisfaction in repeating:

There was an old man went riding by.
Says I, "Old man your horse will die."
"Well, if he does I'll tan his skin
And if he don't I'll ride him agin."

L. O. Z.:

Don't look for trouble while on the road. It will come soon enough.

"Milton":

Ordinarily we do not consider unsigned letters or manuscripts.

Mamie L.:

In stating your age and asking our opinion regarding the worth of the wheel as a husband-catcher you exhibit a degree of frankness that is admirable. The wheel is said to promote good health and pleasant thoughts. Every man admires these in a woman. We cannot say whether or no you should wear bloomers. Such a costume might "increase your chances," and then again—

A STATEN ISLAND member, enthusiastically in favor of bloomers, writes a letter that is a trifle too rugged for publication, the concluding of which is as follows:

Girls when you read this
to your friends please say
we don't care for Bloomer Cranks
but on our wheels feel gay
when we wear our Bloomers
our wheels they seem to fly
It won't be long before you hear
all the women cry
WE SHALL WEAR BLOOMERS
AND JOIN THE L. A. W.

Not an Experiment

Seventeen years of ceaseless experimenting and testing produced the matchless 1895 Columbias, with nickel-steel tubing, keyless crank-shafts, big hubs and balls, adjustable handle-bars, and many other improvements that made them the sensation of the year.

The Columbia Council of Experts, backed by the exclusive researches of our Department of Tests, has still further perfected every detail of these remarkable machines, and they are in 1896 the highest type of bicycle ever produced. There is no guesswork in

Columbia Bicycles

STANDARD OF THE WORLD

$100 TO ALL ALIKE.

No guesswork in your buying one.

POPE MANUFACTURING CO.

HARTFORD, CONN.

The handsomest Catalogue ever issued tells fully of Columbias, and of Hartford bicycles, $80, $60, $50, next best to Columbias. The book is free if you call upon the Columbia agent; by mail from us for two 2-cent stamps.

Reserve 8000a.11

THE L·A·W·BULLETIN AND GOOD ROADS

Vol. XXIII. Boston, March 20, 1896. No. 12.

Official Organ of the League of American Wheelmen



GOOD ROADS, GOOD LOADS.

If a man were a clam he would never care
If the roads weren't kept in the best repair.
He could ooze around in the mud and slime
And have what is known as a real soft time.
But alas! poor man, he is not, you know,
Like the happy clam designed, and so
He should try to build some dry, hard roads
Where his patient horses can draw good loads.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class Matter.

Price, 5 cents.

PAID CIRCULATION, 42,549



ARCHIBALD C. WILLISON,

Ex-President of League of American Wheelmen, has become associated with the Humber Cycle Co. as its southern manager, with headquarters at Baltimore, Md.

It was through Mr. Willison's intimate knowledge of the L. A. W. BULLETIN that Humber & Co. decided upon the publication of their catalogue in this issue.



Gormully & Jeffery Mfg. Co.

Chicago, Boston, Washington, New York, Brooklyn, Detroit, Coventry, Eng.

Have you received the beautiful Rambler Bicycle CATALOGUE ?

CORRESPONDENCE

THE SWEATER.

EDITOR L. A. W. BULLETIN:

To clean a sweater, don't send it to a steam carpet cleaner, but get some of your folks, say, your wife, mother or sister to clean it for you. If you have none, tackle the job yourself if you think you feel strong enough. I will endeavor to make my instructions as clear as possible.

Take one-half cake of soap and cut it up into small pieces; put it in a kettle with about a quart of water; let water boil till soap is dissolved; then fill a tub half full of hot water (if you wish to shrink the sweater at the same time, use boiling water), put in the sweater and pour on the dissolved soap. Now get a washboard, and with a little elbow grease your sweater will come out as fine as silk. Don't rub any soap on the sweater as it will appear in streaks and spots.

After the sweater is washed, lay it out to dry on something flat; hanging it up causes it to stretch. Hoping you will be successful, I remain

FRED'K W. DUSTERDIECK, No. 71,107.
512 Meadow St., ELIZABETH, N. J.

G. H. A. says: "If those who have sweaters they wish to wash will try clear gasoline, no soap, no pearline, it will give them a clean unshrunk garment with half the trouble and time they now take. Souse it and squeeze it a short time, press out the excess gasoline, hang on line in sun or wind and in a short time it is ready for use. I have washed my entire suit a number of times and it always comes out as bright and clean as new. Will wash fine silk waists, neck scarfs, in fact anything. Try it, and you will never use water, cold or warm."

F. M. Fortune, of Pine Bluff, Ark., writes that his right arm is amputated near the shoulder and he has been riding a bicycle for about three years and has made long tours through the country and finds that he experiences no trouble in keeping pace with the best of riders. Men with but one arm need not hesitate to ride the wheel.

A New York member writes: "I am one of a very large number of wheelmen who would find riding very much more enjoyable were it not accompanied by the disagreeable and unpleasant feature of a perspiration bath. This, I know, is to be expected when one *rides hard in extreme warm weather;* but on Washington's Birthday, with the thermometer probably between forty-five and sixty, riding only at an ordinary rate over a level coun-

The Talk that Tells.

A FEW OF MANY
THOUSAND TESTIMONIALS CONCERNING
THE UNIQUE GUARANTY ON

The "Standard" Cyclometer

Received Cyclometer O. K. Please accept my thanks for the promptness with which you have fulfilled your advertised promise. You have certainly set a high *Standard* for other makers. W. K. DARLEY, *Princeton, New Jersey.*——Exchanged Cyclometer received. Your promptness is only matched by the quality and fine finish of the Cyclometer itself. J. B. TOMSON, *Gadsden, Alabama.*——New Cyclometer received, for returned damaged one. We thank you for this generous treatment—we hardly dared expect it. J. F. STEPHENSON, *Lakewood, New Jersey.*——Very much obliged for exchange of damaged Cyclometer. We are very much pleased with your Cyclometer. Have tried them on the measured racetrack, and find them very accurate. They are used here more than all other makes combined, and give general satisfaction. S. F. GOODSPEED, *Joliet, Ill.*——Cyclometer received; many thanks. Your guaranty and method of business are appreciated by every wheelman. I shall certainly recommend your cyclometer at every opportunity. FRED. E. ROBINSON, *Hutchinson, Kansas.*——Received new Cyclometer O. K. You are as good as your word; and the public will appreciate the fact. A. P. HUPP, *Dansville, New York.*——New Cyclometer exchanged for broken one at hand. I fully expected to have old one repaired, but new one is most acceptable. H. L. BELL (President "Suburban Cyclers"), *Philadelphia.*——New Cyclometer received. I can give both the Cyclometer and the Company behind it my unqualified recommendation. C. D. LEONARD, *Waltham, Mass.*——It can't be beat. Thank you for prompt exchange. Count me a friend of the New York Standard Watch Co. A. B. COOVER, *Frankfort, Ohio.*——Am obliged for courteous treatment and prompt exchange of damaged Cyclometer. The "Standard" is the lightest and most accurate in the market, and all give satisfaction to my Club associates. I. D. WENMANN, *Chicago.*——Exchanged Cyclometer received. The exchange is more than I expected, as I expected to pay for repairing. Please accept my thanks. FRED. H. WILLIAMS, *Renwick, Iowa.*——Accept my thanks for prompt exchange of injured Cyclometer for new one. I shall take great pleasure in telling of your square dealing to my friends. W. C. DUTTERA, *Tuneytown, Maryland.*——Please exchange Cyclometer injured in accident. I like the "Standard" better than any I have ever seen or used before. I shall use it hereafter. GEO. H. GARWOOD (N. J. Mileage and Century Record), *Trenton, New Jersey.*——Thank you very much for promptness and courtesy in exchange of damaged Cyclometer. W. T. MYLCRANE, (Sec'y Baker Gun & Forging Co.) *Batavia, New York.*——Glad to have a "Standard" Cyclometer again, and thank you for not charging me for repairs, though I fully expected to pay for it. I appreciate your liberality. The "Standard" is very extensively used in Kansas City, and I have no doubt that every possessor of one will join me in saying it is the *only* Cyclometer. V. J. MORTON, *Kansas City, Missouri.*——I did not expect a new Cyclometer in exchange for my injured one, and sincerely thank you. THEO. J. LOTZ, *Lawrence, Kansas.*——The damaged Cyclometer of of my wife's wheel has been promptly exchanged. I would have been willing to pay for the result of the accident, but many thanks. I am using a "Standard" on my own wheel, also. PARKMAN T. DENNY (Cashier Leicester Nat. Bank), *Leicester, Mass.*——New Cyclometer received for injured one. I shall let my friends know the square way you do business. A. J. BUTLER, D.D.S., *Cooperstown, New York.*——Cyclometer just received—thanks for promptness. If it could not be replaced I would not trade it for its weight in gold, as it is an accurate and reliable companion on my tours, and I seemed lost without it last Sunday. GEORGE E. WISHEY, *Cincinnati, Ohio.*——

try, say for about ten miles, there is no reason why one should freely perspire. If you or any of your readers can give me any hints which will enable me to overcome this unpleasant feature of an otherwise very enjoyable pleasure, you will oblige."

A NEW YORK member in endorsing a suggestion for a code of road signs and signals says there should be some sign or signal whereby wheelmen could let one another know if they are League members. He suggests, also, that the movement to build a path along the route of the old post road from New York to Albany, by having local consuls along the route, interest all wheelmen in the movement.

BERNARD H. DORSCH, 376 22d Ave., Milwaukee, Wis., would like a companion to accompany him on a trip to Denver, Col., and to hear from someone who has made a Colorado trip.

A NEW YORK member asks why no public protest has been made by New York wheelmen against the killing of the bill to make the crest of the old aqueduct a public path for wheelmen.

When the bill was pending in the legislature the leading newspapers devoted many columns of space to descriptions and pictures of scenery and maps of the route capped with enthusiastic headlines. The bills passed both houses of the legislature almost unanimously, but Gov. Morton allowed it to die by failing to act upon it within the prescribed thirty days after adjournment.

The correspondent writes that if this bill had been passed a half day's work by a good man would have opened this fine natural bicycle path nearly five miles long, to the thousands of lovers of the sport and the failure or neglect to give this permission seems almost a crime.

A New Jersey member writes that he has worked "L. A. W. 90,899" in gold on the top bar of the black frame of his bicycle. The work is done in bold black lettering and measures eight inches in length. He thinks it would be a good plan if all League members were to do likewise, as it would serve as an introduction between members, enable League hotel keepers and others to distinguish League members and help to identify the wheel if lost or stolen.

THE Rev. Father David J. O'Hearn of St. John's Catholic Cathedral, Milwaukee, says:—

I enjoy a trip on my wheel very much, and believe it to be the healthfulest kind of exercise. It is the cheapest as well as most pleasant mode of travel that I know of. I use the wheel simply for recreation.

THE salt cellar is our friend in season and out, though we all give it the shake.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

MARCH 20, 1896.

A NATIONAL HIGHWAY COMMISSION.

There is a bill before the United States Congress which, if passed, would provide a national highway commission, consisting of one United States senator to be appointed as the senate may provide, two members of the house of representatives appointed by the speaker of the house, the chief engineers of the army, the director of the geological survey and the chief of road inquiry of the department of agriculture. This commission to report, from time to time, by bill or otherwise and to continue until the final report is made but not beyond the present congress.

The duty expected of this proposed commission is to inquire generally how the government may further promote the improvement of highways and among other things to consider the best method of providing for scientific location of highways on the public domain; the employment of the geological survey in the discovery of road materials and the free testing of all road materials offered. This commission should investigate the advisability of constructing model roads and the establishment of classes in road making at the agricultural colleges and experiment stations. Also at the military academies and when practical at all institutions having a military instructor.

This proposed bill is before the committee on agriculture, the final hearing of which was held on Thursday, March 12.

In the interest of the L. A. W., I attended this hearing and used such arguments as I could, tending to show the great importance to the United States government of establishing such a commission.

The present bill does not contemplate the expenditure of any money beyond the amount already saved from previous appropriations. I expressed my belief to the committee that this amount (some $10,000), while it was sufficient for the present, was an extremely small sum for the United States government to spend yearly in a cause of such far-reaching importance as that of road improvement.

The proposed temporary commission should certainly be established, and beyond that a *permanent* commission which should expend not less than $100,000 per year in the direction indicated.

We have reason to believe that the bill in question will not meet with any opposition in the senate but there is some opposition to it in the house of representatives, and I desire to urge upon all League members the importance of communicating at once with their representatives in Washington and urging upon them the importance of voting and working for this extremely desirable measure.

Short, well-written letters, addressed directly to individual members are more effective than petitions, though petitions are also good if addressed to individuals and signed by voters in the district from which the member was elected.

A representative is sure to be influenced by a petition which is signed by his constituents, whereas a general petition addressed to congress as a body does not have so much effect.

This is an important matter and I trust all League members will give it attention at once.

After consultation with a number of the national political leaders, I am satisfied that we can ask and receive recognition in the national platforms of the two great political parties. The road movement is becoming too vast and of too much interest to the average citizen to be longer treated as a side issue. There is nothing before the country of more importance and we believe that this question should be placed in the position which it deserves.

A plank will be offered for insertion in the platform of the republican party at St. Louis, pledging that party to support in every practical fashion the movement for better roads.

Although I have not yet conferred with the leaders of the democratic party, yet I have no reason to suppose that they will be less willing to consider this great subject.

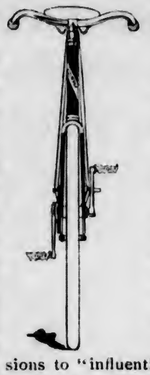
STERLING ELLIOTT, *President L. A. W.*

Total number printed this week, . . . 46,500
Sent to paid Subscribers, ... 42,549
Samples to Advertisers, Exchanges, etc., 3,951

Nye and Napoleon.

NIXON WATERMAN.

One built a sorry monument of bones and blood and tears,
One scattered smiles and sunshine through the everlasting years.
Let those who will for such a fame as is Napoleon's sigh,
But as for me I'd rather wear the crown of good Bill Nye.



Mr. Bicycle Buyer,

Perhaps you've been told that New Clippers are "Cheap Bicycles." They are. We have no desire to contradict it. They're the cheapest bicycles (in the end) that you can own; cheap because they are sold at legitimate profits and at one price to all; cheap because the material and workmanship are of the best, and consequently your repair bills are cheaper than when you had a so-called "high grade"; cheap because you don't pay any commissions to "influential pluggers" who are paying for their own mount in commissions allowed them for "steering" the uninitiated buyer onto wheels with big profits. Ask these dealers to show you the difference **in quality**; that's what you want and what you get in Clippers.

Made by the

Grand Rapids Cycle Co.

Grand Rapids, Mich.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark,"

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

The Better Way.

The Past is gone. Don't worry o'er the grave of things that were;
The Future isn't here. Don't fret o'er what may ne'er occur.
The Present is so fleeting it is hardly worth the while
To wish it might be changed. So let's philosophise and smile.

"JOE" MANLEY ON ROADS.

Maine's most famous political manager in a letter recently addressed to the chief consul of his State has this to say in reference to highway improvement.

After expressing himself as decidedly in favor of the present bill which is before congress, and which contemplates the establishment of a national highway commission, he said: "The question ot good roads is one of the most important that now confronts the American people, it means so much. It means the stimulating and increasing of business. It means the promotion of the welfare of all the people. It means improved social intercourse. It means good government. We want to fight under the banner of *good homes, good government and good roads*. This means good citizens.

"I need not assure you that I shall aid in every way in my power in the passage of this bill. Certainly there is no work in which anyone can engage which will render more lasting benefits to all the people in this country than the construction of good roads.

"Let us by all means use every effort in our power to carry on this good work, until it is an accomplished fact."

The Usual Thing.

LET noble deeds our lives so fill,
That when death claims our strength,
The funeral procession will
Be "over a mile in length."

THE POWER OF PUBLIC OPINION.

We are asked how to proceed to get a road improved when the town road commissioners will not attend to it.

We would suggest an appeal to the people who elect the commissioners.

If it is an urgent case, and still the men in charge of such things will not act, it is well to call their attention to the matter through the local papers, or by petitions signed by good representative citizens.

Just before election is the best time to go about it, for then the mind of the road commissioner is in the most impressionable state.

THE City Streets Committee of the St. Louis L. A. W. has issued a neat book on "Good Streets, the Ways and Means of Obtaining and Preserving Same." The mayor of the city and other officials give their views, the whole forming a very able treatise. The St. Louis wheelmen are up and doing.

Across the Water

The popularity of the Sterling is yearly increasing.
Shipments for '96 are larger than ever before.
The people are coming to a realization that America **can** produce something in the shape of wheels after all.
Have found that Sterlings will "stand the racket."
"Built Like a Watch."
Palmer tires for '96.
Send for Art Catalog.

STERLING CYCLE WORKS,

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York City.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.

General Offices,
274-276-278 Wabash Ave., Chicago, Ill.

Agencies in all the Principal Cities.

THERE ARE OTHERS.

O do not be discouraged,
Though you have tried and tried
And held on fast, but at the last
Success has been denied.
Full ninety million miles to greet
The earth they love so well,
The sunbeams come on pinions fleet,
But miss the earth by about six feet —
Knocked out by a cheap "umbrel."

DOGS IN MASSACHUSETTS.

Your correspondent, A. L. B., in your last issue says that in Massachusetts a rider has no right to shoot a dog that attacks him on the public highway. In this he is in error. The Public Statutes of Massachusetts, ch. 102, sec. 94, provides that "Any person may kill a dog that suddenly assaults him while he is peaceably walking or riding without the enclosure of its owner or keeper; and any person may kill a dog that is found out of the enclosure or immediate care of its owner or keeper, worrying, wandering, or killing neat cattle, sheep, or lambs." There are other provisions regulating the care or keeping of dogs, but the above section shows that A. L. B. is in error in his positive statement. J. S. DEAN.

WHILE the creeds are scrapping about the way
To get to the golden gate
The devil is busily making his hay
At a mighty unanimous rate.

EX L. A. W. PRESIDENT DUNN

Is the Republican candidate for mayor of his city, Massillon, Ohio; it is hardly necessary to say that we hope to see him win, and we would suggest to the wheelmen of Massillon that in the language of Mr. Shakespeare,

"If it were Dunn when 'tis done, then 'twere well it were done quickly."

OHIO GUIDE-BOARDS.

A bill is now before the Ohio legislature which would enable "any five freeholders in a township to ask for the erection of guide-boards at any designated intersection of the public ways of such townships, naming the inscription desired thereon, and the trustees shall forthwith cause same to be erected, and failing or neglecting to do so for a period of sixty days the petitioners may cause same to be erected and collect the cost thereof, not exceeding ten dollars for each post so erected, from the township trustees."

This bill is by the approval of Chief Consul Reed and Secretary-Treasurer Howson of the Ohio Division.

WITH a new morning every day, no one should ever lose hope.

DON'T let the rust of winter injure your bicycle more than the riding of summer.

Do we use DUNLOPS?

Indeed we do.
Fowler Agents can get all they want on

Fowler Bicycles....

The Dunlop costs more, but that is a secondary consideration with us.

◆◆◆

FOWLER CYLE MFG. CO.

142-148 W. Washington St. and 112 Dearborn St.
CHICAGO, ILL.

Immediate delivery of... DUNLOP TIRES.

New England Branch,
No. 8 Park Sq., Boston. C. H. LARSEN, Manager.

New York Branch,
No. 305 Broadway, cor. Duane St. JAMES H. ROBLEY, Manager.

Faith Without Works.

No proper thing for which you pray
Will ever be denied
If you are wise and advertise
A little on the side.

TO BULLETIN NON-SUBSCRIBERS.

Heretofore the names of the L. A. W. members who did not take the L. A. W. BULLETIN have been printed separately at the end of the list, for the benefit of secretary-treasurers as fully explained on page 293, of our issue of Feb. 28. We find on investigation, that the secretary-treasurers, as a rule, do not care to go to the extra trouble necessary, to send out circulars, ballots, etc., to members whose names are not on the League mailing list. Others have expressed themselves as being a little sensitive about being on a list with such a small minority, and yet, who for very good reasons, did not care to subscribe for the L. A. W. BULLETIN.

We have carefully canvassed the matter with Secretary Bassett, and have decided to discontinue publishing these non-subscribers separately. Hereafter all names will be printed together on the lists, regardless of whether they subscribe for the L. A. W. BULLETIN or not.

Only those who take the L. A. W. BULLETIN can be placed on our mailing list, and members who are not subscribers, and who still would like to receive notices, etc., should write to the secretary-treasurer *of their State Division* to that effect.

We are taking this action with a view to the accommodation of a few, who evidently would prefer to have it done in that way. This will enable state secretaries to check up their lists all right, but will not enable them to send ballots, etc., to non-subscribers. unless requested by the non-subscribing member.

Should this newly-adopted plan give better satisfaction than the old way, we will adhere to it, otherwise, it will be an easy matter for us, at any time to return to the old method.

SHOULD WAGONS CARRY LIGHTS?

And if they should, why shouldn't pedestrians?

The Massachusetts legislature is asked to compel all cyclists to carry lamps after sundown.

Why cyclists?

Why not also express wagons?

Why not also people who walk?

Why should a carriage be allowed to go through the streets without a bell?

Of course we know all the old arguments, but it will require something new to win.

If lamps are a good thing, we can't have too many of them and besides what's sauce for the goose, etc.

Somnambulists are lucky,
For when their babies weep,
They can walk with them and talk with them
And not lose any sleep.

TRY to be as good as you would appear.



Union Quality is as Familiar as an Oft-told Tale

In no part of patrician **Crackajack II** is the above more apparent than in the frame; the part of the bicycle where strength and unbreakability are of the utmost importance. It is pleasant to realize when you have breasted the hill, and see before you a magnificent stretch of road of gentle declivity, that you can, with perfect safety, enjoy the exhilarating coast. How the blood bounds as the wheel gathers momentum; the gentle soughing of the wind, in converse with the well-tuned spokes, bespeaks perfect harmony of mechanism.

Crackajack II...

is properly attuned for the gentle spin or the exciting coast.

BUILT ON A GOLD BASIS.

UNION CYCLE MFG. CO.

Send for Catalogue.

BOSTON, MASS.

Up to Date.

IN the world's broad field of battle,
If you'd win through thin and thick,
Be not like dumb driven cattle,
Be a mule and kick and kick.

A "ROAD HOG" MULCTED.

In the common pleas court at Harrisburg. Pa., the suit of David C. Burnite against James Russ, owner of the Commonwealth Hotel cab line, attracted considerable attention among wheelmen, because it demonstrated the right of a wheelman to his part of the roadway.

Burnite and his witnesses proved that he was proceeding down Third street about 2 P.M., on Aug. 2, '95, when one of Russ' cabs ran into and demolished his wheel, the cab driver failing to keep on the right side of the street. Judge Simonton charged in favor of the wheelman and the jury found a verdict of $67 in favor of Burnite. Truly, "the way of the transgressor is hard."

E. D. TRUMBO, in a letter requesting that his copy of the L. A. W. BULLETIN be sent to Johannesburg, South African Republic, says: "There are a great many bicycles here, mostly of English make. Only one make of American wheel is sold here. The roads here are fine."

DICKENS isn't so popular now as when people used candles and had more occasion to pick-wick.

A PROGRESSIVE RAILROAD.

Howard A. Broat, of Minneapolis, and his brother wheelmen, have been securing thousands of signatures to petitions headed as follows:

TO THE HONORABLE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA, IN CONGRESS ASSEMBLED:

We, the undersigned citizens of the United States and residents of the city of Minneapolis, Minn., respectfully petition you to enact such legislation obliging railroad corporations doing business within the United States to cease the discrimination now being practiced against that class of their passengers known as "bicyclists," who, while having no other baggage and offering their wheels to be checked as such, are charged exorbitant rates for having their bicycles carried in the baggage car of trains on which they happen to be passengers.

So your petitioners will ever pray.

TOURING ABROAD.

An interesting article on "Touring in Europe," by Joseph Pennell, the foreign marshal of the L. A. W., appears in this number. It will answer many questions that are uppermost in the minds of those who are intending to go abroad, but who do not know the ropes.

We may mend our public ways until
They are smooth as a gander's back;
But the omnipresent deaf man still
Will walk on the railroad track.

DON'T get gay. Smart aleckiness goes before a kaflammux.

Hundreds of Thousands

of Hartford Single-Tube Tires have given satisfaction — convincing cycling experts everywhere that the only proper tires are Single-Tubes.

The standard of quality in Single-Tubes — best of material, best of making, easiest to repair, is the

HARTFORD SINGLE-TUBE TIRES.

"IF IT'S A HARTFORD TIRE IT'S RIGHT."

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:

100 Chambers St., New York 335 Wabash Ave., Chicago

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston 503 Market St., Philadelphia

17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

$50 IN GOLD

SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896
HOW QUICKLY COULD THEY BE INFLATED
BY HAND, AT THIS RATE
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR
ANSWERS WILL BE OPENED MAY 1ST
FIRST CORRECT ANSWER OPENED WINS THE PRIZE
MARK ENVELOPE PLAINLY "FIGURING CONTEST"
PIN THIS AD TO YOUR ANSWER

MORGAN & WRIGHT
CHICAGO

42

Hope on.

POOR weak and sinful souls, O don't
On hope release your hold,
For when from earth you go, you won't
Be left out in the cold.

GROWING IN POPULARITY.

We have it from pretty good authority that there is a time for everything.

There is a time to hold on and a time to let go.

The man who never changes his mind might just as well be made of baked mud. He's fixed. He has "staying qualities." So has a wart.

Progression means the discarding of our errors of yesterday. The wise man changes his mental habit as he does his clothes. He wants something fresh and new once in a while.

If there is no growth there is decay.

The water in the running brook is pure and sparkling. The pool is stagnant and unhealthful.

If man is an intelligent being and experience really counts for anything, we ought to "stamp improvement on the wings of time." We should learn to do things a little better than we used to do them.

If our fathers had been forever joined to the idols bequeathed them, we should still be living in huts or caves.

And we would still drive ox-carts and ride in stage coaches. But we have changed our notions about some things, and many of us ride bicycles.

Some of the baked clay men still refuse to change their minds concerning the bicycle, and insist it is a toy, a fad and "nuisance."

Let us be patient, for the world is broad and wide. Even though men refuse to change their minds, men themselves are changed every generation.

And I doubt not through the ages one increasing purpose runs,
And the thoughts of men are widened with the process of the suns.

UNCLE REUBEN'S BUBBLE.

BY NO. 92,477.

I'm bubblin' o'er with joyousness, fur sunshine's come agin,
An' I'm bet'in' all my 'taters our "good roads" move 'ill win.
An' I'll drive right down to market, an' the people, es I pass,
'Ill wonder if I'm ridin' a top o' a sheet of glass.

Fur the roads I've hearn 'em tell on, an' seen in the "BULLETIN," too,
Is es smooth es our parlor mirror, and, by gosh! I b'lieve it's true.
An' I'm waitin' fur the time to come, though I doesn't ride a wheel,
When we'll have good roads for brother Josh's "symferny in steel."

A MAN may work at shoveling snow all winter but when summer comes he will have nothing to show for it.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

No Intelligent Manufacturer or Dealer

will purchase unlicensed tires and run the risk of a patent suit for infringement.

No Honest Manufacturer or Dealer

will buy infringing tires in any event.

THE LATEST FAD.

Turn your X $ Rays on The Orient.

"Leads the Leaders."

You will find it Conscientiously Constructed and Thorough throughout



Built Like This.

The Waltham Mfg. Co.

BRANCHES: Boston, Chicago, Detroit, Denver, Providence, Waltham, Newark, N. J. Brooklyn, New York, Omaha, Cincinnati, Philadelphia Springfield, Lynn, Mass.

Main Office: 240 Broadway, New York.

Write for Catalogue.

FACTS—NOT FADS.

The really valuable improvements made in the construction of bicycles in the last few years are found only in the patented features of the.....

Wolff-American High Art Cycles

SPRING TEMPERED FRAMES— Fully 25% stronger than any other frame made.

SELF-OILING BEARINGS— Run 1500 miles without re-oiling.

THE ONLY ECCENTRIC CHAIN ADJUSTMENT— Instant adjustment — absolute alignment.

The Wolff-American High Art Cycles establish a new standard.

R. H. WOLFF & CO. (Ltd.),

Factories, 118th, 117th, 116th St. and East River, NEW YORK CITY.

Distributing Agents: Horace Partridge & Co., Boston, Mass. J. E. Norwood, Baltimore, Md. J. S. Malone, Cleveland, O. Fletcher Hardware Co., Detroit, Mich. Von Lengerke & Antoine, Chicago, Ill.

For the Ladies

"God Bless 'Em!"

Fifty-eight ladies join the L. A. W. this week.

✠

THE Brooklyn Cycle Show has followed in the wake of all the other cycle shows, into cycle show history. But it was a success from start to finish, and one, if not the very prettiest feature, (on the part of the management), of the whole show, was the thoughtfulness shown in inviting the school children for Saturday afternoon. The little wheelers are a large proportion of the cycling public nowadays, and should have a place and recognition in all such functions.

✠

SEVERAL members of the Excelsior Club of New York, are the possessors of elaborate and handsome gold medals. Mademoiselle Lagaggé, one of its original and most active members, has two, one for the greatest number of miles ridden during the past season, and the other as a reward for having brought the largest number of members into the club. Miss Risley was awarded a beauty for having attended the most club runs.

ACTRESSES have a great deal of influence on women's fashions. Being students of art in its broadest sense, they have opportunities of bringing forth and displaying upon the stage, costumes which many an exclusive dame of fashion is proud to copy and reproduce to her own self-enhancement in her drawing-rooms or out-door life.

✠

MISS JEANETTE GILDER, one of the editors of *The Critic*, writing in the New York *World*, says of Mrs. Lynn Lynton, who has gained the unenviable reputation of "talkin' to be a-talkin'," regardless of any personal knowledge of her subject, and who is so great an "*I AM*," as to be far above the vulgar exertion of research, says: —

"Mrs. Lynn Lynton, who is never so happy as when she is 'going' for something or somebody, has an article on 'Cranks and Crazes' in the December *North American Review*. There are enough of both cranks and crazes in these days to keep a woman of Mrs. Lynton's temperament busy. Among those that she impales in this article, are theosophy, spiritualism, foreign missions, the bicycle, coster songs, the higher education for the working classes, and a few others. One of the 'lowest' crazes, she thinks, is that for the bicycle. 'Walking, riding, skating and dancing,' she can understand as 'fit exercise for the vigorous and young.' But 'cycling seems to be such a doubtful kind of amusement — such a queer cross between the treadmill and the tight-rope — demanding such a constant strain of attention to keep your balance, with such a monotonous and restricted action of the limbs as to render it a work of penance rather than of pleasure.' I don't believe that Mrs. Lynton has ever ridden a bicycle, or she would not speak in this way of it. There is nothing of a 'penance' about this form of locomotion, and I don't think that anyone who knows anything about it will say that there is. I fancy, however, that Mrs. Lynton's bark is worse than her bite, if I may be excused for speaking in this way of a woman of her position, but I find the expression comprehensive."

It does seem a pity that a woman of such acknowledged intellect in certain lines, as Mrs. Lynton, should make herself not only obnoxious, but ridiculous, by her shocking display of ignorance on many subjects upon which she would pose as an authority, and might, if she understood what she was talking about.

✠

MRS. MAGGIE CUNNINGHAM, of Mt. Vernon, N. Y., was awarded the handsomest medal given by the cycling club of that town, for having ridden more miles than other member.

✠

Harper's Bazar for March 14th, three times its usual size, and having upon its face cover, a lovely maiden in black and scarlet (which colors, by the way, are said to be those which will predominate in all fashionable attire during the coming season) is out, devoted almost entirely to woman and her wheel.

Harper Brothers have the reputation throughout the country for being the most exclusive publishing house in America, and it certainly speaks well for the bicycle when they give up so much space to its display and encouragement. The different writers whose names appear signed to articles have every reason to be proud of the favor shown them, and the magnificent appearance of the issue.

✠

MISS FRANCES WILLARD, writing in the bicycle number of the *Silver Cross*, says, "I have found high moral uses in the bicycle and can recommend it as a teacher without pulpit or creed. He who succeeds. or, she who succeeds in gaining the mastery of such a creature as the bicycle, will gain the mastery of life, and by exactly the same methods and characteristics."

IDA TRAFFORD BELL.

It's a fact every man would be pleased to dispute,
But there seems no good way to defeat it,
Adam hadn't the courage to gather the fruit
But was perfectly willing to eat it.

THOUGH the month of March is not likely to be pleasant April May.



Waverley BICYCLES.

A Pointer to . . . Dealers

The words at the top of this page you have seen so often that they are engraved upon your mind. They are likewise engraved upon the mind of almost every individual who can read. When a person thinks of bicycles, the first thing that flashes upon the mind is Waverley and that is the first wheel looked for. Do you realize the importance of being able to supply what a prospective buyer wants? Just consider for a few moments, and then write us for terms.

INDIANA BICYCLE CO.

Eastern Wholesale Branch, 339 BROADWAY, NEW YORK.

Indianapolis, Ind.

HODGMAN
SINGLE TUBE TIRE

Be Your Own Judge.

Most bicycle manufacturers study every part of the frame with great care, but leave the tire to chance or choice. If you say so when ordering your wheel you can have a

HODGMAN Single Tube Tire

It is the BEST tire made, and any dealer will furnish it if you insist.

Send for our free booklet about tires.

Hodgman Rubber Co.,

459-461 Broadway, corner Grand Street, New York.

ATWOOD BUILDING,
Cor. Clarke and Madison Streets, CHICAGO, Ill.

Palmer Fabric

Makes a Tire ELASTIC
EASY RIDING and
FAST
(taking less strength to propel)

Palmer Tires

Are Durable, GUARANTEED and Easy to Mend.

They are expensive, and only found on High-Grade Wheels.

PALMER PNEUMATIC TIRE CO.
CHICAGO.

Facts About Pneumatic Tires mailed on request.

WINTER CYCLING IN GEORGIA.

OF all places in the Atlantic States south of the snow belt Thomasville, Ga., is par excellence, and by natural selection, very nearly a wheelmen's paradise. It is situated well inland, yet, but fifty miles from the Gulf of Mexico, and almost daily receives a breeze from that source which is modified to a degree that makes it a positive delight. It has an elevation of three hundred and twenty-five feet, and is the highest land between Savannah and New Orleans.

From January the first to the middle of April the climate is delightful, as it receives but a modicum of the enervating heat of the further south. It is not south of the frost line, and an occasional visit of "Jack" being foreseen, is properly provided for by excellent heating arrangements in the hotels, boarding houses and private dwellings. The cool spells are of very short duration. The soil, a top layer of gray, sandy loam, underlaid by a red loam of firmer quality, reminding one of southern California, is so very porous that, after three days of an incessant downpour followed by a half day of sunshine, the walks and roads become so dry that a wheelman from the north can scarce believe his senses.

Starting of a morning from this fine hotel, the Mitchell House, or from some one of the other hotels or boarding houses, the outskirts of the "city" are soon reached. As we bowl along over the paths made smooth and hard by nearly a century of travel by whites and negroes, the latter



Southern Hospitality.

in week day bare feet or in their Sunday shoes; the fragrant odor of the pines now in blossom,

14 Models. All Sizes, Styles and Prices.

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below:—

New York State and New Jersey, north of Trenton. The H. & D. Folsom Arms Co., 314 Broadway, New York City.

Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.

Illinois. The Henry Sears Co., Chicago, Ill.

California. Smiths' Cash Store, San Francisco, Cal.

Northern part of Ohio and eastern part of Michigan. A. J. Rummel Arms Co., Toledo, Ohio.

St. Louis, Mo. E. C. Meacham Arms Co.

If outside of this territory, apply direct to the manufacturers.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

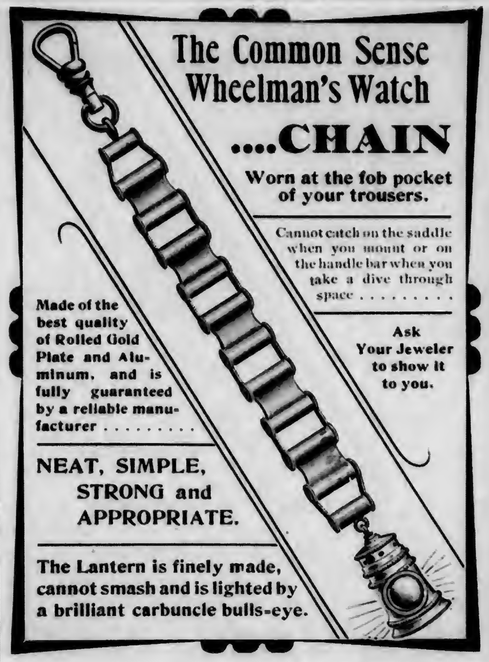
The Common Sense Wheelman's Watch

....CHAIN

Worn at the fob pocket of your trousers.

Cannot catch on the saddle when you mount or on the handle bar when you take a dive through space . . . . . .

Ask Your Jeweler to show it to you.



Made of the best quality of Rolled Gold Plate and Aluminum, and is fully guaranteed by a reliable manufacturer . . . . . .

NEAT, SIMPLE, STRONG and APPROPRIATE.

The Lantern is finely made, cannot smash and is lighted by a brilliant carbuncle bulls-eye.

rival in their fragrance the orange blossoms of the further south.

On we go through the beautiful pine woods by suburban private dwellings and large plantations of "the cotton and the corn" dotted at intervals with picturesque negro cabins where a sow and many little pigs of the typical southern type scurry away apparently in much wonderment at the flying apparitions. Here and there as we turn in a path through the woods the layers of long pine needles convey the sensation of wheeling over a carpet of velvet. Still on we go, gladly missing the monotony of a long level ride, for there seems to be just the right amount of up and down grade intermingled with level riding. Rarely a grade is encountered too steep for a fairly strong rider to ascend with comparative comfort, while the coasting, for those who enjoy it in its fullness, is safe and excellent.

Unlike many parts of South Georgia the scenery is not at all monotonous. Here a hard and level path through the woods; another skirting a fine old plantation, managed, except perhaps for slavery, much as in the days before the civil war. Again we pass along in the shade of long rows of live oaks on either side, whose branches nearly touch each other above our heads. Now and then a fine old home almost hidden from view by a row of beautiful cedars; miles upon miles lined upon either side by a natural growth other than the pine. The live oak; the acorn oak; the plum, the persimmon and the magnolia, together with other though unfamiliar varieties, are intermingled here and there with the handsome holly, well besprinkled with its scarlet berries. Among



"Hard Times Knockin' at de Door."

and on some of these are many trailing vines. the mistletoe predominating, and that curious air plant, the Spanish moss. Perhaps weary muscles

Spalding Cyclometer | Its Name its Guarantee



Costs more than some inferior ones and worth more. **The Spalding Cyclometer** has been tested for years. Strong, reliable and the only perfect Cyclometer that is made or offered for sale. Registers 1,000 miles and repeats; dial divided into 1-100 of a mile and visibly records each revolution of the wheel, and can be plainly read from the saddle; is perfectly noiseless and dust-proof, and can be easily attached to any bicycle. Send for illustrated catalogue. Price, $1.50.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

NEW YORK. CHICAGO. PHILADELPHIA.

FACTORY AT CHICOPEE FALLS, MASS.



Burns Kerosene

It Keeps Lighted

Great as a Driving Lamp

Extra Ruby Front Glass and Fine Gossamer Hood given with each Light in 1896.

Aluminum 6½ oz. $5
Bronze 8½ oz. $4
Nickel 9 oz. $4



The 20th CENTURY Bicycle Head Light is the Lamp for 1896

Betts Patent Head Light Co. 17 Warren St. N. Y.

invite repose. If so a soft bed of pine needles on which to rest, and sleep if so disposed, or, a seat under a spreading oak or pine, where paper, magazine or book can be enjoyed, are always near at hand. The arrangement of the roads about Thomasville is peculiar. Radiating from the city, roads lead out in every direction like the spokes from hub of a wheel. At points varying from two to two and a half miles from town, these roads are intersected by a boulevard surrounding the place, which is about fourteen miles in length. This arrangement affords strangers a chance for plenty of exercise without getting lost, as, turning in from the boulevard on any road, the direction being indicated by a sign, one is sure to get back to town. Furthermore, this arrangement of roads, with their many intersections, both before reaching and after passing the boulevard, admits of hundreds of miles of cycling without going over the same road twice, or in getting more then ten miles from Thomasville.

The people who reside here and their local representatives are fully alive to the wants of visiting wheelmen. In all parts of this city of between six and seven thousand inhabitants, wheelmen are allowed the freedom of the sidewalks, except on a few blocks of the business portion, and a few streets leading therefrom. This fact cyclists can better appreciate when it is understood that, except on the streets mentioned, curbing and paving are not used. Thus the cyclist can ride on the sidewalks many miles within the city limits, affording all an opportunity for much of the easiest riding, and still remain within a short distance of their temporary home. The city council have constructed a half mile cycle path within the corporation, affording an excellent place for both beginners and the scorcher with happily but a few of the latter to interfere.

A few words expressing the desire for a special path to Glen Arven, the home of the Country Club of Thomasville, where trap shooting of all kinds, golf, tennis and other popular sports and pastimes are held was acted upon at once, and within ten days that, too, was added to the wheeling facilities. Much praise should be given to the resident people through their mayor and board of aldermen or council for their prompt and satisfactory action in thus recognizing the cyclists' wants.

Having visited nearly all of the winter resorts south of this place, we have not seen one where cycling can be so thoroughly enjoyed.

W. H. HODGMAN, No. 73,531.

THOMASVILLE, GA., Feb. 15.

SINCE 'twas in Eden man received
The sin that burdens all our flocks,
It isn't strange we've since believed
Our Paradise a paradox.

YESTERDAY has departed, tomorrow has not arrived. Today appears to be about all the time we have at our disposal.

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

If You have not already done the . . . .

AT THE **Right Thing Right Time**

do it now.

Here's the name . .

Edw. Oliver & Co.,

and here's the address

21 Park Row, New York.

Of course you know they are selling agents for the

Elmore and Ixion Bicycles

and that they are so situated that they are offering alluring inducements to agents.

You will do the right thing if you write them.

GUIDE-POST DAY.

BY ROBERT GENTLE.

(Chief Consul N. J.)

The Governor of New Jersey will shortly designate a day in the month of April which will be known as "Arbor Day," to be celebrated by planting trees along the public highways. This is a grand work and wheelmen, good citizens as they are, will heartily co-operate in it.

But wheelmen can do more on this day. The law of New Jersey provides:

"That each and every township in this State shall . . . erect and maintain guide-posts on the several roads, turnpikes and highways within each township, at each and every place where such roads, turnpikes or highways intersect or cross each other."

The law further provides that it shall be the duty of the overseers of highways to report to the township committee where guide-posts are necessary, and that on receiving such report the township committee shall cause posts to be erected, in the manner prescribed by the act, and that every township which neglects to do this shall pay into the county treasury the sum of ten dollars for every guide post so neglected to be erected or maintained.

Thus it will be seen that the law requires not only the erection of guide-posts at all intersections of roads, but also the proper maintenance of them.

The chief consul of the New Jersey division of the League of American Wheelmen recommends that the wheelmen throughout the State take steps, in connection with "Arbor Day" exercises toward seeing that the guide-posts in their particular localities are properly erected and maintained. That where posts have not been erected they see that the law is enforced and that where guide-posts already exist, but require fresh painting or lettering, or where the distance is improperly designated, they call the attention of the township committee to these defects and have them remedied. He urges wheelmen to act upon the suggestion at once; not to assume that others will do it, but to take the lead in the movement and see that the law is carried out.

If this is done New Jersey will not only maintain her position as one of the leading States in the good roads movement, but will have the further distinction of inaugurating and putting into effect "Guide-Post Day."

The result of this work would be beneficial not to wheelmen alone, but to every one using the public highway, and while it is the duty of all good citizens to see to it yet it seems particularly a work for wheelmen.

The League of American Wheelmen is an organization over forty thousand strong, and the New Jersey division will take action upon the above suggestion. It is urged that all wheelmen join the organization for which purpose application blanks can be had from the local consul in every city, town or village, the secretary-treasurer, James C. Tattersall, Trenton, N. J., or Chief





Consul Gentle of Elizabeth, N. J. Pending action by the division, however, is suggested that bicycle clubs in every district in the State arrange for the celebration of "Guide-Post Day" by an inspection of the guide-posts in the different vicinities, and if defects or deficiencies be discovered they either take action in the matter themselves or refer it to Chief Consul Gentle. It is furthermore suggested that "Guide-Post Day" and guide-post inspection be made a permanent annual run by all wheeling organizations.

O, WHAT a difference it makes,
That Eve was not afraid of snakes!

FILL your speech with roses, but not with thorns.

THE pessimist represents the skimmed milk of human meanness.

HAVE you spoken a real pleasant word of praise to any one today?

How many women go to church
To show a stylish dress
Who seldom think that christians should
Be clothed in righteousness.

IT is well enough to pray for the heathen in Africa, but give your money to the orphans in your block.

PLAN your work in advance. Don't travel without going somewhere.

COMMON CARRIERS AND THE BICYCLE.

I.

IT cannot be said that the shipper of a bicycle (or of any goods or chattels) and the common carrier stand on equal terms in the making and delivery of a release of all claims for damage to his wheel or his goods or chattels while in course of transportation by the carrier. The shipper in most cases from motives of convenience, necessity or apprehended injury *feels obliged* to accept the terms proposed by the common carrier and practically the contract is made by one party only and should therefore be construed most strictly against that party. Hence the carrier should not be released from the consequences of its own wrongful acts by words of general import or by implication.

II.

A common carrier is subject to two distinct classes of liabilities: one in which it is liable for loss and damage as an insurer without fault on its party; the other in which it is liable for default in not exercising proper care and diligence (viz. negligence). Now the question arises, can this common law liability be limited or avoided by contract or agreement between the carrier and the shipper?





The answer is, as to the State of New York, yes, it can, and the rule is settled in the jurisprudence of the State of New York.

But to release the carrier from liability for its own wrongful acts, no language however general or comprehensive will suffice; the release must be special and *cover* the particular risk intended.

Every presumption is against an intention to contract for immunity for not exercising ordinary diligence in the transaction of any business and hence the general rule is that contracts will not be so construed when expressed in general terms.

EXAMPLES: The defense rested solely upon a claim of exemption from liability contained in the "contract of shipment," by which in consideration of a reduced rate of charge the shipper agreed "to release and discharge the R. R. Co. from all claims and demands and liabilities of every kind whatsoever for, or on account of, or connected with any damages or injury to or loss of said stock or any part thereof *from whatever cause arising*."

Literally these words would cover a loss arising from the gross negligence or even from intentional or wilful, wrongful acts of the carriers' agents.

Held, by Chief Justice Church, Court of Appeals, 71 N. Y., p. 180, that the railway company was liable to the shipper for damages incurred.

The rule laid down in this case has been followed in New York State.

In the well-known Steimoeg case, the contract released the carrier "from damage or loss to any article from or by fire or explosion of any kind."

The Court of Appeals, 43 N. Y., p. 123, held that the release did not include a loss by fire occasioned by the negligenee of the carriers' employees.

III.

It will thus be seen that in the *State of New York* no language however broad or comprehensive can operate as a release for the negligence of the common carrier *unless* such negligence is specially mentioned in the release and then only to the extent specified.

IV.

The rule in the *United States Supreme Court* is *different*. That court holds in a persuasive opinion, 17 Wallace Rep. p. 35, that a common carrier cannot limit its common law liability by any agreement however specific.

A tendency towards the doctrine of the New York cases was shown some time ago in England, but was soon remedied by legislation, *and legislation is the only thing to which we wheelmen can look to in order to hold our common carriers to their strict common law liability.*

There is one more point to be considered particularly, arising out of the fact that the parties do not stand on equal terms which is, that the contract thrust upon the cyclist must not be in such small type different from the body of the contract. as to deny him a reasonable opportunity to read it.

WM. GEO. OPPENHEIM, Ph.D., LL.B.
No. 70,835. (Member of New York bar).

Bicycle Suits for Men...



One of the most remarkable offerings of the season.

They are made of excellent grade mixed cloths, sewed throughout with silk, and are among the most perfect fitting Bicycle Suits on the market. The bloomers have two hip, two side and two watch pockets, and are reinforced. The coat has four patch pockets and the seams are piped.

We have made an extraordinary effort to provide an exceptionally good suit at the very low price of

$3.75 EACH

We will send a Booklet, containing samples of materials, to any address upon request.

STRAWBRIDGE & CLOTHIER,

PHILADELPHIA.

1896.



CUT SHOWS FULL SIZE.

Better Size. Better Quality.

Same chain graphite as before, but other ingredients are new and improved.

Convincing ...Proof... Every bicycle rider in the United States, and many who are not riders, will recognize the writer of the following letter:

JOS. DIXON COMPANY, Warsaw, Ind., Jan. 14, 1896.
Jersey City, N. J.

Dear Sirs:

You may be interested in knowing that I used your bicycle chain graphite *exclusively* during my 21,000 mile ride around the borders of the United States, and that it gave me *entire* satisfaction, as is evidenced by the fact that, as stated, I used it to the exclusion of various other makes which were tendered me free. It saved me much hard work, as its application never failed to cause an easy-running chain.

Yours truly,

TOM W. WINDER.

JOSEPH DIXON CRUCIBLE CO.,

JERSEY CITY, N.J.

TOURING IN EUROPE

By the Foreign Marshal.

IT may be thought, by the members of the L. A. W., if the matter has been considered at all, that I should say something on this subject, as I am supposed in some fashion to look after the interests of members touring over here. I have, however, for some years hesitated to say anything in the BULLETIN for two reasons, first because I have, when I have written, been overwhelmed with correspondence, and secondly because I have not known whether any remarks or observations of mine were wanted. At present, however, there seems to be a rapidly growing interest in the subject and a few facts may assist prospective tourists.

The first thing, anyone thinking of cycling through Europe should do, is to plan his or her trip, make up their mind what countries they wish to visit, trace out roughly their route on a map, marking the large towns through which they wish to pass. Then purchase by joining the Cyclist's Touring club, 139 Fleet street, London, the road books for England, and the maps of the different countries published by Iliffe & Stunney, Coventry.

For France there are the road books of the Baron Baroncilli, and the publications Voloce Sport of Bordeaux, France. For Germany those of the Radfash Union, and for Europe generally the Cyclist's Touring Club Foreign Road Book, which is not so *bad* as it is said to be, now that it has been revised.

But map out your tour roughly, my plan is not to adhere to closely to a route, interesting things crop up all the time, turn aside to see them. Be much more careful about selecting your fellow tourists.

Now as to machines, anything that does not occupy more than twenty cubic feet, and is boxed in a trunk or crated goes free on a steamship. But why not order your machine to be ready for you when you arrive in England, at Liverpool, Southampton or Queenstown. This would save trouble, if you know about makers and what you want. Such a plan would, however, on the continent be expensive and unreliable. But with or without a machine you arrive at any English, Scotch or Irish port, there is no duty to be paid. There is a duty in every continental country, and it is exacted more or less vigorously. If in France you can prove you are touring and your machine shows signs of wear, and *you can speak the language* you may get off free, or if you belong to the Cyclist's Touring club, and show your badge; but your money, if paid, will be refunded on leaving the country, in every case, provided you get a receipt. If you are going out of France to return, awheel, in a few days or even months, you should get a *passavant descriptif*, which saves bother, allowing you to go out and come back freely. In Italy, Switzerland, Spain and Belgium I have been much annoyed, but patience and a little knowledge of the language work wonders, much better are they than bribes and less expensive.

Germany, Holland and Austria are indifferent, you are rarely bothered by customs people. Russia, Bosina and Herzegonna passports, formalities, cash down. Turkey and Greece, are roadless virtually. Norway and Sweden and Denmark, I think, scarcely trouble one. But at any rate if travelling alone or sketching or photographing bring a passport.

And if you don't know a word, anything save good American, don't be astonished if you don't get things done just as you would at home.

Many of the faults we find so conspicuous in foreigners are the result of our ignorance of their language and their customs. Their way may be as good as ours, even if quite different. For example, if your machine is sealed with a lead or wax seal don't pull it off, without that, your receipt, you won't get your money back.

As to taking machines on railways, every country and almost every line has different laws. Generally in France they go for two cents, the fee for checking. Fifty-six pounds are allowed each first-class passenger, free; everywhere else you pay.

Your correspondent's statement recently made

A Pride and Satisfaction to Riders

EASY-RUNNING....

Gendron and ... Reliance Bicycles

Catalogue on application to

GENDRON WHEEL CO.

Toledo - - - Ohio.

Trenton Cyclometers



⅔ SIZE
MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C. registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

It Pays to have the Best....

Everything that could be done has been done to make

THE RIALTO....

Absolutely Perfect. What more could be asked?

Continental Cycle Co.

15th Street and Western Avenue Chicago.....

When ordering your wheels REQUEST that they be fitted with

Hunt

BICYCLE SADDLES
WESTBORO MASS



The Crank Bicycle Pump Is a little wonder

Only 4 inches long

As powerful as a foot pump.

For sale by Jobbers and Dealers

S. E. Howard's Son & Co., Sales Agts 21 & 23 Mercer St., New York

McCune Cycles...

NONE BETTER,

Send for Catalogue.

EVERETT CYCLE CO.

EVERETT, MASS.

Agents Wanted.

Standard Rubber.... Cushioned Spring Saddle...

Price, $4.00



With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and a perfect seat. Made for ladies and men, and meets all hygienic requirements.

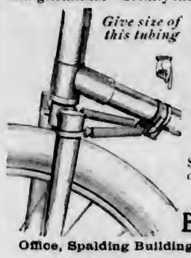
CAPITOL MFG. CO.

125-137 Rees Street, Chicago.

See advertisement of Climax 10,000 mile Cyclometer next week.

The Automatic Bicycle Balance

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest. Write for Circular and Trade Prices.



Weighs only 2 ounces. Entirely nickel plated. Adjustable to any bicycle.

PRICE $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

Delaware City, Del.
March 20, 1896.

Ed. "L. A. W. Bulletin":

Dear Sir,—Gracious alive; no! Don't take the adv. out yet. Everybody wants it, and before the edition is gone another edition will be ready. The price of "The Bicycle, Its Care and Repair" will remain the same, 25c.

Yours truly,

Box 20, Delaware, City, Del. C. VON CULIN.

SPRING, SPRING,

Beautiful, Comfortable,

Nothing can quite take its place. That's why the **"Hardy"** Cycles are built like a Spring Carriage for "COMFORT."

And why Doctors say **"Lady Hardy"** ∴ ∴ that ∴ ∴

Is the only fit wheel for a LADY TO RIDE.

$110.00 is cheap for that wheel.

Liberal discounts to the trade. Interesting catalogue on application.

HARDY CYCLE COMPANY,

42 to 50 W. 67th St., New York.

in the BULLETIN as to price in English hotels is about right, but one need not spend so much and may live better by dining in restaurants. Twelve shillings a day should cover everything, eight or ten are certainly all one need spend, $2.00 to $2.50, on food and lodging, and one could easily travel very much cheaper.

I disagree, however, entirely with his statements about the continent. And I have had much longer and more varied experiences than he has. I can see Europe much more thoroughly alone or with some congenial companion. But to travel well and easily on the continent one must conform to the ways of the natives, and know the language of the country. What we call comfort is unknown. Sanitary affairs are primitive, social and domestic customs absolutely different, and you cannot get along well if you try to impose your own fashions on a foreigner, I mean easily and cheaply.

He says the middle class commercial hotels are just as good and as cheap as at home. If for two dollars a day one can live anywhere in America as one can in Europe, I am glad we have so greatly improved during the last eighteen months. Can you for that price, get two square meals, two bottles of wine, a bed, coffee and rolls? I think not.

Still I think from what I have seen of my fellow countrymen awheel in Europe, $3.00 a day is about the right sum. It can be done for less, but to do it comfortably requires more knowledge of a country than the visitor is likely to have.

As to returning it's easy enough to get out of a country or a hotel if you have paid up, only remembering that a small tip to the crowd who clamour for it is better than a larger one, but when you arrive in New York with your wheel the fun commences. Oh, that custom house!

LONDON, Feb '96. JOSEPH PENNELL, No. 8.

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Eclipse.

The Eclipse Bicycle Co., Elmira, N. Y., issues a neat 32-page catalogue, one page of which is devoted to the interests of the L. A. W., and contains a blank application for membership blank. The cover page in three colors is modest and pretty and the half tones throughout the book are neat.

Richardson.

The Richardson Bicycle Co., 47 W. Lake St., Chicago, issue a modest catalogue relating to the wheel it manufactures.

Juniata.

The H. H. Lane Mfg. Co., Huntingdon, Pa., issue a catalogue in two colors. The neat little

A TONIC, A FOOD, AND A MILD STIMULANT

That's what

EVANS' ALE



is. An absolutely pure, hygienic, and nutritious extract of

Malt and Hops,

uncontaminated with dead, diseased, or foreign yeast cells.

NO SEDIMENT WHATEVER.

MILWAUKEE BEER...

IS FAMOUS

PABST

has made it so

Then insist on having

PABST MILWAUKEE

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & Co.,

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.

The Improved Automatic Cycle Saddle

As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



Dr. W. T. DODGE, Surgeon to St. Mary's Hospital, Big Rapids, Mich. "I like your saddle very much. It is made on the correct principle."

Manufactured in Cane, Wood, Leather or Padded Seat, with or without springs. Send for circulars, to the

AUTOMATIC CYCLE SEAT CO.

441 Rood Block, Grand Rapids, Mich.



"Ball-Bearing" Bicycle Shoes

For Men and Ladies.

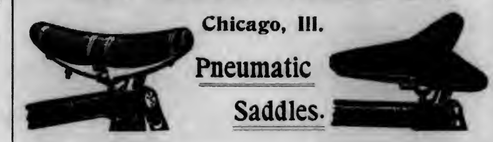
They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,

CHICAGO, ILLS.

The Bunker Saddle Co.

Chicago, Ill.



Pneumatic Saddles.

half tones of landscapes add beauty to the book. The picture of "Our Bicycle Girl" is pleasing.

Racycle.

The Miami Cycle and Mfg. Co., Middletown, Ohio, issues a 54-page catalogue pertaining to the "Racycle" and its two-speed changeable gear. Among the half tones of the book is one of Lillian Russell mounted on a bicycle.

Premier.

Two of the 34 neatly printed pages of the catalogue issued by the Premier Cycle Mfg. Co., of Bridgeport, Conn., are devoted to the interests of the L. A. W. "Premiers" and the "Helical" tube are clearly described, and some good advice on how to get the best and longest service from a bicycle is given. The cover page, in blue and gold, is very artistic.

Geo. Worthington Co.

High grade bicycles and accessories are described in the 72-page, two-color catalogue sent out by the above company, located in Cleveland, Ohio. The book is comprehensive in its contents and will be of general interest to wheelmen.

Eclipse Electric Lamp.

The Eclipse Electric Lamp Co., Buffalo, N. issue a neat little catalogue relating to its lamp.

Get Your Hooks in...

The Quaker City - $45.00
This is a $60.00 Bike

The Pennsylvania - $50.00
This is a $75.00 Bike

Send us a stamp and we will send cuts of the above.

PENN BICYCLE COMPANY,

H. D. Le Cato, Pres. 1343 Arch Street, Phila.

RUST on Wheels PERMANENTLY PREVENTED with **MANNOCITIN** 2-oz. cans, 25 cts. At dealers or by mail from Otto Goetze, Kemble Bldg., New York

---

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

RUBBER GOODS BY MAIL
For Men, Women and Children. Catalogue free. Quick Sales. Big Profits to Agents. A. T. Betts & Co., 120 Water St., Toledo, O.

Its End is Blue. *Have you Seen it?*

The Incandescent Bicycle Lamp Wick.

No smoke. Improved light. Burns Kerosene. Light will not jar out. Price, 50 cents per dozen. Send 10 cents for sample.
J. M. A. LARKIN, General Agent, 29 Broadway, New York.

WANTED—An experienced man for superintendent of a large bicycle factory. Must be thoroughly conversant with all mechanical details connected with the position, possess good executive ability and be a proficient cycle engineer. Only a high-grade man with these qualifications need apply. Applications will be considered strictly confidential. State experience. Address, William P. Scott, 309 Broadway, New York City.

So "They Say."

When a man starts out at a rapid pace
Somewhere on a bee-line trip,
And a bloomer girl, with a winsome face
Goes by at a pretty clip,
He will turn aside and go her way
'Though it's farther round by half,
For he'll trade his steer most any day
For a really charming calf.

A MAN with plenty of backing can present a good front.

YOU can't send an open bottle through the mail. The postoffice authorities will stop it.

IT makes some men dizzy to get to the top of the ladder.

THE TRANSIT

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.



THE BICYCLE
Its Care and Repair.

80 Illustrations. 180 Subjects. 25 cts. Money refunded if not satisfied.

C. Von Culin, Box 20, Delaware City, Delaware.

An Opportunity for Bicycle Academy and Salesroom.

The owners of the plot of ground on the northwest corner of Broadway and 49th St., having a frontage on Broadway of 125 feet, and an average depth of 100 feet, are desirous of meeting capitalists or parties interested in the sale of Bicycles with a view of securing co-operation in the erection of a Spiral Bicycle Track, similar to the "Palais Sport" now so popular in Paris, and described in the *New York Herald* of February 23d, and *Scientific American* of February 15th.

J. A. SHEDD, Care of **International Metal Co.,**
100 Broadway, 12th Floor, Rooms 18-19. **New York.**



Free! Free! This oil can filled with "3 in 1" mailed to those enclosing 2 cent stamp and mentioning the BULLETIN. We want every member to know the merits of "3 in 1."

G. W. COLE & CO., 111 Broadway, New York.

THE bicycle is the good roads agitator.

No. 82,018: We don't know.

HELL can't be, forever, a low down clime,
For there's somebody raising it all the time.



We want live bicycle agents. Hopedale Cycle Co., Milford, Mass.

Fifteen hundred miles on wheel through Europe, $300. Leave June 24th. Return Sept. 5th. Write box 422, Albany, N. Y.

To the Members of the L. A. W.

In response to a large number of inquiries from the members of your organization for cuts of our 1896 models, we present on the following pages a complete transcript of our catalogue, in advance of its publication.

HUMBER & CO., America, Limited.
WESTBORO, MASS.

ELLIOTT BURRIS, Managing Director.

Among Humber Patrons are

Duchess of Manchester	H.R.H., Albert Edward, Prince of Wales	Kinsley Magoun, New York
Duchess of Sutherland	H. R. H., Prince Iberahim Pasha	Mrs. Wm. V. Draper, New York
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H. M., King of Belgium	Baron Kraus	Robert H. Delafield, Tuxedo
H. I. H., The Shahzada	Baron Rothschild	H. P. Brookman, Tuxedo
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Crown Prince of Belgium	Marquis of Londonderry	Geo. Floyd-Jones, Long Island
H. R. H., Crown Prince of Greece	Marquis of Queensbury	Henry L. Faurot, New Orleans
Prince Dhuleep Singh	Sir K. de Trafford	Bernard Titche, New Orleans
H. R. H., The Maharajah of Kapurthala	Stuyvesant Fish, New York	Robt. M. Cushing, Boston
H. R. H., Prince Henry of Prussia	James P. Kernochan, New York	Dr. W. P. Bigelow, Boston
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Earl Kintore	James Stillman, New York	Wm. Forbes Morgan, Pau, France
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Lord Aylesford	C. Albert Stevens, New York	John A. Faulkner, Lowell, Mass.
Lord Chelsea		Edwin K. Baldwin, Lowell, Mass.



Humber 1896 Roadster.

24-inch frame; adjustable handle bar, in drop position; weight, 24 to 25 lbs. Price, $110.00.

MANY cycle makers are blowing trumpets, and proclaiming, through megaphone catalogues, and glaring advertisements, that they manufacture the "standard of the world," "the only high grade," "the best on earth," "the fastest," etc., expecting the uninformed to believe them; but it is a matter of history that Thomas Humber is the pioneer cycle maker of the world, and a fact of to-day that HUMBER companies employ a larger cash capital, and a greater number of skilled mechanics, than any other cycle manufacturers in the world; that HUMBER Cycles hold every accepted World's Record from two-thirds of a mile to eighteen hundred miles; that every experienced cyclist who has ever ridden a HUMBER pronounces HUMBER QUALITY superior to any "high grade" make.

THE following is an extract from a letter received as we go to press from an old Cyclist whose experiences began with the old "bone-shaker," a resident of Boston, prominent in his profession of architecture, whose opinion on practical and scientific subjects is sought by fellow members of many societies and clubs of which he is a ruling spirit. This letter voices the sentiments expressed by HUMBER riders all over the World, whose education and experience have been laid in the line of mechanical science, and it seems a fitting opening of an address to the American public, in presenting for consideration the merits of 1896 HUMBERS:—

"I suppose I must keep pace with the style and fashion, and must follow my usual custom of buying a new Cycle each year. You may therefore enter my order for an 1896 HUMBER ROADSTER; but, frankly, I do not experience the enthusiasm of past years in anticipating the receipt of a new mount, for I hardly believe it is possible that even Humber & Co. can make an easier propelling or smoother running machine than my 1895 HUMBER, which I have sold to a neighbor for $75.00. It is entirely unnecessary to send it to your factory to be examined and overhauled, as you suggest. It is in as perfect condition as when I received it, slight marring of the enamel and wear of the tires by the season's use excepted."

Catalogues of manufacturers are an appeal, a petition for patronage, in which the publisher usually claims his particular goods "The best of the kind," or "The greatest value for the price." Some do so honestly, measured by their intelligence; others, influenced by greed, care naught for truth.

THERE is a best of every kind, but how to find the best is often a puzzling question, especially in cycles, engaged in the manufacture of which is a mushroom growth of makers; many (failures in other lines of manufacturing industry, or driven by skilled competition into new fields), before their plans are developed or their machinery set in motion, proclaiming with brazen trumpets, glaring advertisements, and showy catalogues, that they are makers of "The Standard of the World," "The Only High Grade," "The Best



Humber 1896 Roadster.

22 inch frame; adjustable handle bar, in upturned position; weight, 24 to 25 lbs. Price, $110.00.

SPECIFICATIONS. — Frame connections throughout are made of wrought metal; no castings whatever, either steel or iron, are used in the construction of American HUMBERS.

HUMBER dust-proof bearings throughout; HUMBER twenty-two or twenty-four inch frame; forty-four and one half inch wheel base; eight inch head, 1896 adjustment; HUMBER lower rear fork stay; HUMBER double fork crown re-inforced; HUMBER oval fork sides, tapered in width and tapered in gauge; HUMBER crank hanger (with sluice hole in bottom), two and one-half inch drop below center line of wheels; HUMBER solid crank axle; six, six and one-half, or seven inch HUMBER cranks; five-inch tread between cranks where pedal axles are inserted; HUMBER rat-trap or rubber pedals; HUMBER crank sprocket, new attachment; HUMBER eight-tooth rear sprocket; sixty-six and one-half, seventy, or seventy-three and one-half gear; HUMBER road chain; twenty-eight inch wheels; cold swaged nickeled tangent spokes, thirty-two front, forty rear; fitted with HUMBER Patent red tread non-slipping, re-inforced tread hose pipe road tires, mounted on wood rims, painted royal purple with Quaker grey stripe, or Simplicity 47 detachable road tires mounted on steel rims painted royal purple with Quaker grey stripe; HUMBER adjustable road handle bar, tapered gauge and tapered ends, eighteen inch spread; fitted with corkaline grips with tortoise mottled tips; HUMBER road saddle mounted on T or L post; detachable step fitted for rear axle; frame finished with HUMBER black enamel, bright parts nickeled tool bag, wrench, lamp bracket, spanner, oil can, pump and tire repair outfit.

Unless otherwise specified the regular equipment of the HUMBER Roadster will be twenty-four inch frame, seventy gear, six and one-half inch cranks, rat-trap pedals, HUMBER hose pipe road tires mounted on wood rims, HUMBER road saddle. Price, $110.00.

We make a HUMBER Roadster with twenty-six inch frame—specifications same as above except the length of head is ten inches.

We also make a HUMBER Roadster with twenty inch frame—specifications same as above, excepting the length of the head is six inches.

An extra charge of $15.00 will be made for other than twenty, twenty-two, twenty-four and twenty-six inch roadster frames.

We recommend the HUMBER Tourist to riders weighing two hundred pounds or over, and for all riders desiring a brake on their Cycle. We do not fit brakes on HUMBER Roadsters.

We will only sell 1896 HUMBERS fully equipped, and according to our specifications; no other tires, saddles, pedals or other parts substituted.

HUMBERS are only HUMBERS as HUMBER Companies build them.



Humber 1896 Tourist.

24-inch frame; weight 25 to 26 lbs. Price with brake, $112.50; price without brake, $110.00; price with brake and mud-guard over rear wheel, $115.00; price with brake and mud-guards over front and rear wheels, $117.50.

on Earth," "The Best in the World," "The Only Perfect," "The Fastest in the World," etc.

The best of the kind in a country is usually known by the class of its patrons, and the firmness of the price at which it is continuously sold in the market. The best in the world is the article purchased and used by the most intelligent and prosperous classes of the world, to which makers of every country pay homage, flatter by imitation, and which honest makers cannot disparage or criticise.

Until a HUMBER factory was established in America, and so long as the tariff was thought prohibitory of importation of quantity, Cycle Manufacturers of the United States advertised without license HUMBER bearings, HUMBER frames, HUMBER fork crowns, HUMBER patterns, and HUMBER chains, admitting that within the walls of their factories, HUMBERS are the best product in Cycle construction which inventive genius, skilled mechanism, precise methods, and unlimited facilities have produced.

TO examine a HUMBER, scrutinize critically every part, every principle of its construction, is to find demonstrated practical skill, practical worth and economy in a complete whole.

From the inception of the cycle business more than a quarter of a century ago, when Thos. Humber constructed the first cycle manufactured in England, HUMBERS have stood unequaled in quality, unrivaled in design, pattern, finish, strength, speed, ease of propulsion, service and durability.

Established in 1868, it is a matter of history that Humber & Co. are the pioneer cycle manufacturers of the world, and facts of to-day that Humber Companies employ a larger cash capital and a greater number of skilled mechanics than any cycling manufacturing firm or corporation in the world; that their product commands a higher price than any other make of cycle; that every cyclist who owns a HUMBER pronounces HUMBER QUALITY superior to any "high grade" make; that HUMBER Cycles hold all accepted world's records at standard distances, from two-thirds of a mile to eighteen hundred miles.

HUMBER QUALITY is only obtainable by day labor; no piece or apprentice work is done in the factory of Humber & Co., America, Ltd.—skilled, careful, painstaking mechanics are employed. Rigid examination and critical inspection from the crude material, is made of every part, after each process of manufacture, and followed through its several operations and processes, then critically inspected and tested, and measured to a thousandth part of an inch before entering the complete cycle.

Slow workmen, if skilled, are more desirable in HUMBER factories than quick workmen, inclined or disposed to slight their work to produce quantity. The motto in every department of HUMBER factories is: "Is this absolutely perfect?" not



Humber 1896 Tourist.

22-inch frame; weight twenty-five to twenty-six pounds. Price with brake, $112.50; price without brake, $110.00; price with brake, and mud-guard over rear wheel, $115.00; price with brake and mud-guards over front and rear wheels, $117.50.

SPECIFICATIONS. — Frame connections throughout are made of wrought metal; no castings whatever, either steel or iron, are used in the construction of American HUMBERS.

HUMBER dust-proof bearings throughout; HUMBER twenty-two or twenty-four inch frame; forty-four and one-half inch wheel base; eight inch head, 1896 adjustment; HUMBER lower rear fork stay; HUMBER double fork crown reinforced; HUMBER oval fork sides, tapered in width and tapered in gauge; HUMBER crank hanger (with sluice hole in bottom), two and one-half inch drop below center line of wheels; HUMBER solid crank axle; six, six and one-half or seven inch HUMBER cranks; five inch tread between cranks where pedal axles are inserted; HUMBER rat-trap or rubber pedals; HUMBER crank sprocket, new attachment; HUMBER eight-tooth rear sprocket; sixty-three, sixty-six and one-half or seventy gear; HUMBER touring chain; twenty-eight inch wheels; cold swaged, nickeled tangent spokes, thirty-two front, forty rear, fitted with HUMBER Patent red tread non-slipping reinforced tread hose pipe touring tires mounted on wood rims painted royal purple with Quaker grey stripe, or Simplicity 47 detachable touring tires mounted on steel rims painted royal purple with Quaker grey stripe; HUMBER touring upturned handle bar, tapered gauge and tapered ends; 18-inch spread; fitted with corkaline grips with tortoise mottled tips; HUMBER touring saddle, mounted on T or L post; HUMBER detachable brake, concealed plunger rods; detachable step fitted for rear axle; mud guards over either rear or front wheels, painted royal purple; frame finished with HUMBER black enamél, bright parts nickeled; tool-bag, wrench, lamp-bracket, spanner, oil can, pump and tire repair outfit.

Unless otherwise specified the regular equipment of the HUMBER Tourist will be twenty-four inch frame, seventy gear, six and one-half inch cranks, rat-trap pedals, HUMBER hose pipe touring tires mounted on wood rims, HUMBER stationary upturned handle bars, fitted with brake; weight twenty-five pounds. Price $112.50.

When brake is supplied, stationary handle bars are necessary, as adjustable handle bars and brake cannot be combined.

Rubber pedals add one pound weight. If wheels are mounted with Simplicity 47 detachable tires on steel rims, the weight of the HUMBER Tourist, including brake and rubber pedals, is twenty-seven pounds.

We make a HUMBER Tourist with 26-inch frame — specifications same as above, excepting the length of head is 10 inches.

We also make a HUMBER Tourist with 20-inch frame — specifications same as above, excepting the length of head is 6 inches.

We make an extra charge of $15.00 for Tourists of especially heavy weight, and an extra charge of $15.00 for other than twenty, twenty-two, twenty-four or twenty-six inch frames.

We recommend the HUMBER Tourist to riders weighing 200 pounds or over, and for all riders desiring a brake on their Cycle.

We will only sell 1896 HUMBERS fully equipped, and according to our specifications. No other tires, saddles, pedals or other parts substituted.

HUMBERS are only HUMBERS as HUMBER Companies build and equip them.

"Can it, or will it pass?" It is an old saying in England that an ordinary workman in a HUMBER factory is fit to be a foreman in other factories, and it is the testimony of every mechanic who has been employed in HUMBER factories, that greater skill is required and greater care maintained in the processes of manufacture in HUMBER workshops than they have ever witnessed. A mechanic once employed in a HUMBER factory, whenever seeking employment elsewhere needs no other recommendation than to establish the fact of once having been a HUMBER employee.

The value of the quality of HUMBER bearings is often evidenced by the eagerness with which repairers and small manufacturers have for years purchased old HUMBERS, cast aside for newer patterns, for the sole purpose of procuring the bearings for making cycles for their own use, or on special orders for customers.

We manufacture only one grade of cycle. It is not our policy to make goods to meet popular prices, or at a price set by "high grade" makers; but to make only and always HUMBER QUALITY, and sell it at the lowest price consistent with its cost, the obtainment of which is the result of exhaustive research and experiments by a corps of experts, skilled by years of study and practical experience to cull out impractical ideas, and to invent and scientifically test improvements.

That we have succeeded is the verdict of cyclists and practical mechanics the world over, often attested by the adoption of HUMBER ideas by cycle makers who recognize that any new feature appearing in a HUMBER Cycle has been proven practical by exhaustive and thorough tests, knowing that HUMBER Companies do not experiment on the public, nor make either freaks or fads.

TO retain same weight and use large tubing, it is necessary to use thinner tubing than has been used in the past. Our experiments and tests have proven there are mechanical objections to the use of lighter or thinner tubing than employed in the construction of HUMBERS. Thin tubing endangers the strength of the frame and the safety of the rider.

HUMBERS are made for practical use, every part made for a practical purpose, as elegantly finished as it is practical for the use intended. To main tain HUMBER QUALITY throughout, and that no reflection may be cast upon its reputation by the use of other than HUMBER parts, and to facilitate the prompt execution of orders, we shall decline during the season of 1896 to equip HUMBERS with other tires, saddles or pedals than those we furnish, and to protect ourselves against the accumulation of excess stocks of parts and consequent loss thereby, we shall decline to sell any HUMBERS unless fully equipped according to our specifications. We will not, therefore, credit any parts, saddles, tires, pedals, mud guards, chain guards or brakes removed after the cycle has left our factory.

The price of each style of 1896 HUMBER is based upon its cost of construction, and is set at a figure which will not admit of supplying extra parts without additional charge. It would be palpably unfair and unjust to those who do not desire a brake, chain guard or mud guard to charge them the same price we find necessary to list cycles fitted with these extra parts. We therefore catalogue each model with the equipment usually desired with it, and charge for any extra parts wanted, not covered by the price.

IT has always been the policy of Humber & Co., and is impressed upon every employee, that it is our aim to deal honestly, truthfully, fairly, justly, equably, and honorably with every patron. To this end, and for the purpose of protecting our patrons, our agents and ourselves, and of maintaining our catalogue prices, we require of every one whom we appoint an agent, a guarantee under a forfeiture bond, that he will not, under any circumstances or conditions, sell a HUMBER at less than the price published in our catalogue. Any agent violating this agreement imprints his character upon the mind of the purchaser, and immediately it becomes known to us forfeits the agency and becomes liable to us for $100.00 for any and every HUMBER Cycle sold by him under our catalogue price. As a further precaution against the cutting of price, and in further protection of our patrons, we here give notice that we withdraw our guarantee from any HUMBER purchased under catalogue price. It is the policy of Humber & Co., and is required of their representatives, and urged upon their agents, to refrain from discussing or criticising the construction or comparative merits of other makes of cycles. HUMBER QUALITY is the result of twenty-eight years' experience, the employment of the most skilled workmen obtainable, and unlimited facilities and capital, and to describe or discuss the processes, methods or metals employed in the construction of HUMBER Cycles would reveal, without equivalent remuneration, secrets earned by HUMBER Companies through the expenditure of vast sums of money. HUMBER reputation is a guarantee of HUMBER QUALITY. All questions regarding processes, methods employed, quality of material used, and their application in HUMBER factories, and all controversies relating to cycle construction, are answered and decided in the words — HUMBER QUALITY.

COMPLAINTS made to us during the season of 1895, regarding the attempts to shift responsibility, excuses made, and the delays in repairing by tire manufacturers, decided us to deal directly with our agents and with purchasers of HUMBERS, in the matter of TIRES. In future, all complaints of tires, and all defective tires can be sent direct to us, and will receive prompt and courteous attention. We have not facilities for the manufacture of tires, nor could we manufacture



The 1896 Lady Humber.

Weight twenty-five to twenty-six pounds. Price with brake, chain-guard, and mud-guard over rear wheel, $117.50; price with brake and without mud-guards, $112.50; price with brake, chain-guard, and mud-guards over front and rear wheels, $120.00; price without brake or guards, $110.00.

SPECIFICATIONS. — Frame connections throughout are made of wrought metal; no castings whatever, either steel or iron, are used in the construction of American HUMBERS.

HUMBER dust-proof bearings throughout; HUMBER twenty, twenty-two or twenty-four inch frame; forty-four and one-half inch wheel base; eight-inch head, 1896 adjustment; HUMBER lower rear fork stay; HUMBER double fork crown reinforced; HUMBER oval fork sides, tapered in width and tapered in gauge; HUMBER crank hanger (with sluice holes in bottom), two and one-half inch drop below centre line of wheels; HUMBER solid crank axle; six or six and one-half inch HUMBER cranks; five and three-eighths inch tread between cranks where pedal axles are inserted; Lady HUMBER rubber pedals; HUMBER crank sprocket, new attachment; HUMBER eight-tooth rear sprocket; sixty-three or sixty-six and one-half inch gear; Lady HUMBER chain; twenty-eight inch wheels; cold swaged nickeled tangent spokes, thirty-two front, forty rear; fitted with HUMBER Patent red tread non-slipping reinforced tread hose pipe tires mounted on wood rims painted royal purple with Quaker grey stripe, or Simplicity 47 detachable tires mounted on steel rims painted royal purple with Quaker grey stripe. Lady HUMBER upturned handle-bar, tapered gauge and tapered ends; eighteen-inch spread; fitted with corkaline grips with tortoise mottled tips; Lady HUMBER saddle mounted on T or L post; HUMBER detachable brake, concealed plunger rods; chain-guard, mud-guards over either rear or front wheels, painted royal purple; frame finished with HUMBER black enamel, bright parts nickeled; tool bag, wrench, lamp bracket, spanner, oil can, pump, and tire repair outfit.

Unless otherwise specified, the regular equipment of the Lady HUMBER will be twenty-two inch frame, sixty-three gear; six-inch cranks; HUMBER hose pipe tires mounted on wood rims; brake; chain-guard, and mud-guard over rear wheel. Weight, twenty-six pounds. Price, $117.50.

Fitted with Simplicity 47 detachable tires, the weight of the Lady HUMBER is twenty-seven pounds.

When brake is supplied, stationary handle bars are necessary, as adjustable handle bars and brake cannot be combined.

We will only sell 1896 HUMBERS fully equipped according to our specifications; no other tires, saddles, pedals or other parts substituted.

HUMBERS are only HUMBERS as HUMBER Companies build them.

the quantity required for our own use upon an economical basis. We have, therefore, arranged with the Spaulding & Pepper Co., who have recently erected an extensive plant, and equipped it with all the latest improved machinery for the manufacture of pneumatic tires, to manufacture under our direction and supervision, and for us exclusively, HUMBER Hose Pipe Tires. Employed in Spaulding & Pepper's factory are expert rubber workers, who have been engaged and interested in the manufacture of pneumatic tires since they were first introduced, and we are confident that the tires which will be mounted on 1896 HUMBERS will render satisfaction to all our patrons. A reinforcement of specially prepared cloth is laid on the rim side of the tire to protect the main fabric of the tire from wear by contact with the rim. Our racing representatives pronounce these tires as speedy as any they have ever used, and cyclists who have been making for us practical tests on the road, pronounce them as resilient, substantial and durable, and as easy of repair in case of puncture as any, and more easily repaired than many hose pipe road tires in the market. The reinforced tread on the HUMBER Hose Pipe Tires is roughened for the purpose of making it non-slipping, and is made of red rubber, the sides being made of gray rubber under HUMBER patents for striping pneumatic tires in colors, for the purpose of distinguishing HUMBER Tires from other makes.

To meet the popular and growing demand for double tube tires, we will supply, when specified, the well known detachable tire, ***Simplicity 47,*** manufactured by the Manhattan Rubber Manufacturing Company, whose reputation is a guarantee of quality. Repair of this tire by the cyclist is always easy, sure, and certain. All HUMBER riders who have used it prefer it to any other make of tire.

We warrant all HUMBER Hose Pipe Road, and all Simplicity 47 detachable tires, free from any imperfections of material or manufacture. We guarantee that any ordinary puncture they may receive can be repaired by the cyclist, or we will immediately repair or replace, providing the tire is sent to us during the year 1896, bearing a tag on which the name of the sender is plainly written, and on which express charges have been paid.

We cannot warrant tires will not wear out, but HUMBER bearings never wear out.

REPAIRS.

Every cyclist should become familiar with each part of the machine and its functions before attempting any adjustment or alteration, and in case repairs are needed, the cycle should only be placed in the hands of the maker or a skilled mechanic. A machine well cared for will wear better and last longer. We request buyers of HUMBERS to send to us, mentioning the number of their machine, which is stamped on bottom of crank hanger, for a descriptive part list with instructions for its care.



CHAS. M. MURPHY.

FROM the moment our racing representative, Charles M. Murphy, entered the first American HUMBER at Waltham, May 30th, 1895, where he broke the then existing World's record for one mile in competition, winning in 2.01 2-5, and which record he repeatedly lowered during the season, finally placing it at Denver, Oct. 18th, 1895, at 1.55 1-5, to the present date, every revolution of an AMERICAN HUMBER Cycle wheel has proven it the equal of the celebrated BEESTON HUMBER and its superiority over other makes of Cycles, and has demonstrated the value and merit of HUMBER QUALITY.

When it is considered that the racing talent of the World has for years been in competition with but a handful of racers on HUMBER Cycles, and that HUMBERS hold more World's records than all other makes of Cycles combined, it seems wonderful, but clearly demonstrates that there are good and substantial reasons, proving the superiority of HUMBER QUALITY. Convincing, indisputable evidence of the merit of HUMBER QUALITY is shown by the racing record of Charles M. Murphy during the season of 1895. Murphy, as the racing representative in 1894, of and riding a Cycle claimed by the maker "superior" to all others, was, because of his age and performances in competition, dubbed a "has been," and ranked as a seventh or eighth rater, comes out in 1895, and with the speed of the HUMBER placed to his credit World's records, and was only prevented from taking first rank by unjust and untruthful charges presented to the racing board of the L. A, W., which interrupted his racing in the middle of the season and stopped his racing before the season was ended. Who among racing Cyclists. or among Cycle manufacturers during the Cycle Shows last January would have regarded the "Veteran" as a likely champion of 1895?



Humber 1896 Racer for Track or Road.

Weight twenty-one to twenty-two pounds. Price $125.00.

SPECIFICATIONS.—Frame connections throughout are made of wrought metal; no castings whatever, either steel or iron, are used in the construction of American HUMBERS.

HUMBER dust-proof bearings throughout; HUMBER twenty-two or twenty-four inch frame; forty-four and one-half inch wheel base; eight inch head, 1896 adjustment; HUMBER lower rear fork stay; HUMBER double fork crown reinforced; HUMBER oval fork sides, tapered in width and tapered in gauge; HUMBER crank hanger (with sluice hole in bottom), two and one-half inch drop below center line of wheels; HUMBER solid crank axle; six, six and one-half, or seven inch HUMBER cranks; five inch tread between cranks where pedal axles are inserted; HUMBER rat-trap pedals; HUMBER crank sprocket new attachment; HUMBER eight-tooth rear sprocket; seventy-three and one-half, seventy-seven, or eighty and one-half gear; HUMBER racing chain; twenty-eight inch wheels; cold swaged nickeled tangent spokes, thirty-two front, forty rear; fitted with HUMBER Patent red tread non-slipping reinforced tread hose pipe racing tires, mounted on wood rims, painted royal purple with Quaker grey stripe; HUMBER adjustable racing handle bar, fitted with corkaline grips with tortoise mottled tips; HUMBER racing saddle mounted in T, L, or direct post; frame finished with HUMBER black enamel, bright parts nickeled; tool bag, wrench, spanner, oil can, pump, and tire repair outfit.

Unless otherwise specified the regular equipment of the HUMBER Racer will be twenty-four inch frame, seventy-three and one-half gear; six and one-half inch cranks, HUMBER racing tires, HUMBER racing saddle.

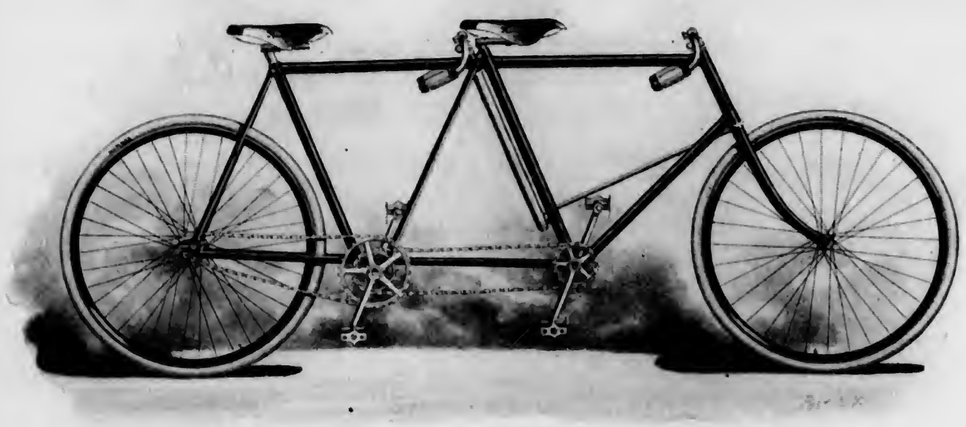
The HUMBER Racer is built for path or road racing, and not intended for general use, or for heavy weight riders.

An extra charge of $15.00 will be made for Racers of especially light weight.

We do not approve of racing frames exceeding twenty-four inches in height, and will not build racing frames higher than twenty-four inches. It is our experience that greater rigidity and speed is obtained with a frame of moderate height because of its stiffness and stanchness. A higher frame is liable to lateral twist unless the frame is made of heavier tubing.

We will only sell 1896 HUMBERS fully equipped and according to our specifications—no other tires, saddles or other parts substituted.

HUMBERS are only HUMBERS as HUMBER Companies build and equip them.



Humber 1896 Road Tandem.

Weight forty-two to forty-six pounds. Price without brake, $180.00, Price with brake, $182.50. Price with brake, and mud-guard over rear wheel, $185.00. Price with brake, and mud guards over front and rear wheels, $187.50.

SPECIFICATIONS.— Frame connections throughout are made of wrought metal; no castings whatever, either steel or iron, are used in the construction of American HUMBERS.

HUMBER dust proof bearings throughout; HUMBER twenty-two or twenty-four inch frame; sixty-eight inch wheel base; eight inch head, 1896 adjustment, double steering connection; HUMBER lower rear fork stays; HUMBER double fork crown reinforced; HUMBER oval fork sides, tapered in width and tapered in gauge; HUMBER crank hangers (with sluice hole in bottom), one and three-fourths inch drop below center line of wheels; HUMBER solid crank axles; six, six and one-half, or seven inch HUMBER cranks, four and one-half inch tread in front, five and five-eighths inch tread in rear between cranks where pedal axles are inserted; HUMBER rat-trap or rubber pedals; HUMBER crank sprocket, new attachment; seventy-seven, eighty and one-half or eighty-four gear; HUMBER Tandem chain; twenty-eight inch wheels; cold swaged nickeled tangent spokes, thirty-two front, forty rear; fitted with HUMBER Patent red tread non-slipping reinforced tread hose pipe Tandem road tires, mounted on wood rims painted royal purple with Quaker grey stripe, or Simplicity 47 detachable Tandem road tires, mounted on steel rims painted royal purple, with Quaker grey stripe; HUMBER adjustable handlebars, tapered gauge and tapered ends; eighteen inch spread; fitted with corkaline grips with tortoise mottled tips; HUMBER road saddles mounted on T or L posts; HUMBER detachable brake, concealed plunger rods; detachable step fitted for rear axle; mud-guards over either rear or front wheels, painted royal purple; frame finished with HUMBER black enamel, bright parts nickeled; tool bag, wrench, lamp bracket, spanner, oil can, pump, and tire repair outfit.

Unless otherwise specified the regular equipment of the HUMBER Road Tandem will be twenty-four inch frame, eighty gear, six and one-half inch cranks, rat-trap pedals; HUMBER hose pipe Tandem tires mounted on wood rims; adjustable handlebars; HUMBER road saddles; weight forty-four pounds. Price $180.00.

For racing we make a single steering Tandem. Weight without brake, forty-two pounds. Price, $180.00.

When brake is supplied, stationary handlebars are necessary, as adjustable handlebars and brake cannot be combined. Rubber pedals add one pound per pair weight. If wheels are mounted with Simplicity 47 detachable Tandem road tires on steel rims, the weight of the HUMBER Road Tandem, including brake and rubber pedals is forty-six pounds.

We only sell 1896 HUMBERS fully equipped, and according to our specifications — no other tires, saddles, pedals, or other parts substituted.

HUMBERS are only HUMBERS as HUMBER Companies build and equip them.



Humber 1896 Combination Tandem.

Weight, 48 to 50 lbs.; price with brake, and chain-guard, $190.00; price with brake, chain-guard and mud-guard over rear wheel, $192.50; price with brake, chain-guard and mud-guards over front and rear wheels, $195.00; price with brake only, $187.50; price without brake or guards, $185.00.

SPECIFICATIONS. — Frame connections throughout are made of wrought metal; no castings whatever, either steel or iron, are used in the construction of American HUMBERS.

HUMBER dust proof bearings throughout; HUMBER frame twenty-one inches front, twenty-four inches rear; sixty-eight inch wheel base; eight-inch head, 1896 adjustment; double steering connection; HUMBER lower rear fork stays; HUMBER double fork crown reinforced; HUMBER oval fork sides, tapered in width and tapered in gauge; HUMBER crank hangers (with sluice holes in the bottom), one and three-fourths inch drop below centre line of wheels; HUMBER solid crank axles; six, six and one-half, or seven inch HUMBER cranks; four and three-fourths inch tread front, and five and five-eighths inch tread in rear between cranks where pedal axles are inserted; HUMBER rat-trap or rubber pedals; HUMBER crank sprocket, new attachment; seventy-three and one-half or seventy-seven gear; HUMBER Tandem chains; twenty-eight-inch wheels; cold swaged nickeled tangent spokes, thirty-two front, forty rear; fitted with HUMBER patent hose pipe red tread non-slipping reinforced tread Tandem tires, mounted on wood rims, painted royal purple, with Quaker grey stripe, or Simplicity 47 detachable Tandem tires, mounted on steel rims, painted royal purple with Quaker grey stripe; HUMBER adjustable handle bars, tapered gauge and tapered ends, eighteen-inch spread; fitted with corkaline grips, with tortoise mottled tips; Lady HUMBER saddle in front; HUMBER road saddle in rear, mounted on T or L post; HUMBER detachable brake, concealed plunger rods; detachable step, fitted for rear axle; chain-guard and mud-guards over either rear or front wheels, painted royal purple; frame finished with HUMBER black enamel, bright parts nickeled; tool bag, wrench, lamp bracket, spanner, oil can, pump, and tire repair outfit.

Unless otherwise specified the regular equipment of the HUMBER Combination Tandem will be twenty-one inch front and twenty-four inch rear frame; seventy gear; six-inch cranks front, six and one-half inch cranks rear; Lady HUMBER rubber pedals front, rat-trap pedals rear; HUMBER hose pipe Tandem tires fitted on wood rims; HUMBER saddles. Brake and chain-guard. Weight, forty-eight pounds. Price, $190.00.

When brake is supplied stationary handle bar in front is necessary, as adjustable handle bars cannot be combined with brake.

If wheels are fitted with Simplicity 47 detachable tires mounted on steel rims, the weight of the HUMBER Combination Tandem, including brake, is fifty pounds.

We only sell 1896 HUMBERS fully equipped and according to our specifications — no other tires, saddles, pedals, or other parts substituted.

HUMBERS are only HUMBERS as HUMBER Companies build and equip them.



Knickerbocker 1896 Lady Humber.

22-inch frame; adjustable handle bar in upturned position, weight 23 to 25 lbs. Price without brake, $110.00; price with brake, $112.50; price with brake, and mud-guard over rear wheel, $115.00, price with brake, and mud-guards over front and rear wheels, $117.50.

SPECIFICATIONS. — Frame connections throughout are made of wrought metal; no castings whatever, either steel or iron, are used in the construction of American HUMBERS.

HUMBER dust proof bearings throughout; HUMBER twenty-two inch frame; forty-four and one-half inch wheel base; eight inch head, 1896 adjustment; HUMBER lower rear fork stay; HUMBER double fork crown reinforced; HUMBER oval fork sides, tapered in width and tapered in gauge; HUMBER crank hanger (with sluice hole in bottom) two and one-half inch drop below center line of wheels; HUMBER solid crank axle; six or six and one-half inch HUMBER cranks; five inch tread between cranks where pedal axles are inserted; Lady HUMBER rat-trap or rubber pedals; HUMBER crank sprocket, new attachment; HUMBER eight tooth rear sprocket; sixty-six and one-half or seventy inch gear; Lady HUMBER chain; twenty-eight inch wheels; cold swaged nickeled tangent spokes, thirty-two front, forty rear; fitted with HUMBER Patent red tread non-slipping reinforced tread hose pipe tires mounted on wood rims painted royal purple with Quaker grey stripe, or Simplicity 47 detachable tires mounted on steel rims painted royal purple, Quaker grey stripe; Lady HUMBER adjustable handle bars tapered gauge and tapered ends, eighteen inch spread; fitted with corkaline grips with tortoise mottled tips; Lady HUMBER saddle mounted on T or L post; HUMBER detachable brake, concealed plunger rods; detachable step fitted for rear axle; mud-guards over either rear or front wheels, painted royal purple; frame finished with HUMBER black enamel, bright parts nickeled; tool bag, wrench, lamp bracket, spanner, oil can, pump and tire repair outfit.

Unless otherwise specified, the regular equipment of this model will be twenty-two inch frame, sixty-six and one-half gear, six inch cranks; Lady HUMBER rubber pedals; HUMBER hose pipe tires, mounted on wood rims; Lady HUMBER adjustable handle bar; Lady HUMBER saddle. Weight, twenty-four pounds. Price, without brake or mud-guards, $110.00.

We also make a twenty inch frame — specifications same as above, excepting length of head is six inches.

When brake is supplied, stationary handle bars are necessary, as adjustable handle bars and brake cannot be combined.

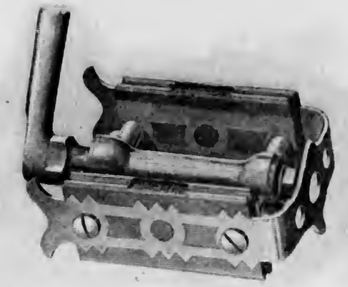
Rubber pedals add one pound weight. If wheels are mounted with Simplicity 47 detachable tires on steel rims, the weight of the Knickerbocker Lady HUMBER, including brake and rubber pedals, is twenty-six pounds.

We will only sell 1896 HUMBERS fully equipped, and according to our specifications — no other tires, saddles, pedals or other parts substituted.

HUMBERS are only HUMBERS as HUMBER Companies build and equip them.



Humber Rat-Trap Pedal.



Humber Combination Rat-Trap and Rubber Pedal.

The Pedals mounted on 1896 Humbers are of pattern which we were unable to complete in time for our 1895 models. They are of our own manufacture, fitted with Humber dust-proof bearings, and will be found substantial, durable, easy running and true.



Humber Saddle.

IT is the opinion of our experts, and all who have made practical tests of the HUMBER SADDLE, that it completely fills the requirements of all classes of cyclists, being equally desirable and comfortable for women and men,—the tourist or the racer.

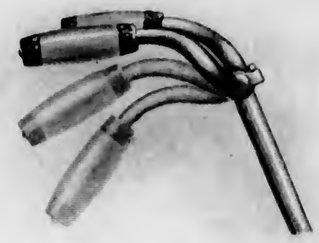
It is constructed with a tilted cantel, the leather cover supported with non-stretchable leather thongs, which we have found to be stronger and more durable than other materials. This saddle conforms to the shape of the rider at once, whatever the weight, and completely overcomes the medical objections found in saddles of other construction.



THE HEAD ADJUSTMENT of the 1896 Humber permits loosening of the handle bar clamp, and removal of the handle-bar post, without disturbing the adjustment of the head bearings.



Humber Brake showing principle of concealed plunger.



Raised position.



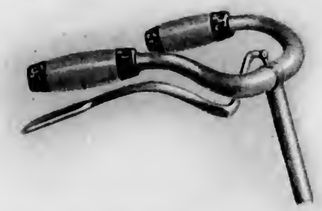
Drop position.

Adjustable Handle-Bars.

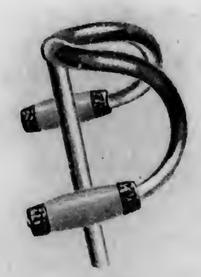


Humber Handle-Bar Post.

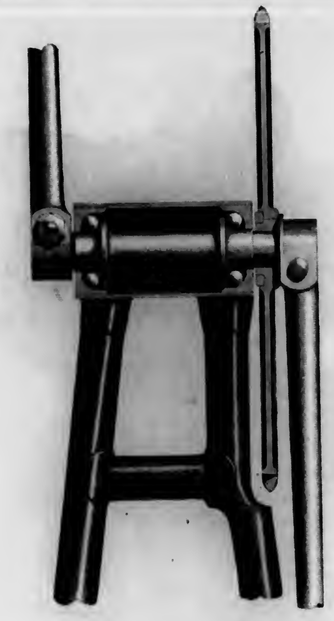
The handle-bar post of the 1896 Humber is grooved front and rear. The inside of the head of the cycle is fitted with a lug which fits into the grooves in the post, preventing the post from turning except very slightly in the head, should the cyclist neglect to tighten the handle-bar clamp sufficiently.



Stationary Handle-Bar, with Brake.



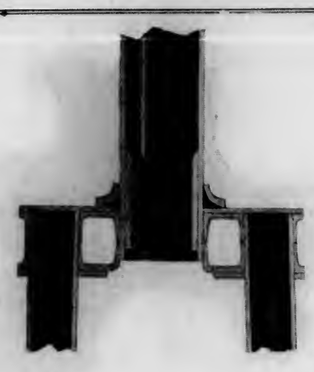
Racing Handle.



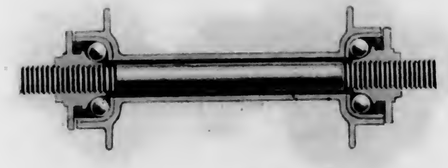
Humber Crank Bearings.

THE RECESS in the rear stay of the 1896 Humber, on the chain side of the frame, is made with a solid forged connection, and enables us to make a narrow tread, using large sprockets, and obtain width sufficient for the tire to run between the stays with ample clearance between the cranks and stays, bringing the wheels and pedals EXACTLY IN LINE CENTRAL WITH THE FRAME.

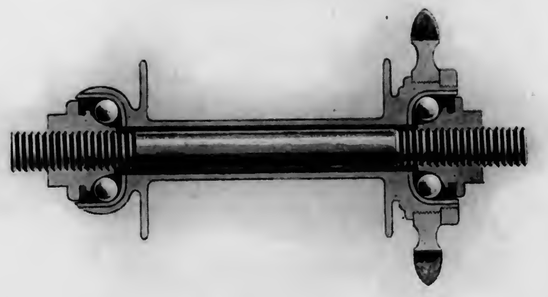
The CRANK SPROCKET of the 1896 Humber is attached to the crank upon the same principle which has been used in attaching the rear sprocket to Humber hubs for several years past.



Humber Fork Crown.



Humber Front Wheel Bearings.
Dust Proof.



Humber Rear Wheel Bearing.
Dust Proof.



Section of Humber Chain.

The only genuine HUMBER CHAINS made are those manufactured by HUMBER Companies bearing the name of HUMBER *only*. All parts of our chains are gauged to the thousandth part of an inch. We only sell to the trade the limited excess product of our chain machinery over what we require for HUMBER cycles.



PETER J. BERLO.

FOR the purpose of demonstrating to the world the speed, strength and durability of 1896 HUMBER Quality, after the racing season of 1895 in the Northern States, East of the Rocky Mountains, had ended, and various Cycle and Tire manufacturers had selected from the racing Cyclists of 1895 those thought to be most capable of reducing World's Records, we engaged, November 1st, Peter J. Berlo, the oldest racing man in America, a cycle manufacturer himself, acknowledged by the trade as one of the most expert and ingenious Cycle mechanics in the country, to make record trials on an 1896 Humber Roadster weighing 24 pounds, fitted with HUMBER Hose Pipe Tires.

During the six weeks Berlo was training, the racing fraternity and Cycle manufacturers of the country were laughing at the absurdity of our expending money on a "back number" racing man; but as we go to press we are in receipt of telegrams from New Orleans informing us that on the quarter-mile track, under the auspices of officials appointed by the Racing Board of the L. A. W., in weather so cold the officials and audience were obliged to wear overcoats, the following new World's Records have been placed to the credit of HUMBER Quality:

	mile	.59⅘
	"	1.07
	"	1.17
1	"	1.40⅔
2	"	3.43
3	"	5.50⅘
4	"	7.50
5	"	9.51⅔

HUMBER Quality on a quarter-mile track establishes World's Records while others fail on larger tracks. — Why?

HUMBER Quality now holds all accepted World's Records at recognized standard distances from of a mile to 1800 miles. Records on HUMBERS are never claimed or advertised except those made in the presence and under the auspices of proper racing authorities.

Fakes, like riding down hill with a gale of wind, are not HUMBER methods.

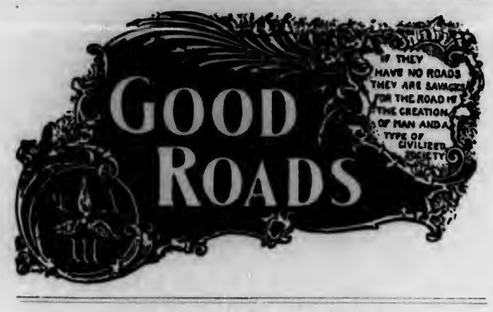
HUMBER FACTORIES:

Beeston Notts, England.
Wolverhampton, England.
Coventry, England.
Paris, France.
Moscow, Russia.
Lisbon, Portugal.
WESTBORO, MASS.

PRINCIPAL DEPOTS:

318 Broadway, New York.
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19 Rue du Quatre, Septembre, Paris, France.

Branches in all parts of the civilized world.



A GROWING DEMAND.



GOOD ROADS conventions are being held in every part of the country, towns, counties and States being actively interested in working up a sentiment for improved highways, and discussing the best means of getting them.

It would be idle to say that all of these discussions will not result in advancing the cause of good roads. All that should be required to make a community look after its highways would be to point out the vast advantages of good roads over poor ones.

Every good road is a monument to itself. Every bad road is its own destroyer. People who know a good thing when they see it like pleasant, serviceable roads.

The Galesburg (Ill.) *Republican Register* of March 7 said: "The Santa Fe accommodation brought in about seventy-five persons to-day, who came to trade. The bad roads caused the farmers to travel by the railroad.'

The country newspapers are all the while talking of poor business in the country towns because of poor roads that prevent farmers from getting to market.

The people are learning to wish for good roads. This is the very important step in the movement for better highways. "Where there's a will there's a way." When the people must have good roads the way to get them will follow

We want the people to want good roads.

NATURE was kind enough to fix it so water will not stay in the middle of the road if it has a chance to get to a lower point.

A POOR road makes poor horses.

WHAT IS A ROAD?

A "road," as the name is applied to the public highways, so called, may mean most anything from a strip of mud or stones between two farms, to a perfectly smooth, hard and beautiful thoroughfare.

At the present time, the latter class is not so large as the former but the good roads movement, backed by the L. A. W., is writing the word "improvement" all along the highways of the land. There isn't a farmer living so far from the world's main road of progress, that he hasn't heard of the purpose to make highways better.



That there is much to be done is shown by roads to be found in nearly every community. The illustration published herewith is of a so-called road in a populous district in Pennsylvania. The League member who forwarded it to the BULLETIN sent the following lines:

The roads are very bad, of course, about this time of year:
It spoils the "biking" pleasure, which we hold most dear.
However, Father Time will have Old Sol, his dear old friend,
Bring forth the direct rays and Winter will then end. ʊʊ

ANY town can afford to borrow money for road improvement.

DON'T vote for any candidate who isn't a road reformer.

AN OREGON ROAD.

The Oregon Road Club two weeks ago took the necessary steps to secure reliable information concerning the condition of roads in various parts of the state, appointing a committee to take the work in hand. Those entrusted with that duty are hearing from county courts and county judges, but the following letter, in its humorous vein, is the most characteristic of the letters thus far received. It is written from Damascus, Clackamas county, and the writer displays more than ordinary knowledge on the subject. He says: —

"I see in *The Daily Oregonian* of February 1, a desire for information as to our roads. The honorable county court of this county is at present very busy harmonizing the county expenses and the political situation: so, perhaps a little expert testimony may be agreeable, though not coming from the honorable county court. In regard to the best mile of road, it is somewhat of a puzzle to determine that fact, so I will take the road leading from this city (Damascus), to Portland, via Johnson creek, seven miles of which is in this county, and a fair sample of Clackamas county roads. You ask: —

"'*First.* What is the width of the graded part?'

"Owing to the numerous piles of dirt, stumps, logs, etc., the grading has been materially hindered. I should say perhaps about eight feet would be about an average width. In behalf of the honorable county court, allow me to say that the above road has been laid out and opened to travel for about 50 years, and we should not expect too much in so short a time.

"'*Second.* What is the rise of the centre of the graded portion?'

"'*Third.* What is the depth of side ditches below the crown?'

"The answer to these two questions depends on the weather. In summer time the crown and ditches are on a level, but, at the present time, the crown is about 2½ feet below the ditches.

"I cannot answer the fourth, as the ditches are all in the middle of the road.

"'*Fifth.* Is it ballasted with rock or gravel?'

"We use water ballast altogether.

"'*Sixth.* How thick is the rock or gravel?'

"About one gravel to each half-mile, no rock.'

"'*Seventh.* How wide is the ballasted part?'

"Full width of the road, and where the lay of the ground permits, much wider.

"The people here are somewhat divided as to the feasibility of fixing the road or hiring a dredge and converting our city into a seaport, through the agency of ship canals. However, we await your action before committing ourselves on either."—*Portland* (Or.) *Oregonian*.

THERE can't be much mud without some water. Drain the road.

Bicyclists in Tacoma, Wash., have petitioned the city council to impose a tax of $1 a year on bicycles, and to devote the fund thus raised to laying out and maintaining a certain road in the city as a bicycle path. The council has agreed to the proposition.

EVERY narrow-tired wagon makes the road to town just so much longer.

League of American Wheelmen — Official Department

Boston, March 20, 1896.

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12 PEARL STREET, - - - BOSTON, MASS.

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(COMBINATION BLANK.)

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, L. A. W.,
12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

..... **State,** .....

Cycle Club, ...

References, ...

.....

☞ **Write plainly, printing preferred, or enclose personal card.**

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W.,
12 Pearl Street, Boston, Mass.

Dear Sir:—I enclose One Dollar for which please renew my membership and subscription to the L. A. W. publication for another year.

Number .....

Date of Expiration .....

Name .....

Street and No. or P. O. Box. .....

City ..... **State** .....

City and Division in which my home is and to which I should be attached, ...

Bulletin will be stopped at date of expiration.
You have 60 days in which to renew.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

RENEWAL SEASON.

The renewal season is now open and we are ready to receive the annual dues of those members whose membership expires during April.

There may be some delay in issuing the tickets as we are getting up a fine ticket this year and they will not be in hand much before Apr. 1.

We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

TO REGAIN MEMBERSHIP.

The following provision of the L. A. W. Constitution is self explanatory.

Art. III. Sect. 6. A member may renew his membership at any time within sixty days from the date of its expiration by payment of the annual dues of 75 cents. ($1.00 with BULLETIN and GOOD ROADS.) If he shall postpone the payment of his dues beyond the sixty days he shall pay in addition to the annual dues the sum of 15 cents for every month or fraction of a month he is in arrears, except that he shall pay no more than $1.00 in fines for a full year.

Officials and recruiting agents should call this rule to the attention of those who are out of the fold and invite them to return.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2840 may place orders for the bar with their renewals.

LAPEL BUTTON.

We have on sale the official lapel button of the L. A. W. Mailed to the address of any member on receipt of 25 cents. The same button with catch pin for ladies' use, 25 cents.

CAP PIN.

The official cap pin is now on sale. Price thirty-five cents by mail.

PRIZE OFFER TO THE SMALLER DIVISIONS.

Prize. An Eastman No. 4 Folding Kodak, for rectangular pictures, 4x5 inches. Capacity, 100 exposures without reloading. Value, $60. See Eastman catalogue for further description. Will be given to the member of any division, etc., having less than 200 members, April 1, 1896, who sends to this office the largest number of applications for membership from his own division from Apr. 1 to Sept. 7, inclusive. Those who compete for the prize must make claim for record with every application sent in.

ABBOT BASSETT, SEC.

MASSACHUSETTS DIVISION.

This year promises to be one in which a substantial increase in L. A. W. membership will be the order of things all over the country; many States which had heretofore kept a dignified, and, in some cases, a funeral pace, promise in the year of '96 to literally boom things. Many of the smaller divisions will more than double.

Now, of course it is just as easy for a large division to double as for a small one. The effort required of any one member is no greater, in fact it should be easier for Massachusetts with six thousand members to make it twelve thousand, than for Vermont with sixty-eight to raise it to a hundred and thirty-six. There is a certain impetus that goes with success. It is easier to march when the band plays and when a large number are in line.

Massachusetts is gaining as never before. More new names are being received *each week* now than came in last year from January 1 to April 1, inclusive.

Special inducements are offered to local consuls. Cash prizes and cyclometers are offered to all members, whether consuls or not. Prizes are also offered to those sending in the largest number of renewals.

In order to be credited to the sender, names, whether renewals or application, must be sent to the chief consul instead of to Secretary Bassett.

Any Massachusetts L. A. W. member may enter the competition by mentioning his wish in a letter, to be sent along with his first instalment of names.

STERLING ELLIOTT, Chief Consul.

12 PEARL ST., Boston.

MINNESOTA DIVISION.

New members have been coming in fairly well of late, considering the time of year, but I notice that they are nearly all secured by the same few good workers who have done so much before.

It is not fair that a few should do all the work. There is no member of the division who could not secure at least one recruit if he would try. This would mean doubling our numbers at once, and the impetus of such a boom would probably result in doubling up again during the season.

Let us go about this at once. Don't wait for anyone else, but let each member resolve to secure a recruit within a week, and then go after him.

If you haven't application blanks, send the names and addresses to me with two dollars, and I will do the rest.

M. L. KNOWLTON, Chief Consul.

VERMONT.

M. C. Grandy, secretary-treasurer of this division has withdrawn from that office and Mr. G. W. Hurlbut of Burlington will act as same this year.

B. C. ROGERS, Chief Consul.

BURLINGTON, VT., Mar. 11, 1896.

ATTENTION — OKLAHOMA WHEELMEN.

Some time last year I offered a 1000 mile L. A. W. standard cyclometer to the member getting the most new names for the League by Jan. 1, 1896. I saw no new names up to that time and I will extend the time on this offer until May 1, 1896, and I hope some one will secure it. Now another question, to every new L. A. W. member and every old member renewing, we will furnish free a very neat lapel button and I hope these will be called for at a lively rate.

CHAS. L. WENNER, Chief Consul.

PERRY, OKLAHOMA, Mar. 9, 1896.

MASSACHUSETTS CLUB REPRESENTATIVE.

Lynn Cycle Club No. 380, L. P. Jackson.

A. D. PECK, Sec.-Treas.

THE ARMSTRONG BILL.

TO ALL NEW YORK STATE MEMBERS:

I appeal to every individual member of our division. What have *you* done to help the passage of this bill at Albany? We have sent you a copy of this bill and a list of all senators and members of assembly at Albany, (will send you another if you send postal card requesting it). Your most important duty is to write at once to the senator and member of assembly representing your district and ask them in behalf of the wheelmen of your town to *actively* support this bill by their votes and influence. Under our present law every passenger, on payment of the lawful rate of fare is entitled to the transportation of his person *and 150 pounds of baggage*. The Armstrong bill prevents the railroad companies from charging an extra sum for a twenty pound bicycle and provides that bicycles may be carried as *baggage* under the general law. It is fair, reasonable and equitable. Are you willing to aid its passage? The Senator and the member of assembly who represent your district are waiting to hear from you. They want to know that you are in favor of this bill. Write them each a reasonable, manly letter and tell them we want the Armstrong bill passed without amendment, without the "compromise" proposed on behalf of the railroad companies. I urge you to do this at once. The session at Albany is drawing to a close. There is no time to be lost.

ISAAC B. POTTER, Chief Consul.

VANDERBILT BUILDING, NEW YORK CITY.

INDIANA REPRESENTATIVE.

Owing to his removal to another State, Mr. Geo. W. Heller of Fort Wayne, has tendered his resignation as representative of this division. We regretted very much to lose Mr. Heller as he has taken great interest in L. A. W. affairs. Dr. W. W. Mungen, 2 East Columbia street, Fort Wayne, is hereby appointed as representative to succeed Mr. Heller.

Fort Wayne members are earnestly requested to unite with Dr. Mungen and Mr. H. R. Pickard, local consul, in making a large increase in the enrolment of that city.

MARO R. THOMPSON, Chief Consul.

INDIANAPOLIS, Mar. 13, 1896.

INDIANA APPOINTMENTS.

The following local consuls have been appointed: Mr. James B. John, Huntington; Mr. Geo. V. Dawson, Rochester and Mr. Nat M. Lacy, Franklin. A consul's most important work now is to increase the membership at his point and as all consuls are very much interested in this part of their League work I hope members will give every possible aid by distributing our recruiting matter, talking League advantages and benefits over with non-members, explain to them that by joining they get a copy of the new road book free. Also give your local consul the names of such riders as you believe would make desirable members and do all you can to make them members. Get them to join right away, keep things moving. Very necessary we reach the one thousand mark *in fewest possible number of weeks*.

MARO R. THOMPSON, Chief Consul.

INDIANAPOLIS, Mar. 13, 1896.

INDIANA DIVISION.
L. A. W. Union Run.

It being Vice-Consul Krietenstein's suggestion to hold a mammoth L. A. W. union run early in the season I have asked him to accept the entire management of the affair. He has kindly consented to do this.

In brief his plan is to set some certain date on which all riders within 100 miles, or more, of Indianapolis will make the run to this city. He expects to appoint lieutenants at the various points with whom he will outline his plans in detail. Arrangements will be made to give the visiting wheelmen a thoroughly enjoyable time in this city. Due notice will be given from time to time of the various plans to be carried out in connection with this run. All wheelmen whether League members or not will be cordially invited to participate.

MARO R. THOMPSON, Chief Consul.

INDIANAPOLIS, Mar. 13, 1896.

MASSACHUSETTS CLUB REPRESENTATIVES.

Shawmut, W. S. McRobert; Tiger Roadsters, Geo. A. Wilbur.

A. D. Peck, Sec.-Treas.

NEBRASKA.

The hand book committee is anxious to get all the most important routes throughout the State, and wishes you to give distance between the different places and each town on route and class the roads as follows:

If level and good, "a"; if hilly but good, "b"; if level but sandy, "c"; if hilly and sandy, "d."

For instance, route R to V:—

R to S, distance, 6 miles; class of roads, "a."
S to T, distance, 5 miles; class of roads, "c."
T to U, distance, 4 miles; class of roads, "d."
U to V, distance, 9 miles; class of roads, "a."

Hoping you will favor L. A. W. with your kind reply I am respectfully,

L. BRODSTONE, Chairman.

SUPERIOR, NEB.

Routes can be sent to A. R. Miller, Columbus, Neb., who has charge of the routes.

NEBRASKA.

I hereby announce the appointment of Mr. C. L. Shader to be vice-consul of this division, vice R. M. Simons, resigned. Mr. E. K. Milmine of Lincoln, and Mr. J. W. Vieregg of Central City are appointed local consuls for their respective towns.

A. R. EDMISTON, Chief Consul Nebraska Division.

LINCOLN, NEB., Mar. 11, 1896.

NEBRASKA CLUB REPRESENTATIVE.

Capital City Cycling Club, Lincoln — W. L. Hunter.

Fraternally, W. M. MCCALL, *Sec.-Treas.*

VERMONT.

Secretary-Treasurer M. C. Grandy has resigned, and Chief Consul Rogers has appointed G. W. Hurlbut of Burlington to fill the place.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, March 20, 1896.

Total, 901 — 43,665.

Arkansas, 3 — 256

Unattached

95,174	Whitthorne, W. C.	Benton
5	Claflin, Frank N.	Eureka Springs
6	Jordan, Myron D.	"

Colorado — 2,677

L. C. B. C.

95,177	Taliafeno, L. A., box C	Lake City

Unattached

8	McNair, W. W., 628 Equitable Bldg.	Denver

Connecticut, 9 — 998

Unattached

95,179	Keller, Joseph, Jr., Stratford ave and Fremont ave,	Bridgeport
180	Schmid, Chas. P., 169½ Brooks st	"
1	Brown, Louis L., N. Y., N. H. & H. R. R.	New Haven
2	Jensen, Julius, N. Y., N. H. & H. R. R.	"
3	Beach, R. V., 76 Wall st	"
4	Pangburn, I. H., 209 Edgewood ave	"
5	Laurence, Chas. R., 124 Wilson	Waterbury
6	*Laurence, Mary E.*, 124 Wilson	"
7	Smith, L. A., 11 Johnson	"

District of Columbia, 4 — 105

Cap. B. C.

95,188	Jannus, Frankland, Atlantic Bldg.	Washington

Unattached

95,189	Coite, William J., 1335 F st N. W.	Washington
190	Fitzhugh, W. G., 431 10th st N. W.	"
1	Schilling, Otto, 1702 L st N. W.	"

Georgia, 1 — 19

Unattached

95,192	Gowen, C. B.	St. Simons Mills

Idaho, 1 — 3

Unattached

95,193	Kinkead, W. J.	Wallace

Illinois, 8 — 1919

Cap. City C. C.

95,194	Graser, Joe V., No. 8th st	Springfield
5	Hofferkamp, Harry, 430 South 8th st	"
6	North, Frank E., 1131 So. 2nd st	"
7	Sattley, Herman, 1021 So. 6th st	"

Dixon C. C.

8	Howell, Edward N., 112 Salina ave	Dixon

Unattached

9	*Kimberly, Mrs. Augustus Van Horne*	Barrington
200	Carper, Geo. A., box 51	Buda
1	Chadwick, Jas. C., 1010 Home Ins. Bldg.	Chicago

Indiana, 14 — 377

Ledgerwood C. C.

95,202	Farley, M. H.	Sullivan

Unattached

3	Rockafellar, R. J.	Brookville
4	Searrin, C. B.	"
5	Badgley, C. C.	Clinton
6	Craft, O. O.,	"
7	Honney, J. L.	"
8	Robb, Marshall V.	"
9	Holman, Geo. W.	Rochester
210	Sacks, Harry H., 1st Nat. Bank	Terre Haute
1	McKinnie, A. C., Hyatt House	Washington
2	Sinnock, Ernest G., 313 Main st	"
3	Fornwald, F. B.	"
4	Hatfield, Walter, Main st	"
5	O'Donnell, L. Hugh, Main st	"

Iowa, 30 — 913

Chariton C. C.

96,216	Beem, W. B.	Chariton

K. C. C.

7	Titus, J. V. E., 721 Franklin st	Keokuk

Leon B. C.

8	Harvey, Jas. F.	Leon
9	Parrish, Karl C.	"

Oskaloosa Cycling Club

220	Bertsch, Geo. P.	Oskaloosa
1	Hayes, Sumner	"
2	Heame, E. W., Y. M. C. A.	"
3	Kalbach, W. H.	"
4	*Kostomlatsky, Mrs. E.*	"
5	Malone, Chris, 123 N. Market	"
6	McGlumphy, C. R., Y. M. C. A.	"
7	*Meredith, Mrs. Nan*, 123 N. Market st	"
8	Miles, S. R.	"
9	Nicholson, W. G., 216 High ave, east	"
230	Oppenheimer, J. A.	"
1	Stauffer, Harry W., Mgr. Birdsall hotel	"

Unattached

2	Adams, W.	Clarence
3	Nickerson, G. L., 118 E. 17th st	Davenport
4	Hurley, T. E., 716 E. 5th st	Des Moines
5	Macartney, George W., "The Kirkwood"	"
6	Little, W. A., 813 Broad st	Grinnell
7	Hartman, H. H.	Indianola
8	Culver, Edison P., Clinton st	Iowa City
9	Richards, F. S.	McGregor
240	Barkley, J. R.	Moulton
1	Bunten, D. L.	"
2	Gooch, J. O.	"
3	Sloss, S. C.	Roland
4	Rowe, Lars O.	Traer
5	Thomas, C. H.	"

Kansas, 21 — 513

Pittsburg W.

95,246	Guinn, Otis	Pittsburg
7	Jernigan, L. D.	"
8	Kamerzel, Henry	"
9	McClintock, O. O.	"
250	Robyn, Hans	"
1	Staley, A. F.	"

S. B. C.

95,252 Markland, Harry, 215 No. 7th — Salina

T. A. A. W.

3 Menninger, C. F., 727 Kansas ave — Topeka
4 Reed, C. B., 729 Kansas ave — "

Unattached

5 Altenbeind, Wm. C. — Lawrence
6 Doane, Frank A., 910 Mass. st — "
7 Eriksen, Julius A. — "
8 Enslow, Raymond, 1025 Mass. st — "
9 *Monroe, Annie L.* 615 Louisiana ave — "
260 Thrasher, L. E. — "
1 *Hamilton, Ella M.* — Meade
2 Hull, Geo. W. — Salina
3 Van Trine, D. A., So. 7th st — Chicopee
4 Hood, C. S., 803 Kan. ave — Topeka
5 Maxwell, R., *Daily Capital* office — "
6 Whittelsey, C. A., 135 Madison — "

Kentucky, 36 — 558

D. B. C.

95,267 Davis, A. M. — Danville
8 West, W. H., box 421 — "
9 Prewitt, W. G. — Perryville

Aquilla C. C.

270 Curry, Will C., box 595 — Louisville
1 McKown, W. M., 423 26th st — "
2 Page, Will W., Jr., Bank of Kentucky — "

Unattached

3 Embry, W. R. — Danville
4 Murphy, John — "
5 McRoberts, J. R. — "
6 Smith, C. N., Jr., box 476 — "
7 Cooper, Chas. A. — Hopkinsville
8 Davison, W. S. — "
9 Gary, Geo. E. — "
280 McCarley, John — "
1 Baker, L. J., 2209 W. Broadway — Louisville
2 Bloom, Max, Bamberg, Bloom & Co. — "
3 Irvine, John W., 218 Fourth st — "
4 Jarboe, J. W., 1202 First st — "
5 Look, B. A., 1725 First st — "
6 Meriwether, Coleman, 1062 Third st — "
7 Mengel, H. W., 11th and Ky. — "
8 Musselman, A. L., 212 E. Chestnut st — "
9 Roberts, H. P., 1812 Brook — "
290 Schleicher, Frank, 1138 6th st — "
1 Williams, F. J., 218 Fourth st — "
2 Bean, Milton E., Louisville Cotton Mills — "
3 Miller, W. S., Willard hotel — "
4 Harrig, Fred, Jr., 412 W. Main st — "
5 Knighton, Hadley B., 811 Jackson st — "
6 Varden, Geo. S. — Paris
7 Alexander, C. H., box 177 — Middlesboro
8 Cabell, W. E., Cumb. ave. and 22d st — "
9 Chapman, James A. — "
300 Colgan, P. T. — "
1 McRoberts, J. T. — "
2 Sprague, W. H. — "

Maine, 1 — 469

Unattached

95,303 Greene, Chas. L. — Yarmouthville

Maryland, 3 — 761

Unattached

95,304 Reninger, George, 1047 W. Fayette st — Baltimore
5 Roberts, L. E., Treas. Dept., B. & O. Bl'dg. — "
6 Logue, W. H., Jr., 1666 Ashland ave — "

Massachusetts, 146 — 6,376

Somerville B. C.

95,307 Goldsmith, A. E., 440 Washington st — Boston

Chicopee C. C.

8 Hubbard, Chas. C., box 490 — Chicopee
9 Gibson, John, box 663 — "
310 Lilley, Wm. H., box 920 — "
1 Perry, I. G., box 663 — "

Spindle City B. C.

2 McKay, William, 102 White st — Lowell

Charlestown B. C.

3 Cunningham, Walter F., 9 Henry st — Medford

P. B. C.

4 Budlong, Roland T., North st — Pittsfield
5 Malcolm, A. E., 100 W. Housatonic — "

Conn. Val. W.

6 House, Samuel, 86 Adams st — Springfield

Press B. C.

7 Malcolm, Robert, 5 Berkeley st — Somerville

Unattached

95,318 *Goff, Miss Katie W.*, 190 Union st — Attleboro
9 Robbins, Fred N., 14 Grove st — "
320 Hardy, C. A., 805 Washington st — Boston
1 Hebbard, E. C., 122 Huntington ave — "
2 Olys, Thos. J., 19 Elm st — "
3 Reilly, J. Austin, Court of Insolvency — "
4 Raible, German, Jr., 205 Eustis st — "
5 Swain, J. Curtis, 24 Myrtle st., Station N — "
6 Soutter, James T., 82 Huntington ave — "
7 Smith, G. Wilder, 134 Boylston st — "
8 Maddocks, Albert R., 53 Corning st — "
9 Maddocks, Ephraim A., 53 Corning st — "
330 Dunham, Chas. L., 1080 No. Main st — Brockton
1 Dunham, Oscar E., 1080 No. Main st — "
2 Perry, Amos, 163 Marginal st — Chelsea
3 Booth, L. L., box 428 — Chicopee
4 Crean, Wm. B., box 934 — "
5 Deroin, F. X., M.D., box 164 — "
6 Hines, James P., box 1048 — "
7 *Mellen, Mrs. Kate M.*, 123 Exchange — "
8 Mellen, W. M. E., 123 Exchange — "
9 Sargeant, Harry B., 11 Grape st — "
340 Ash, John H., 15 Sheridan st — Chicopee Falls
1 Bagley, Timothy J., 18 Main st — "
2 Beauchamp, Henry, 61 Market st — "
3 Bigelow, Frank E., 252 Grove st — "
4 Breakspear, F. C., 121 East st — "
5 Bramley, W., box 1517 — "
6 Babbitt, G. H. J., 340 Grove st — "
7 Beaudoin, J. R., box 25 — "
8 Cook, F. O., box 1515 — "
9 Dufault, Joseph B., box 1422 — "
350 DeGray, Joseph H., 88 Main st — "
1 Enright, P. J., box 1524 — "
2 Foley, John H., box 3 — "
3 Fisk, Nathaniel B., box 279 — "
4 Firmin, Wm. H., Harvard st — "
5 *Fitzpatrick, Gertrude*, 191 Main st — "
6 *Fitzpatrick, Margaret*, 191 Main st — "
7 Griggs, Fred'k B., box 1514 — "
8 Graves, J. W., box 1025 — "
9 Gale, Andrew, 32 Broadway — "
360 Howard, Fred H., box 1119 — "
1 Halley, J. Ralph, box 1521 — "
2 Howard, L. I., box 395 — "
3 Heath, Henry F., 159 Broadway — "
4 Hinkley, J. S., 15 Arlington — "
5 Halley, Frank E., 215 Broadway — "
6 Houlihan, John J., Court st — "
7 Leach, Geo. H., box 1410 — "
8 Loomis, James H., box 1452 — "
9 Landry, Phillippe, box 1424 — "
370 Lyon, Geo. W. D., box 1456 — "
1 Lyon, A. B., 26 East st. ave. — "
2 Mathewson, Frank E., box 1459 — "
3 Miles, Duff, box 1527 — "
4 Miles, M. P., box 1545 — "
5 Martin, A. R., box 1505 — "
6 Miles, M. W., 13 Church — "
7 Morton, Frank H. — "
8 Newell, H. S., box 1508 — "
9 Nye, Irving, 22 Broadway — "
380 Paige, G. K., box 1067 — "
1 Rist, J. W., 46 Cochran st — "
2 Sackett, Jasper L., box 1127 — "
3 Sanborn, L. S., 18 High st — "
4 Stilwell, J. M., 41 East st — "
5 Tuper, Peter, box 1014 — "
6 Trumbull, William A., box 1569 — "
7 Wood, C. A., box 929 — "
8 Walker, Jos. J., box 908 — "
9 Bonve, Jas. A., box 41 — Cohasset
390 Hunt, John W., box 43 — "
1 Lothrop, Caleb — "
2 O'Neil, John H., box 437 — "
3 Sylvester, Clarence N., box 167 — "
4 Williams, Chas. C. — "
5 Miller, John, box 96 — Concord Junction
6 Edwards, Geo. W., 71 Glendale — Dorchester
7 Murdock, Geo. R., 11 Whitman st — "
8 Smith, Abram T., 7 Lombard st — "
9 Putnam, Walter D. — East Templeton
400 Latter, L. L. — Falmouth
1 *Walter, Mrs. Julia M.*, 204 Hyde Park ave — Hyde Park
2 Schirmer, Frank A., 129 Paul Gore st — Jamaica Plain
3 Stedman, Dr. J. C., box 1 — "
4 Taylor, Harry C., 2 Hathaway st — "
5 Jackson, Arthur A., 19 Commercial st — Lynn
6 Lawrence, E. M., 40 Ocean st — "
7 Dana, Geo. Russell, 277 Dutton — Lowell
8 Bacon, J. R. — Nantucket
9 Pierce, Albert R., 103 Spring st — New Bedford
410 Stanley, N. A., 80 State st — " "
1 Wood, Augustus A., 33 Crapo — " "
2 Hoye, James F., box 208 — " "
3 Stanley, F. O., Hunnewell ave — Newton
4 Roscoe, Joseph D., 141 North — Pittsfield
5 Mills, Henry T. — "
6 Bates, A. Eugene, South st — "
7 Moses, H. A., 55 Adams st — "
8 Blood, Ernest A, box 694 — Reading
9 Spear, Wm. F., 30 Hawthorne — Roslindale

95,320 Hull, C. R., 2 Mascoma — Roxbury
1 Bourne, Eugene C., box 181 — Sandwich
2 Aymar, F. S., Jr. — Stockbridge
3 Britton, C. J. — "
4 Buck, Louis P., box 20 — "
5 Cross, Rev. J. B. — "
6 Dean, Robert F. — "
7 Evans, Chas. E. — "
8 Flynn, M. — "
9 Heath, Ralph P. — "
430 Hull, Charles E. — "
1 Mucer, Wm. L., Edwards Arms — "
2 Miller, W., M.D. — "
3 Morrissey, Dennis — "
4 Schilling, A., Jr. — Stockbridge
5 Sullivan, David P. — "
6 Treadway, Allen T. — "
7 Van Deusen, E. C. — "
8 Mansfield, D. G., 137 High — West Medford
9 Mitchell, C. A., box 176 — "
440 Miller, Joseph B., box 9 — Winchendon
1 Colburn, C. H., 354 Picasant — Worcester
2 Creamer, Harry, 94 West st — "
3 Jones, Wm. M., 2 Accommodation st — "
4 Lewis, B. H., 107 Paine — "
5 Lyon, L. B., 1241 Main st — "
6 Macomber, A. W., Central District Court — "
7 Marble, A. Leslie, 32 Front — "
8 Ryan, R. N., 36 Malvern Road — "
9 Sullivan, John F., 31 Fox — "
450 Underwood, Albert, 457 Southbridge — "
1 Wiggin, W. H., 7 Shattuck — "
2 Timme, A. S., box 88 — Holden

Michigan, 2 — 709

Unattached

95,453 Davis, Chas. B., 51 South Ingalls st — Ann Arbor
4 Mannis, W. C. — Trout Creek

Minnesota, 2 — 271

Unattached

95,455 Velie, C. D., 312 1st st. No. — Minneapolis
6 Beck, C. A., box 274 — Moorhead

Missouri, 20 — 1,732

Kenneth C. C.

95,457 Hatch, Wm. A., 3320 Morgan — St. Louis

Unattached

8 McQuitty, J. E., 410 Wightman — Moberly
9 Reel, Lawrence D., 306 Reed st — "
460 Smart, W. T., 109 So. Morley — Salisbury
1 Rumsey, C. M., box 47 — Sedalia
2 Hungerford, R. E., 214 West 3rd st — St. Louis
3 Barnes, Enfield C., 1131 So. Charles — "
4 Kaechelen, Gus. F., 500 So. 14th st — "
5 Stephenson, Robt F., 215 No. Broadway — "
6 Spencer, C. H., 5340 Maple ave — "
7 Seward, F. D., 525 No. Main — "
8 Steer, Wm. C., 213 No. Broadway — "
9 Watson, Howard, 5819 Cates ave — "
470 Benson, W. W. — Sturgeon
1 Gray, O. D. — "
2 Laxton, H. W. — "
3 Palmer, Jas. L. — "
4 Palmer, R. L. — "
5 Ritchie, J. J. — "
6 Stewart, E. S. — "

Montana, 2 — 16

Garden City C. C.

95,477 Beckwith, Andrew B. — Missoula
8 Chattin, C. W. — "

Nebraska, 3 — 307

Union Pac. W. C.

95,479 Markel, P. L., Millard Hotel — Omaha

Unattached

480 Root, Charles W., box 21 — Callaway
1 Brewer, D. G., 1130 North 18th st — Omaha

New Hampshire, 4 — 282

Unattached

95,482 Whitehouse, B. H., 77 Franklin st — Keene
3 *Whitehouse, Mrs. B. H.*, 77 Franklin st — "
4 Lamprey, Howard L. — Manchester
5 Burbank, Leonard F., 61 Concord st — Nashua

New Jersey, 93 — 2,734

Oakhurst Ramblers.

95,486 Green, Robert S., 76 Cherry st — Elizabeth
7 Barklie, Archibald J., 31 Saybrook pl — Newark
8 Clark, W. Campbell, 1010 Broad st — "

95,489 Grummon, Charles A., 27 East Kinney st — Newark
490 McCarter, Thos. N., Jr., 765 Broad st — "
1 Williamson, Edwin B., 13 Walnut st — "
2 Duane, William J., (P. O. 59 Wall st, New York) — "

Essex Bi Club.

3 Belcher, Jos. H., 922 Broad st — Newark
4 Finney, S. R., (P. O. 49 Broadway, New York) — "
5 Hodge, F. E., Prudential Building — "
6 Lambert, A., 117 Poinier — "
7 Pollard, C. Wilson, 20 Milford ave — "
8 Remnitz, R. L., *Newark Evening News* — "
9 Rommel, H. C., 742 Broad st — "

Tourist C. C.

500 Gilfillan, Walter, 434 Ellison — Paterson

Ocean Co. W.

1 Disbrow, Dr. E. C. — Toms River

Business Men's C. C.

2 Benson, Cornelius H., *Jersey City Journal* — Jersey City
3 Crandall, James F., 235 Summit ave — "
4 Cleary, Daniel E., Greene and Montgomery sts — "
5 Cummings, Thomas J., 146 Bergen ave — "
6 Dewar, John, 231 Summit ave — "
7 Edlestein, John, 85 Rail Road ave — "
8 Edelstein, John E., 85 Rail Road ave — "
9 Graham, John, 205 Fairmount ave — "
510 Heye, John H., Bergen and Fairmount ave — "
1 Jewkes, Joseph, 19 Tiers ave — "
2 Kiernan, John, Academy and Cornelison ave — "
3 Kelaher, Fergus T., 407 Bergen ave — "
4 Laforge, Geo. W., 69 Storm ave — "
5 Osborn, George, City Hospital — "
6 O'Neil, Patrick H., 70 Wayne st — "
7 O'Connor, John, Academy and Cornelisen ave — "
8 Pearson, John, 98 Storm st — "
9 Potts, G. H., 616 Bergen ave — "
520 Reynolds, William D., 140 Sipp ave — "
1 Shanaon, John — "
2 Simpson, Robert A., 20 Belmont st — "
3 Suedeker, Michael, 430 Fairmount ave — "
4 Tuttle, Wm. H., 606 Bergen ave — "
5 Vermilye, Wm. H., 69 Oak — "
6 Voorhees, John J., 57 Duncan ave — "
7 Weigand, Henry, 107 Storm ave — "
8 Wheelham, John, 1003 Church st — "
9 Ziegler, Edward, 464 Bergen ave — "
530 McComb, Joseph, 454 Bergen ave — "

Sahodalica B. C.

1 Byram, John B., 9 Wetmore ave — Morristown
2 Heath, James S., Abbot ave — "
3 Howell, Edward, Wetmore ave — "
4 Meeker, Benj., 21 Mechanic st — "
5 Pierson, Arthur S., Mills st — "
6 Smith, Baxter B., 6 South st — "
7 Westall, A. C., 18 Early st — "

Montclair W.

8 McKown, Ray, 67 Forest — Montclair
9 North, Ralph M., 147 Park st — "
540 Laubenheimer, J. H., box 104 — Upper Montclair
1 Smith, I. C. — "

Unattached

2 *Boyd, Miss J. G.*, 19 West 23rd st — Bayonne
3 Kearns, Michael H., box 346 — Cape May City
4 Wells, Fred B., 28th and Federal sts — Cramer Hill
5 White, Thos. R. J. (P. O. 2 Wall st., New York) — Elizabeth
6 Bell, Jas. S. — Hasbrouck Heights
7 Helm, John M., Walter ave — "
8 Garrison, John H., Walter ave — "
9 Vallentine, James S. — "
550 Passmore, H. M., box 276 — Irvington
1 Tent, Alvah F. — "
2 Taylor, O. H., 131 Sip ave — Jersey City
3 Harvey J. E. — Little Silver
4 Rudderow, M. B. — Merchantville
5 Matteson, Wm. H., Jr., Wyoming — Milburn
6 Coffin, C. F., 55 So. Mountain ave — Montclair
7 Piaget, Francis H., 460 Bloomfield ave — "
8 Bonneau, F. W., 886 Broad st — Newark
9 Beatty, Raymond M., 358 North 7th st — "
560 Clark, Arthur N., 33 Chestnut st — "
1 Poinier, Jos. W., 886 Broad st — "
2 Price, Arthur B., 58 Court st — "
3 Corkill, Wm., 477 Summer ave — "
4 Knowles, Benj. F., 418 Halsey st — "
5 Knowles, Howard N., 495 Clinton ave — "
6 Thorn, Charles E. S., 800 Broad st — "
7 Ritchie, Fred C., 202 Market st — "
8 *Westervelt, Mrs. Bertha*, 213 Washington st — "
9 Pope, Wm. W. — Oxford Furnace
570 DeKeyser, John, Jr., 283 Passaic st — Passaic
1 Rosengarten, Mark C., 73 Westervelt pl — "
2 Peters, Franklin, 195 Pearl st — Paterson
3 Smith, Leonard S. 27 Elm pl — Plainfield
4 Byrnes, L. M., 41 University pl — Princeton
5 Blauvelt, Geo. W., Box 99 — Ridgewood
6 Huray, Bowly L. — Summit
7 Anderson, R. C. — Upper Montclair
8 Lord, Frank — "

New York, 293 — 11,341

Traugh C.

95,579 Rhodes, Chesley M., 269 So. Pearl st — Albany

Gilbert Wheelmen

580 Loring, E. L., 67 Livingston st — Brooklyn
1 Mapes, Franklin P., 177 Nassau st — "

L. I. Wheelmen

2 Adriance, Benjamin, Plymouth and Jay sts — Brooklyn

Hamilton Bi. Club

3 Hereshoff, J. B. F., 112 Hickes st — Brooklyn

Williamsburg Wheelmen

4 Goldmann, C. H. L., 316 Lorimer st — Brooklyn
5 Goldmann, L. F., 273 Lorimer st — "
6 Voelbel, B. H., 314 So. 4th st — "

Recreation Wheelmen

7 White, Geo. M., 142 7th ave — Brooklyn

Cycle Club of B.

8 Beebe, W. E. O., 166 Lafayette ave — Brooklyn
9 *Burris, Miss Gwendolyn*, 168 Macon st — "
599 Vanderveer, Henry B., 153 Nostrand ave — "
1 Webster, F. H., 184 Lefferts pl — "
2 Rider, L. P., 30 Cortlandt st — New York

Geneva Cyclers

3 Everett, M. T. B., 33 LaFayette st — Geneva

Green Wheel Club

4 Harris, Wm. N., box 716 — Greene
5 Campbell, Joe H., box 794 — "

Mt. V. C. C.

6 Cooke, Robt. J., S. 4th ave — Mt. Vernon

Michaux Cycle Club

7 Minor, Dr. I. C., 10 E. 41st — New York
8 *Minor, Mrs. J. C.*, 10 E. 41st — "

Century Wheelmen

9 Greene, Frank, 469 9th ave — New York

Harlem Wheelmen

600 Hempel, Arthur, 10 Worth st — New York

Amphion Wheelmen

1 Walters, Wm. G., 206 E 50th — New York
2 Black, John F., 206 E 50th — "

Van Cortlandt Wheelmen

3 Richmond, Alex. A. — Peekskill
4 Mead, S. Allen — "

Unattached

5 Hudtwalcker, F. Wm., 10 Watervliet ave — Albany
6 Oliver, J. T., 116 Main — Batavia
7 Ogden, Geo. F., 148 State — Binghamton
8 Green, Porter L., 23 Rutherford — "
9 Barber, J. Arthur, box X — Boonville
610 Adams, Arthur E., 150 Rodney st — Brooklyn
1 Allen, Isaac L., 765 Carroll st — "
2 *Anderson, Emma*, 376 State st — "
3 Austin, Dan'l B., 586 Bergen st — "
4 Baker, Geo., 1338 Bushwick ave — "
5 *Balmanno, Miss Evelyn*, 184 14th st — "
6 *Banta, Mrs. Emma L.*, 43 Elton st — "
7 Biddle, A. Harris, 187 Columbia Heights — "
8 Bigby, W. S., 31-33 Fulton st — "
9 Bishop, E. H., 647 Putnam ave — "
620 Buchanan, Wm., 1590 Fulton st — "
1 Bunce, Theodore D., 81 Herkimer st — "
2 *Burnham, Mrs. E. S.*, 10 Flatbush ave — "
3 Bradley, Sydney, 209 McDonough st — "
4 Bremer, Henry M., 50 5th ave — "
5 Brion, A. E., 660 Willoughby st — "
6 Bruen, Chas. C., 117 St. Felix st — "
7 Cahoon, Edw. D., 124 Halsey st — "
8 *Cahoon, Mrs. Edw. D.*, 124 Halsey st — "
9 Campbell, C. I., 403 2d st — "
630 Carpenter, E. C., 238 Court st — "
1 Chesebro, J. W., 289 Quincy st — "
2 *Chesebro, Mrs. J. W.*, 289 Quincy st — "
3 Cluff, Chas. C., 278 Gates ave — "
4 Conklin, W. F., 632 Pacific st — "
5 Corley, Thos. J., 44 Manjer st — "
6 Covell, Harry N., 33 Strong pl — "
7 Cramp, A. J., 732 Halsey st — "
8 Cuyler, Theo. L., jr., 176 Oxford st — "
9 Cyphers, Andrew P., 275 Clifton pl — "
640 Depew, H. A., 94 Franklin ave — "
1 Devoy, John W., 320 Adelphi st — "
2 Dickinson, Lester W., 298 Schermerhorn st — "
3 *Dills, Miss Anna C.*, 326 Decatur st — "
4 Dorman, W. R., 111 Park pl — "
5 Dunn, Jas. L., 500 Clinton ave — "
6 Edwards, Joseph T., 99 1st pl — "
7 Elfers, Henry, 142 So. 8th — "
8 Elliott, Gilbert, 164 Montague st — "
9 England, Clarence A., 43 Downing st — "
950 Fairweather, F. H., 121 Vanderbilt ave — Brooklyn
1 Fairlie, Robt., 67 Clifton pl — "
2 Fallon, Stephen A., 66 Bond st — "
3 Fernandez, Albert A., 206 Albany ave — "
4 Flemming, Fred'k C., 257 Flatbush ave — "
5 Fraser, A. C., 221 Ocean ave — "
6 Frorup, L. E., 133 Macon st — "
7 Gallagher, John J., 354 State st — "
8 Gill, Chas. A., 62 Hanson pl — "
9 Gilmore, C. R., 383 Cumberland — "
660 Green, J. H., 308 Thirteenth — "
1 Gridley, Edward M., 8 Bedford pl — "
2 Hall, Percy L., 448 Classon ave — "
3 Hart, Lewis, 325 Chestnut st — "
4 Hayes, Geo. E., 305 Sixth — "
5 Heath, John H., 427 Atlantic ave — "
6 Heine, G. M., 55 Joralemon st — "
7 Heise, Thomas, 250 40th st — "
8 Hildreth, H. S., 49 S. Oxford st — "
9 Hobby, Ferdinand F., 417 Lafayette ave — "
670 Hyatt, G. E., 143 Amity st — "
1 Jaeck, Hector, 88 Berry st — "
2 Johnson, Dr. John G., 153 Joralemon st — "
3 Jones, Arthur C., 404 Clinton ave — "
4 Joyce, Chas. J., 412 Bergen st — "
5 Keller, J. C. W., 27 St. Marks pl — "
6 Kuchler, F. X., jr., 375 Myrtle ave — "
7 Lauterbach, Fred, 201 Nassau ave — Greenpoint, "
8 Law, Harrison, 18 Kosciusko st — "
9 Leggett, Lewis D., 22 7th ave — "
680 Linder, H. J., 20 Glenada pl — "
1 Lingeman, Henry, 253 57th st — "
2 Loring, A. W., 67 Livingston st — "
3 Lyman, Thomas T., 226 Union st — "
4 *Lynes, Mrs. D. W.*, 1210 Dean st — "
5 Mahnken, Oscar, 126 Rogers ave — "
6 Martin, D. D., 17 Strong pl — "
7 Marckwald, Albert H., 136 Amity st — "
8 Marvin, C. A., 276 Clinton st — "
9 Market, John P., 583 Hancock st — "
690 McCarroll, Wm., 475 Green ave — "
1 McFadden, Geo. J., 202 Flatbush ave — "
2 McKrell, G. DeF., 134 7th ave — "
3 McNamara, Dr. S. J., 325 Union st — "
4 Meyer, J. J., 202 Dean st — "
5 Miller, A. L., 110 7th ave — "
6 Miller, Wm. R., 29 Louis pl — "
7 Montague, E. P., 244 Adelphi st — "
8 Moulton, C. R., 583 Fulton ave — "
9 Moran, W. J., 141 So. 5th st — "
700 Muhlhausen, E. H., 330 Atlantic ave — "
1 Murphy, J. F. J., 454 Henry st — "
2 Myrick, Henry Moore, 104 Lefferts pl — "
3 Nash, Chas. Osgood, 525 Park pl — "
4 Nostrand, W. L., 121 Washington ave — "
5 Oakley, Chas., 17 Brevoort pl — "
6 Page, Huntington, 129 5th ave — "
7 Parker, Russell, 651 St. Marks ave — "
8 Peck, Wallace, 511 Fourth st — "
9 Perkins, R. E., 163 St. Marks ave — "
710 Perry, Chas. E., 121 Court st — "
1 Persons, Dr. R. C., U. S. Naval Hospital — "
2 Planquette, A., 121 Schermerhorn st — "
3 Plum, Richard R., 809 Gates ave — "
4 Prior, C. N., 604 Fulton ave — "
5 Price, Frank Julian, 18 Montgomery pl — "
6 Purnhagen, Henry, 108 Reid ave — "
7 Reinhardt, Geo. F., 382 Hancock st — "
8 *Roblin, Miss Ethel*, 376 State — "
9 Robbins, W. F., 302 14th st — "
720 Rogers, Wm., 381 So. 3d st — "
1 Rutherford, Jas. W., 368 Van Buren — "
2 Sack, Wm., 338 Kosciusko st — "
3 Sanford, J. A., 949 Butler st — "
4 Sanford, D. R., 1049 Bedford ave — "
5 Scott, Walter, 1352 Greene ave — "
6 Schneider, L. T., 218 Ellery st — "
7 Scully, Joseph V., 481 2d st — "
8 Schroeder, H. C., 200 Bedford ave — "
9 Seaman, H. R., 311 Carlton ave — "
730 Self, F. D., Bay Ridge and 3d ave — "
1 Selig, C. H., 106 Washington pk — "
2 Shaw, R. A., 208 Carlton ave — "
3 Shepard, John W., 53 Pineapple st — "
4 Shipley, F. B., Nostrand ave — "
5 Smack, A. D., 226 Tomkins ave — "
6 Smith, G. E., 133 So. Oxford — "
7 Southwick, C. R., 255 Lexington ave — "
8 Sproul, A. W., 61 Decatur st — "
9 Starr, Russell T., 16 Montgomery pl — "
740 Stelle, Morton B., 53 Pineapple st — "
1 Stout, Frank B., 67th st near 4th ave — "
2 Tassey, R. S., 99 President st — "
3 Tracy, J. W., L. I. State Hospital — "
4 Tremaine, E. G., 104 State st — "
5 Waterbury, W. M., 944 Marcy ave — "
6 *Weed, Miss A. E.*, 725 Monroe st — "
7 Wells, Jos. A., jr., 368 Washington ave — "
8 Wiles, L., 179 Willoughby ave — "
9 Willits, C. D., 321 Cumberland st — "
750 Wilson, O. B., 1044 Halsey st — "
1 Witte, B. F., 226 Columbia st — "
2 Woods, J. W., 101 Rogers ave — "
3 Williams, Fred'k, 22 Oakland pl — Buffalo

95,754 Jackson, A. T., box 134 — Camden
5 Stone, B. H., box 94 — "
6 Gaudreault, Chas. D., 72 Sarjiant st — Cohoes
7 *Richards, Miss G. H.*, box 134 — Cornwall
8 Esles, Rob't L. — Fairport
9 Morey, J. W. — "
760 Mulluier, Geo. G. — "
1 Litzenberger, M. M., box 15 — Fayette
2 Smith, Chas. A., box 198 — Ft. Hamilton
3 Catchpoie, Jas., 106 Lewis — Geneva
4 Stewart, Arthur J. — Georgetown
5 Silvermail, L. C., box 755 — Greene
6 Covell, Frank M., box 19 — Grove Springs
7 Kelley, Chas. S., box 535 — Hartsdale
8 Lyman, Chester W. — Herkimer
9 Thompson, F. S., 43 N. Front st — Kingston
770 Ekebach, Herm. — Kreischerville
1 Killmeyer, Theo. — "
2 Wells, S. Carl, box C — Le Roy
3 Casler, B. P., 21 Gansewood st — Little Falls
4 Wheeler, Chas. V., 500 E. Main st — "
5 Hulett, J. B., M. D. — Middletown
6 McDondald, — Morris Park
7 Jenkens, J. Alva, 150 S. 2d ave — Mt. Vernon
8 Taylor, J. B., 111 Urban st — "
9 *Morton, Mrs. F. M.*, 52 Burling lane — New Rochelle
780 Andrews, Chas. Lincoln, 208 Broadway — New York
1 Baker, F. A., 105 Chamber st — "
2 Beers, Jas. L., 30 Vesey st — "
3 Bernad, Mauricio, 105 W. 82d st — "
4 Bill, Chas. Alfred, 101 W. 78th st — "
5 *Blair, Mrs. J. T.*, 534 W. 29th st — "
6 *Boh, Eva F.*, 309 E. 10th st — "
7 Boynton, Geo. M., 132 Nassau st — "
8 Bradford, Wm., 555 W. 156th st — "
9 Brewster, R. I., 220 W. 45th st — "
790 Broadhurst, Jas. H., 41 E. 69th st — "
1 Buckley, Bush. E., 407 Madison ave — "
2 Burnham, E. S., 188 W. Houston st — "
3 Capen, A. M., 750 E. 142d st — "
4 Carhart, W. E., 51 Park pl — "
5 Chew, A. D., 1425 Broadway — "
6 Cleaver, W., box 1018 — "
7 Colt, W. L., 257 Broadway — "
8 Cook, Jerome C., 20 John st — "
9 Cox, A. B., 83 Lexington ave — "
800 Cukier, Xavier, 635 Park ave — "
1 Cushman, Jas. S., 337 W. 22d st — "
2 Davis, M. M., 253 Broadway — "
3 de Moya, G. V., 335 W. 51st st — "
4 Dumois, Emile B., 41 South st — "
5 Glyn, W. E., 37 E. 21st st — "
6 Halpin, Wm., 410 W. 22d st — "
7 Hall, E. Spencer, 140 Chamber st — "
8 Halsey, S. M., 103 Chamber st — "
9 Hardy, W. A., box 820 — "
810 Hoe, Wm. A., jr., 720 St. Nicholas ave — "
1 Hoe, J. Clarke, 720 St. Nicholas ave — "
2 Hole, J. Eldon, 12 E. 110th st — "
3 *Hole, Mrs. J. Eldon*, 12 E. 116th st — "
4 Hughes, Sam'l T., 24 E. 111th st — "
5 Lasch, Henry, 42 W. 91st st — "
6 Lloyd, Sam'l, M. D., 24 W. 50th st — "
7 Lockwood, Wm. F., 1025 Boston rd — "
8 Longman, S. Tremper, 207 Pearl st — "
9 Lush, Richard L., 427 2d ave — "
820 Marcus, Sim, 21 Lisquenard st — "
1 Meehan, Jos. A., 215 E. 61st st — "
2 Mooney, Henry Walton, M. D., 18 W. 20th st — "
3 Moss, Adrian, 15 W. 126th st — "
4 Mumford, Chas. L., 56 Perry st — "
5 Obre, E. D., 49 W. 68th st — "
6 Obst, Chas. B., 509 E. 118th st — "
7 Perry, W. E., 41 Wall st — "
8 Pilkington, Wm. W., 26 Broadway — "
9 Potter, John F., 10 Worth st — "
830 Quillin, Thos. A., 120 Broadway — "
1 *Randall, Mrs. F. M.*, Hotel San Remo, 75th and Central pk. W, New York — "
2 Randall, J. C., 83 Lexington ave — New York
3 Reeves, Wm. F., 202 W. 103d st — "
4 Sanford, Harold M., 120 E. 45th st — "
5 Schell, Edward, 58th st and 2d ave — "
6 Schonfarber, Chas., 10 E. 75th st — "
7 Scott, Dr. Chas. F., 105 E 24th st — "
8 Sexton, Lawrence E., 30 Washington sq — "
9 Snyder, R. M., 300 W. 28th st — "
840 Spencer, I. W., jr., 236 W. 40th — "
1 Struller, F. W., 2 Bowling Green — "
2 Sweeney, Edward F., 24 E. 111th st — "
3 Tatem, J. D., 224 W. 123d — "
4 Toulmin, Chas. T., 1186 Madison ave — "
5 *Ulman Miss Carrie*, 76 W. 92d — "
6 Wendland, Albert A., 2070 Madison ave — "
7 Woodman, John, 123 E. 25th — "
8 Mansfield, Roy H., 755 5th st — Niagara Falls
9 Ludlam, Frederick — Oyster Bay
850 De Groat, Geo. E. — Piermont
1 Frost, Alfred M., 10 Garden st — Poughkeepsie
2 Hudson, E. G. — Riverhead
3 Edmonds, Wm. J., 26 Averill park — Rochester
4 Rice, Jas. E., 201 West ave — "
5 Streeter, Dr. H. W., 911 Chamber of Com. Bldg. — "
6 Sherwood, Elmer A. — Rondout
857 Baker, F. H., 30 Lafiette — Saratoga Springs
8 Stebbins, Theodore, Washington ave — Schenectady
9 Barrett, S. Drew — Stormville
860 Tracy, Chas. Sedgwick, 324 W. Water st — Syracuse
1 Coon, C. E. — "
2 Joline, B. F. — Tottenville
3 Bayley, Mark E., box 986 — Troy
4 Lane, Leland T., 132 First st — "
5 Lees, Jas. D., 405 Third st — "
6 Yawman, Francis J., 243 Eighth st — "
7 Lansing, Emmet — Visscher's Ferry
8 Sayer, W. D. — Walden
9 Merritt, Newton A., box 300 — Washingtonville
870 Dold, Wm. E., M. D., box 175 — White Plains
1 Cobleigh, H. A. — Woodhaven

North California, 92 — 1,326

Alameda Cyclers.

95,872 Bolte, C. N., 1540 McPherson st — Alameda
3 Frye, Albert L., 1104 Park ave — "
4 Gaines, M. E., 2251 San Jose ave — "
5 Hoyt, F. S., 1032 Regent st — "
6 Robinson, Jas. L., 2220 San Jose ave — "
7 Thomas, F. N., 1020 Lafayette st — "
8 Thorn, J. P., 2109 Clinton ave — "
9 Moller, J. A., 2117 Alameda ave — "
880 Stubs, J. G., 760 10th st — Oakland
1 Ramsey, W. M., 1810 Eucinal ave — Alameda
2 Marshall, S. S., 10 First st — San Francisco

M. P. C.

3 Weeden, Harry — Menlo Park

Olympic C. W.

4 Bush, Geo., 14 Battery st — San Francisco
5 Harris, T. H., 605 Market st — "
6 Mulcahey, J., 225 Beale st — "
7 Cunningham, J. F., 14 Battery st — "
8 Mullen, J. W., 20 Second st — "
9 Durbrow, Chas. J., 416 Montgomery st — "
890 Mchern, T. F., 14 Battery st — "
1 Ferguson, W. J., 117 Geary st — "
2 Ramsay, H. C., 501 Montgomery st — "
3 Hadenfeldt, H. D., 207 Sutter st — "

Alpha C. C.

4 *Andrain, Mrs. E.* — Mountain View
5 *Bertram, Miss J.*, 1712½ Polk st — San Francisco
6 *Egeberg, Miss Lena*, 625 York st — "
7 *Fry, Mrs. R. E.*, 920 Florida st — "
8 *Gaughan, Miss M.*, 2337 Harrison st — "
9 *Herringer, Miss E. L.*, 1710 Sutter — "
900 *Keller, Mrs. E. F.*, 2513 Folsom — "
1 *Madson, Miss M. F.*, 323 22d st — "
2 *Maguire, Miss Carrie*, 2514 Folsom st — "
3 *Maguire, Miss Nonie*, 2514 Folsom st — "
4 *Mahony, Miss M. F.*, 302 Brannon st — "
5 *Mahony, Miss Rita*, 302 Brannon st — "
6 *McCarthy, Miss M. E.*, 1001 Florida st — "
7 *Musser, Mrs. E. A.*, 700½ Capp st — "
8 *O'Conner, Miss L.*, 1226 Ashbury — "
9 *Pendergast, Miss D.*, 217 22nd st — "
910 *Pendergast, Mrs. A.*, 2534 Folsom st — "
1 *Robbins, Mrs. J. F.*, 2052c Folsom st — "
2 *Ronsseau, Miss M.*, 2616 Folsom st — "
3 *Wynne, Mrs. H. F.*, 2547 Folsom st — "

Imperial C. C.

4 Ford, O. J., 501 Montgomery st — San Francisco

Reliance Wheelmen

5 Berry, Wm. R., 284 Ninth st — Oakland
6 Peckham, Leander A., 56 San Pablo ave — "
7 Jerome, E. B., Reliance club — "
8 Buckley, Frank E., 568 William st — "
9 Maclise, James, 17 San Pablo ave — "
920 Caire, Fred F., 8th and Harrison — "
1 Jellett, James, 1217 Franklin st — "
2 Shinn, Howard, 318 Pine st — San Francisco
3 Carlton, Philip S., 100 Market st — "
4 Griffith, W. E., 14 Sansome st — "
5 Mann, Seth, Mills bldg — "
6 Marston, O. B., 580 Mission st — "
7 Bain, R. B., 3 California st — "
8 Carlton, Dr. Harry B., 67 Crocker bldg — "
9 Knight, F. W., 17 Beale st — "
930 Hersey, Fred H., 26 California st — "
1 Bernoys, P. H., 300 Larkin — "
2 Vassault, F. I., Argonaut Pub. Co. — "
3 Gaskill, H. D., 119 New Montgomery — "

B. C. C.

4 Colton, F. G. — Bakersfield

Cala. C. C.

5 Brady, C., 711 24th st — San Francisco
6 Boyd, T., 501 Leavenworth st — "
7 Bush, F. A., 817 Capp st — "
8 Edson, Dr. C. J., 510 A Schrader st — "
9 Koppen, G., 234 Dorland st — "
940 Lepowitz, M., 22nd and Folsom sts — "
1 Moller, F., 748 17th st — "
2 Rustemayer, N., 2335 Mission st — "
3 Snedeker, D., 760 22nd st — "

95,971	Strable, W., 266 O'Farrell st	San Francisco
5	Wall, T., 3230 A 16th st	"
	Pajaro V. W.	
6	Blackburn, F. D.	Watsonville
7	Stoesser, Otto D., Main st	"
	R. W.	
8	Davis, E. Percy, Rowell hotel	Riverside
	Unattached	
9	Harbaugh, F. V., 2038 Alameda ave	Alameda
980	Collins, Willis H., 1105 Wash. st	Oakland
1	Ormsby, Earnest W., box 138	Petaluma
2	James, F. B.	Portersville
3	Ellsworth, Frank, 1326 Page st	San Francisco
4	Kendall, Edwin, F., 330 Geary st	"
5	Pease, J. M., Wells, Fargo & Co.	"
6	Pinckney, Thos. C., Wells, Fargo & Co.	"
7	Pixley, Thomson F., Mills building	"
8	Makins, J. H., 506 Market st	"
9	Salazar, J. M., 209 Sansome st	"
990	Derby, Frank W., 924 Mission st	"
1	Langstroth, J. A., 532 California	"
2	Shidy, Wm. C., 2111 Steiner st	"
3	Hahn, A. J.	Stockton

North Carolina, 7 — 48

	Unattached	
95,691	Johnson, J. W., box 224	Fayetteville
5	King, R. B., box 110	"
6	Pemberton, E. L.	"
7	Rankin, Chas. A., box 78	"
8	Robinson, J. H., Jr., box 151	"
9	Wemyss, D. F., box 224	"
970	Cotton, F. H.	Hope Mills

Ohio, 8 — 1985

	Tol. W. A.	
95,971	Lock, E. D., 1638 Broadway	Toledo
	Unattached	
2	Schrantz, Tod. L., box 463	Athens
3	Fagin, H. S., S. Crescent ave., Avondale	Cincinnati
4	Bryant, Hiram E., P. Tel. Co., 3rd and Walnut st	"
5	Irwin, W. T., 37 East 3rd st	"
6	Bickle, H. C.	Chardon
7	Neuhansel, Albert J., 2115 Franklin ave	Toledo
8	Vaughan, Ernest, 382 Grant st	Youngstown

Oregon, 10 — 74

	Ore R. C.	
95,979	Corbett, E. C., 144 4th st	Portland
980	Holmes, H. P., 253 Stark	"
1	Hughes, Carroll E., 56 Sherlock bldg	"
2	Pierce, Dr. E. A., 85 No. 17th	"
3	Ryan, J. A., P. Gen'l Elec.	"
4	Wallace, W. T., 89 6th st	"
5	Woodward, Don G., 265 6th st	"
6	Younger, T. N., 601 Belmont	East Portland
	M. A. A. C.	
7	Farrell, T. G., 140 Front st	Portland
	Unattached	
8	Baldwin, Geo. T., box 16	Klamath Falls

Oklahoma, 2 — 59

	O. C. W.	
95,989	Everest, Jean H., 420 Pottawatomie st	Oklahoma City
990	Frantz, W. D., Oklahoma Floral Co.	"

Pennsylvania, 51 — 4768

	H. W. C.	
95,991	Ewing, Jos. G., box 128	Harrisburg
2	Forster, J. Douglass, box 128	"
	N. C. C. C.	
3	Paisley, G. S., 101 E. Wash. st	New Castle
4	Bryan, L. R., 115 County Line st	"
	Renovo Ramblers	
5	Summerson, W. L.	North Bend
6	*Buck, S. Gertrude*, box 245	Renovo
7	Desmond, John F., box 184	"
8	Kendig, Wilfred M., 7th st	"
9	Standiford, Clarence, 10th st	"
96,000	Washburn, Wm., 6th st	"
1	Washburn, Bert, 6th st	"
	No. East W.	
2	Summers, James S., 2313 Frankford ave	Philadelphia
	Quaker C. W.	
3	Betson, Albert T., 920 Federal	Philadelphia
	W. Wheel Club	
4	Kirk, Roy, St. Charles Hotel	Williamsport
5	Solomon, Clarence, 438 West st	"
	Unattached	
6	Seibert, W. Cooper, 1 Koerner ave	Alleghany
7	Opie, Will J., 6 Birket st	Carbondale
8	Nagell, Bernhardt, 25 Fayette st	Conshohocken
96,000	McFarland, Wm. H.	Eddystone
010	Livengood, M. J., box 25	Elk Lick
1	Wrigley, Edward, 20 Apsley st	Germantown
2	Pidgeon, A. H.	Houtzdale
3	Barranger, Jos., 148 North 13th st	Philadelphia
4	Cross, John A., 632 No. 16th st	"
5	Currie, Dr. C. A., 6112 Germantown road	"
6	Estoclet, A., 619 Walnut st	"
7	Grauer, Wm. K., 1850 Frankford ave	"
8	McConaghy, H., 1906 Howard st	"
9	Morris, Geo. S., Olney st	"
020	Rushton, Lewis, 1333 North 16th st	"
1	Smedley, Walter, 435 Chestnut st	"
2	*Sheetz, Ella M.*, 3513 Kensington ave	"
3	Adams, Wm., 1012 No. 5th st	"
4	Boehringer, J. Albert, 1210 Girard ave	"
5	Bolard, Dr. Jno. A., 824 North 5th st	"
6	Carter, Richard, 2221 E. York st	"
7	Frentezel, John F., 3145 Diamond st	"
8	*Twining, Mrs Ella E.*, 1917 North 6th st	"
9	Warner, Percy, 1533 North 17th st	"
030	Miller, R. E.	Pinegrove
1	Ulmer, L. F.	Pottsville
2	Womrath, Arthur, R., 501 Mahontongo st	"
3	Cohn, Harry	Punxsutawney
4	Wetherill, Herbert J.	Shannonville
5	Price, W. F.	Reading
6	Torchiana, F. J	Swarthmore
7	Holman, Frank H., 505 North 40th st	West Philadelphia
8	Harkison, J. B., 617 Court st	Williamsport
9	Harkison, J. R., 617 Court st	"
040	King, Joseph N., 337 Pine st	"
1	Laedlein, Wm. F., 36 West 4th st	"

Rhode Island, 2 — 633

	Unattached	
96,042	Kingsley, Walter B.	Hamilton
3	Humes, Edwin J., 6 Harrison st	Pawtucket

South California, 4 — 289

	East Side C.C.	
96,044	Blind, L. K., 1021 Altura st	Los Angeles
5	Riley, M. E., 119 South Water st	"
6	Strong, Don M., 528 Downey ave	"
	Unattached	
7	Hodge, Edgar O., 1170 5th st	San Diego

Tennessee, 9 — 115

	Unattached	
96,048	Cole, C. W., 367 Front st	Memphis
9	Gladding, N. A., 203 Main st	"
050	Humes, W. G. C., 258 Second st	"
1	*Huser, Miss Bessie*, Station B	"
2	Ingalls, F. L., 247 Main st	"
3	Kupferschmidt, R., 226 Main st	"
4	McClintic, E. W., 90 Court st	"
5	Samter, Sam L., 288 Main st	"
6	Dortch, James B., 171 Union st	"

Texas, 1 — 283

	Unattached	
96,057	Barden, E. B.	Victoria

West Virginia, 10 — 50

	Hinton C. C.	
96,058	Callaway, Robt. O., box 24	Hinton
9	Flanagan, R. E., box 66	"
060	Haley, Peter G.	"
1	Hinton, E. T.	"
2	James, Paul L., box 36	"
3	Nida, David P.,	"
4	Smith, Robert H., box 3	"
5	Van Antwerp, F. R.	"
6	Stegall, R. J.	Mt. Carbon
	Unattached	
7	Blake, J. M.	Sistersville

Wisconsin, 6 — 1162

	Beloit B. C.	
95,068	Salmon, Edward, 719 Bushnell st	Beloit
	A. C. C.	
9	Prahl, Harry, 784 College ave	Appleton
	Unattached	
070	Bertram, A. M., box 293	Port Washington
1	Muenster, J. H.	"
2	Buell, Frederick R., 118 Prospect ave	Milwaukee
3	*Burlingame, Miss May*, box 216	Ripon

Wyoming, 1 — 40

	Unattached	
96,074	Hutchinson, Wm. H.	Fort Washakie

A BICYCLE FACE...



AT NIGHT is largely due to the mental state of fearful uncertainty on the part of wheelmen who carry flickering, weak-rayed lamps They cannot see what danger lurks in their paths.

Unseen horrors haunt them.

Tally-Ho MEANS SAFE NIGHT RIDING.

Throws the brightest and widest light of any cycle light made and obstacles or approaching riders are seen yards away, in time to avoid accidents.

Burns Kerosene. Made of Brass, Riveted. Patent Devices for—Locking to Head, Adjusting Bracket, Scratching Match close to wick. Patent Removable Reflector.

Our Free Booklet, "EVERYTHING FOR THE BICYCLE." *Tells all about Bicycle Sundries.*

THE BRIDGEPORT GUN IMPLEMENT CO.

313-315 Broadway, New York.

A Sensible Crank.

The Remington.



Easily detached.

Among the many improvements exclusively Remington is the well-known bayonet pattern, spring-tempered crank, conceded to be the strongest and most scientifically constructed crank used. The method of attaching the crank to a triangular axle is both simple aud effective, admitting of a quick and easy adjustment.

Catalogue describing in detail our new Models and exclusive improvements, mailed free.

Agencies arranged in unoccupied territory.

REMINGTON ARMS CO.

313-315 Broadway,

Factories, Ilion, N. Y. New York City.

BRANCHES:

New York. Brooklyn. Boston. San Francisco.

QUERIES AND ANSWERS

FELIX O'D., Brooklyn: George Washington crossed the Delaware in a boat. He never rode a bicycle. But it was not his fault.

W. W. K., Floridaville, N. Y.: A bicycle costs much less to buy or to keep than a horse and buggy.

No. 45,874:

Clipping sent is good but too long to reprint. The shorter a "poem" is the better. Many persons can exist without poetry. Poetry is like money invested in postal cards, a little of it goes a good ways. Thanks for your kindly interest.

A. G. WOODBURY, of "The Woodbury Stores," Danville, Ill., publishes the application for membership blank on the back of his business cards, and on the front he asks this pertinent question, "The happiest man is he who helps pay for the privileges he enjoys. Do you help? Join the L. A. W."

If all the jails were hospitals
And every judge a nurse,
We'd "cure" instead of "punish" men
We drive from bad to worse.

NUMEROUS ENQUIRERS:

THE height of a bicycle frame may vary several inches and still not be *wrong*. Ordinarily it is enough that the frame be of such a height as to leave from one to three inches of the seat post projecting above the frame.

DIVISION officers are elected by a mail vote of the State membership.

MEMBERS do not forfeit their amateur status by competing for prizes in a parade.

THE color, adopted some years ago as the League color, is royal purple.

THERE is no hard and fast rule as to just what difference in gear is admissible for a given reduction in weight of machine. It is best determined by experiment. Of course a lighter machine will stand a higher gear, but how much will depend upon the rigidity of the frame and the kind of tires, bearings, etc.

DON'T hesitate to confide your name to the editor, it may make a difference.

F. E. COREY, Westboro, Mass., wishes the address of some one competent to go over the highways of that or other towns and prepare specifications by which roads may be intelligently repaired.

DO common things well. The size of a diamond has nothing to do with its quality.

"In the multitude of counsellors there is safety."



A board of 21 expert engineers and mechanics, every one wise in bicycle building, passes upon each detail of Columbia construction. These men are all workers in bicycle improvement. Little of value can escape their watchful search. Few mistakes of construction can pass the scrutiny of their combined wisdom.

You are buying the safest bicycle in the world when you buy a

Columbia Bicycle

$100 TO ALL ALIKE. **Standard of the World**

The handsomest catalogue ever issued tells fully of Columbias, and of Hartford bicycles, —$80, $60, $50—next best to Columbias. The book is free if you call upon the Columbia agent; by mail from us for two 2-cent stamps.

Pope Manufacturing Co., Hartford, Conn.

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity let us know.

805

THE L·A·W·BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, March 27, 1896. No. 13



THE TAX THAT COUNTS.

The farmer pays his land tax and
His school tax with a frown,
But he smiles and pays his mud tax
Every time he drives to town.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts. *Entered at Boston Postoffice as Second-class Matter.* **Price, 5 cents.**

PAID CIRCULATION, 43,434.

X Ray Single Tube Tire...

— Is the —

BEST SINGLE TUBE TIRE MADE.

THE ONLY TIRE MADE

SMOOTH INSIDE

Repairs made easy and certain.

It being also Cement Coated Inside

Preventing the Blooming of the Rubber.

MANUFACTURED BY

Combination Roll & Rubber Co.

BLOOMFIELD, N.J.

NEW YORK UPTOWN AGENTS

Miami Cycle & Mfg. Co.

1773 Broadway, - - - N.Y. CITY.



(Shows pelvis as it rests on the Christy Saddle).



(Shows pelvis as it rests on the ordinary saddle.)

Christy... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.

CORRESPONDENCE

THOSE TWO BUTTONS.

EDITOR L. A. W. BULLETIN:

Noticing your correspondent's statement regarding the two buttons on the back of the coat, I would state my belief on the subject, on reliable information, is that they were placed there for the support of the sword-belt, and are so used at the present time in the army and navy, also in the constabulary forces. If the buttons had been solely for the support of the coat-tails they would have appeared only on the coats of fops instead of on all of the men's coats. It might be of interest to note here also, that the slash in the lapel of the coat, just below the collar, was first made by the adherents and supporters of Napoleon, during his first banishment to Elba. The slash will be found to be the letter "N," put there as a mark of recognition between the Napoleonists without the necessity of exchanging words or signs which might betray them. No. 91,817.

PHILADELPHIA.

EDITOR L. A. W. BULLETIN:

It is said that the placing of the two buttons on the back of the coat at the waist line is a relic of the time when all gentlemen wore swords. They were of use then, as they prevented the sword-belt from slipping down. The use has been continued, partly from custom and partly as a neat means of covering the junction of the seams at that point.

DAYTON, O. No. 83,132.

A MEMBER writing from Paterson, N. J., expresses the belief that if the authorities of the Brooklyn cycle path would give cyclists a hint of warning in the shape of a few signs in regard to the limit of speed, it would save many cyclists the annoyance and time of being arrrested, also the $5 or $10 fine which is the usual punishment.

"SHOULD the chain be oiled?" is the question a St. Louis member wishes to have discussed. He believes it would be interesting and instructive for us to read first the experience of a numerous class of riders who do not oil their chains, and then read the bitter sarcasm of the chain-oilers-and-dust-collectors, and decide for ourselves, as impartial judges, which is better, or rather, which is the least bad.

"God bless the man who first invented sleep;"
Thrice blessed be he who clean our chains will keep!

ALEXANDRIA, TENN., Mar. 16, 1896.

GORMULLY & JEFFERY MFG. CO., Chicago.

Dear Sirs:

Please accept my thanks for the tires. I am well pleased with them. I am glad I own a Rambler because it is made by a responsible company. I told one of the boys to-day that I had to pay good price—$100—for a Rambler wheel, but the makers were a responsible company, and it was the *cheapest in the long run*. He owns a —— and used the —— tire about two months, sent it to the factory for repairs, and they told him it was worn out. He hadn't run it over two months. I rode my tires for 6½ months, and never got a puncture. I want to say again, accept my thanks for all the favors.

Yours, W. RUFUS GLEASON

A Satisfied Customer is a Standing ad. Have you many such ads? Rambler agents have.

Gormully & Jeffery Mfg. Co.,

Chicago Boston New York Brooklyn
Washington Detroit Coventry, Eng.

All Rambler New England Business

is done from our New England Branch House,

174 Columbus Ave., Boston.

All correspondence should be so addressed.

Rambler Bicycles

The New Rambler Brooklyn Branch Store

has just been thrown open to the public, and many pronounce it the most thoroughly equipped sales, riding, renting and repairing establishment in the East. Largest Bicycle Riding Academy in New York. All interested are invited to inspect all departments.

324-344 Flatbush Avenue,

BROOKLYN.

A ST. LOUIS member writes to endorse the pure water article by Mr. Kunz, in a recent number of this paper, and says legislation should be encouraged and secured. He is now using a tourists' pocket filter made especially for the use of wheelmen which he finds an excellent corrective for muddy and tainted water, as he can get a drink of crystal water through it in three minutes. The filter can be made germ proof by boiling it in hot water before starting on a trip.

WM. N. MORRISON of St. Louis sighs for something his size. He insists that the manufacturers have all gone to the extreme in reducing the size of wheels. "I would as soon be mounted on a set of casters as on some of the wheels offered in the shops. I have been waiting for several years for what I think would be an ideal, having the rear wheel 36 or 38 inches in diameter, or as high as would run up to the saddle, using all that lost space and propelled by League chainless gear, about 80 or 84. The front wheel to be 28 or 30 inches in diameter. I would expect to walk up steep hills, but for ordinary roads, and over small ruts and slight inequalities it would be a very comfortable machine. Weight about 20 pounds to carry 160, aluminum frame, dust proof ball bearings, running in oil. Where can I get such an one?

OSCAR E. WALTER, New York City, is a local consul who proposes to correct the evils that come under his notice. The young "toughs" who have been in the habit of thrusting sticks through the spokes of bicycles and doing and saying all sorts of rude things along the boulevards are warned to desist. On Sunday, March 8, Mr. Walter picked his man from among a crowd of offenders and saw him safely landed in the hands of the law. He is going to keep up the fight and asks all New York wheelmen to assist him in doing away with these street pests by seeing to it that offenders be brought to justice no matter what the trouble or expense of doing so. By taking up arms against these trials is the only way to overcome them.

A BROOKLYN member writes that his club has used the following signals on outing tours since 1892 with no cause for complaint. The formation is by twos. Captain on left, pacemaker on right. Lieutenant on left, rear of line. Orderly on right, rear of line. One whistle by captain, stop; two, single file; three, mount; two whistles by lieutenant, slow up; danger, a quick succession of blasts from whistle, or raised hand on preceding wheel. Other road rules of club are strictly enforced. Mounting: No mounting of rear file until front files are in saddle. Dismounting: Starting from rear of line and extending to

The X Ray

is not needed to find the value of the **"Standard" Cyclometer;** for its external beauty reflects its internal goodness. But if you would measure its value, let the X ray fall on the heart of the happy wheelman who carries a "Standard" — *there* read the total of just appreciation.

◆◆◆◆

The New York Standard Watch Co.

front. Pedestrians and vehicles: Meeting, keep to right; passing, pass to left; crossing, pass to rear. Sidewalks: Riding on them discountenanced at any time. Sidepaths: In country are used if roads are bad, but wheels must give way to pedestrians. Roads or streets: If bad or crowded, dismount, take sidewalk, walk your wheel on side nearest the curb in single file. Single file: Wheel on right leading, wheel on left to fall in rear.

An Illinois member says the way to wash a woolen sweater properly is to put a little ammonia and soft soap in rain water and wash the sweater briskly therein. If convenient, wash it with a washing machine, which will stretch it. Another member says a good way to clean a sweater is to let it soak in a bath of borax water for twenty-four hours. Rinse gently in clean water and hang up to dry. Still another member writes: "When my sweater first came home from the wash it was yellow and spotted, and the neck was almost *decollete*. I took the thing and treated it exactly the opposite of the ordinary way of washing woolens. After wetting it, I rubbed soap all over it, *not* the common yellow washing soap, but a toilet soap that made a white lather on it. Then I rubbed it and squeezed it with my hands, and rinsed it till it was snow white. (I should have *boiled* it had I the facilities.) I then hung it over a hot radiator, and while it was drying squeezed and pulled lengthwise its neck, so that afterward when I put it on, it was tight around my neck, even after pulling it over my head. It has been washed several times in the same way — sometimes in cold water, sometimes in hot — with always the same good results. I might mention that I bought a sweater six times larger than my ordinary size."

Robert L. Hughes, of Fon du Lac, Wis., writes that they have a very effective way of "discouraging" the road hog habit in that State of delightful dells and beautiful belles. He and a friend met two men in a cart who refused to give a foot of the road. Hughes barely escaped being run over, while his friend was knocked into a ditch. But he didn't remain there. He grabbed a whip that was in the cart and while Hughes held the horses by the bits his friend gave the two road hogs a terrible whipping. It might be well for the League to employ a "Jack-the-Whipper" to go through the land and "cure" road hogs, but it is to be hoped that they can be won over (to one side of the road) with love.

Herbert S. Cunningham, local consul L. A. W., Riverside, Cal., prints the application for membership blank on the reverse side of his local consul address card and suggests that others do likewise. It's a good thing.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.

Associate Editors:

NIXON WATERMAN. ABBOT BASSETT.

MARCH 27, 1896.

THE PEOPLE'S CARRIAGE.

If the gods will supply us with all the luxuries of life we shall try to get along without the necessities.

Granting that they do this, we shall then be in possession of a bicycle, for the bicycle is both a luxury and a necessity.

There is no other mechanical creation that is at once so beautiful and so businesslike, so poetic and so practical, so ethereal yet so substantial as is the winsome, willing wheel.

It combines the blitheness and beauty of the butterfly with the practicality of the honey-gathering bee and lends itself as lightly to the primrose path of dalliance as it does earnestly to the sterner highways of duty.

It is the combined flute of pleasure and tack-hammer of toil. A rose-tree and a bread-tree in one. The crowning luxury of the common people and the necessity of the well-to-do.

It is the airy pleasure carriage of the sprite and the street car and parcel-cart of the artisan.

It the possible, practical phaeton that makes princes of poor men, and brings grace and health and beauty to the working women of the world.

The wheel is the destroyer of caste and the annihilator of age. Rich and poor, old and young, meet on the high level of joyousness it has established and in a common bond of unity enjoy a nearer fellowship of men.

But few are too poor to ride the bicycle. The rich are unable to ride anything better.

Total number printed this week, . . . 46,000
Sent to paid Subscribers, ... 43,434
Samples to Advertisers, Exchanges, etc., 2,566

Built That Way.

He was riding without a light, but O,
He was not afraid of the law;
For he knew his face would plainly show
That he had a lantern-jaw.

THE OUT-OF-DOOR WOMAN.

The out-of-door American woman is becoming less a cherished dream and more of a happy reality.

The clinging baby-girl sort of a woman, so weak she can hardly raise her voice, is going out of style, so they say. The woman who used to wither before ten o'clock, unless she was carefully guarded and kept on the shady side of the house, has passed, or is passing away. With her is vanishing a whole lot of attributes once thought to belong to every really cultured lady, such as nervous headaches, weak stomach, faint heart and torpid liver.

The new out-of-door woman does not have to be kept on ice during the summer nor in a hot room during the winter. And she doesn't mind confessing to the world that her health is all right. The blush in her cheek comes from the inside. Her appetite is good and her heart is in the right place. She rides the wheel and can accompany her husband or friends on a pleasure outing, or she can lend a hand in transacting any sort of business. She is handsomer than she used to be and lots more useful. Instead of patent medicines she takes gentle exercise in the open fields and sunshine. She is no longer a wan lily. She is an American beauty rose. She can eat, sleep, work or play just like a perfectly normal adult. She possesses the one great charm of all charms — health. Home is no longer a hospital. It is a haven wherein is gathered the mementoes and the memories of a thousand joyous outings. It is a castle of content whose owners capture and confine therein the gleam and glory of summer's sights and sounds.

The out-of-door woman is one of the happiest productions of the age. Last week 58 women joined the L. A. W. and this week 35. May the number become legion.

Superfluous.

The law said her wheel must be armed with a bell,
But the gay bloomer girl didn't heed it,
For the suit she was wearing, she knew very well,
Was so loud that she never would need it.

For a long while bicycles were not kindly and intimately known to the great mass of the people, but now most everybody is getting on to them.



The only dissatisfied

bicycle dealers or riders that we ever hear of are those who **don't** sell or ride New Clippers. Our dealers' competitors will, of course, tell you that a clipper is "not so good" as the wheel they want to sell you; that's because they can't sell the Clipper, though most of them would **like** to have it. The strongest argument in favor of the Clipper is the big fight against it by local competitors, which would n't be necessary if the wheels were no better than claimed by those who **don't** sell or ride them. Over a thousand satisfied customers who live in this city can and will testify to the merits of our product. A thousand **dissatisfied** riders would give us a terrible "black eye." If you are looking for satisfaction, buy a New Clipper, any model; they're all good and worth the price you pay.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the...

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

A SPRYNG ODELET.

WILL HUBBARD-KERNAN.

In the spring a young man's fancy lightly turns unto his wheel;
In the spring the bloomer woman blithely mounts her steed of steel;
In the spring the gay beginner takes a scorcher on his bike,
But soon finds himself reclining on some rough old country pike.

A MISGUIDED SENATOR.

At the recent hearing at the Massachusetts State house on the "lantern bill," the bill was championed by a State senator, who, among other startling things, said, "This State is expending over $400,000 annually to improve the roads *for the benefit of the wheelmen*, in view of which it seems unreasonable that they should not be willing to carry lamps for the benefit of the tax payers who are assisting them so handsomely."

We have not the pleasure of a personal acquaintance with the senator referred to. Would say, however, that he had every appearance of being an intelligent, educated gentleman, in view of which the above statement causes us to wonder what his motive might have been.

Massachusetts is noted for many good things, but we fear it will tax the credulity of even a Massachusetts man to believe that our legislators are voting away the public money to such an alarming extent "for the benefit of the wheelmen."

Don't forget to renew.

At a recent hearing before the committee on highways, the object of which was to enable the committee to determine the proper amount to be appropriated this coming year for the use of the highway commission, there were present some 430 citizens, mostly tax payers, and very few of them wheelmen.

The chairman of the committee very shrewdly proposed a written vote by the people present, to bring out individual opinions as to the amount of the proposed appropriation. Accordingly, slips of paper were distributed throughout the audience and amounts were written upon them. The minimum appropriation suggested was one million dollars, and the amounts ranged from that to five millions.

The fact is that it has been very generally discovered that while good roads are desired and enthusiastically worked for by the wheelmen, the wheelman, as such, is much less benefited by highway improvement than are citizens who are not wheelmen. Or, to put it another way, the wheelman, *as a citizen*, receives much more benefit from good roads than he receives *as a wheelman* and it is very difficult for us to believe that this fact is misunderstood even by the senator referred to.

Please pause a moment! Shouldn't you
At once your membership renew?

See date of expiration on wrapper.

From Actual Observation

of bicycles and how they are made, one Sterling agent talks as follows:

"During the past year I have personally visited the workshops of the great bicycle manufacturers.

I have seen with my own eyes just how the different wheels are made, and just what they are made of.

The main idea in most of the factories seemed to be 'how many' instead of 'how good.'

I give my opinion honestly and broadly when I say the Sterling is the best and most expensively constructed bicycle on this earth.

I want to be known as the man who sells the Sterling.

The price is $100. It is worth $100.

("Built like a Watch.")

STERLING CYCLE WORKS,

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York City.
Chicago Retail Department, 274 Wabash Ave.
Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.

General Offices.
274-276-278 Wabash Ave., Chicago, Ill.

Agencies in all the Principal Cities.

Don't Hide.

"Don't hide your light under a bushel,"
'Tis thus that the scriptures advise,
And it means if you would do the business you should,
It is proper to advertise.

L. A. W. BUTTONS.

The question has often been asked whether the national L. A. W. should furnish each member with a badge or button.

This matter has been considered by the executive committee and while the expense would be considerable the principal objection raised is that but a comparatively few members would be likely to wear such a badge, as the different State divisions provide a variety of badges already.

RED-HEADED GIRLS.

The L. A. W. BULLETIN editor has been asked whether a young lady having Schenectady* hair should necessarily ride a white wheel.

We would say that while this is not absolutely necessary it would seem that the populace would appreciate the appropriateness of such a combination.

* It might, perhaps, be necessary to explain that "Schenectady is a little beyond Auburn."

In case of doubt renew your membership now.

Don't forget to renew.

NOT MUCH OF A REASON.

In asking wheelmen to join the L. A. W. we often met with the remark that the good things which the L. A. W. has done and is doing, are enjoyed equally by wheelmen who are not members of that organization, and hence there is no good reason why the party addressed should join.

This argument hardly needs an answer. A man who advances the above argument (?) is not likely to be appealed to on other than selfish grounds. When he has got so far, however, as to admit that the League is doing good work in behalf of wheelmen, he has admitted enough. Then it is only necessary for him to allow his selfishness and reasoning powers to follow the subject up, and he will discover that an organization can help wheelmen in proportion as it has influence through its numbers, and that for two cents a week the selfish wheelman can feel that he is not only getting the benefit of the work done by the organization, but that he is doing his full share toward the expense, and there is no man who does not feel better to know that he is paying at least *something* toward the privileges he enjoys.

EVERYTHING goes in circles or cycles they say,
And the truth of it all will allow,
For we see, as we view our surroundings to-day,
It's the bicycle's cycle just now.

See date of expiration on wrapper.

We have no "Quick Repair" Outfit.



COLUMBIA, S. C.

AMERICAN DUNLOP TIRE COMPANY, NEW YORK CITY.

DEAR SIRS.—While at the Cycle Show in New York, the writer thinks he remembers seeing an exhibition of quick repairing on the Dunlop Tire at your booth. He intended purchasing one of the repair kits, but the crowds were so great that he put it off until later, and did not then have the opportunity.

We are in need of one of these repairing devices, and if you will send us one with bill, we shall honor same at once.

Very truly yours,
J. W. GIBBES & Co.

NEW YORK.

MESSRS. J. W. GIBBES & Co., COLUMBIA, S. C.,

GENTLEMEN.—Replying to your favor, we have no special quick repairing device for use with our tire, as it is not necessary. It is hardly possible to make any other kind of a repair to the Dunlop than a "quick one."

You do not need any complicated tools, or plugs of rubber, or squirt guns, nor is it necessary to carry with you a surgeon's outfit. With your ten little fingers you can take the tire all apart in less time than you can get the average quick repairing device into working condition. All that is necessary is to have a little material and **ABSOLUTELY NO TOOLS.**

The material consists of a tube of cement and a bit of patching rubber, and in accordance with your request we are mailing you one of these repair outfits without a bill. There is so very little to the Dunlop repair outfit that we hardly have the check to charge for it.

We give one of these free with every pair of tires. You should have received one with every pair of Dunlops you have had this season.

Yours truly
AMERICAN DUNLOP TIRE CO.

American Dunlop Tire Co.,

36 and 38 Lombard Street, Toronto.
307-309 Wabash Avenue, Chicago.
504-506 W. 14th St., N. Y. City.

LONG TIME RENEWALS.

It frequently happens that League members desire to renew their membership for more than one year in order to save the annoyance of having the subject come up annually.

There is no objection to this, as the secretary provides for such cases and enters them for any length of time.

If you believe you want to remain a League member for five years or ten, send your five or ten dollars to Secretary Bassett and he "will do the rest."

There *was* a time years ago when a member might be excused for wondering if the League would outlive him, but that time is passed.

A hundred thousand members before February 1, 1897, now looks more than possible.

A HISTORY OF THE BICYCLE.

A history of the bicycle from its first inception down to the present time has often been called for. Although such information has been repeatedly published, we realize that many members of the L. A. W. have taken up the wheel but recently, and in view of this we will print at no distant day an abridged history of the "silent steed."

THE time to join the L. A. W. is now.

Don't forget to renew.

A GOOD THING FOR A CENT.

A. G. Woodbury, of Danville, Ill., one of our most effective good-roads hustlers, has issued a pocket memorandum book of 36 pages devoted to advertising the L. A. W. It also contains, incidentally, an advertisement of Mr. Woodbury's business with some interesting good-roads statistics, a number of blank leaves for memoranda, a calendar, and it *might* have contained an application blank (we presume Mr. Woodbury overlooked this important part).

We are informed that these books were made at a cost of one cent each.

It is a very desirable form of advertising for any business man, while the advantage to the League is well worth considering.

THE ROAD TO RUIN.

Representative Seth L. Milliken of Maine in writing to Chief Consul Hichborn says: "I shall give my hearty support to Bill H. R. 3,339.

"I am in favor of the improvement of all roads except the road to ruin."

THE members of the Indiana division, and others, will be interested in a poem that appears in the official department of this number. Read it.

DON'T cast a shadow. Make the world brighter.

See date of expiration on wrapper.



UNION QUALITY... IGNORES COST

Crackajack II

Is a mechanical inspiration.



Made to suit the individual rider.
Lasting qualities the first consideration.
Good for a thousand years.
Don't forget, Mr. Rider, that it enjoys the seal of public approval.

BUILT ON A GOLD BASIS.

UNION CYCLE MFG. CO.

Philadelphia Branch, 814 Arch St.
Highlandville, Mass.

The Modest Skirt.

BY S. RAYMOND KITCHIN.

Drag, drag, drag
Through the slimy filth and the dirt,
Cleaning the sidewalk as she goes,
She believes in a modest skirt.

Lift, lift, lift,
For the crossing is covered with dirt,
The men turn around and look again,
For this is the *modest* skirt.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Andrae.

Julius Andrae & Sons Co., Milwaukee, have issued one of the neat catalogues of the year describing their make of wheels, in prettily printed pages illumined with many neat little half-tone pictures. The cover page design in green and gold is an artistic piece of work.

Transit.

Albert and J. M. Anderson, 44 Columbus ave., Boston, have incorporated much beauty and really effective art in their 20-page catalogue, most of which is devoted to reproductions of brush and pen drawings. The cover page design in blue and gold is very pretty.

Sundries.

Robt. W. Ingersoll & Bro., 65 Cortlandt st., New York, have issued a 34-page catalogue of bicycle sundries. The list is very complete and comprises everything that concerns a bicycler's comfort and convenience.

Specialties.

Nelson-Hubbell Bicycle Supply Co., Toledo, O., has issued a neat 24-page catalogue of bicycle specialties.

RENEW IN TIME.

The L. A. W. BULLETIN will not be sent after the date on which your subscription expires, as shown by the address label on each copy of the paper which you receive.

All L. A. W. BULLETIN subscriptions to League members expire on even date with expiration of membership.

DON'T BE IN A HURRY.

"All the days of my appointed time will I wait till my change come" was written by Job, good, patient, old Job. How sharper than a serpent's tooth is a fact like this to the modern man who blames the dry-goods store if he has to wait half an hour for his change.

Don't forget to renew.

See date of expiration on wrapper.

FOR 6 YEARS

We have been making Single-Tube Tires, constantly improving them, until our success has forced nearly every other maker of tires into making single-tubes; but others have n't our experience, and it will be long ere their product can equal

HARTFORD

SINGLE-TUBE TIRES.

The Standard Single Tubes.

"IF IT'S A HARTFORD TIRE IT'S RIGHT."

You will secure Hartford Tires upon any bicycle if you insist.

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:
100 Chambers St., New York 335 Wabash Ave., Chicago

DISTRIBUTING DEPOTS:
370 Atlantic Ave., Boston 503 Market St., Philadelphia
17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

$50 IN GOLD

SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896
HOW QUICKLY COULD THEY BE INFLATED
BY HAND AT THIS RATE
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR
ANSWERS WILL BE OPENED MAY 1ST
FIRST CORRECT ANSWER OPENED WINS THE PRIZE
MARK ENVELOPE PLAINLY FIGURING CONTEST
PIN THIS AD TO YOUR ANSWER

MORGAN & WRIGHT
CHICAGO
42

WHEN PEGGY RIDES THE WHEEL.

BY EDWIN AUSTIN OLIVER.

With head erect and downcast eyes,
She glides along the street;
There is no girl in all the town
Who seems to me so sweet.
Far down the road she loves so well
My tender glances steal;
The world seems bright, my heart is light,
When Peggy rides the wheel.

The pedals turn with lightning speed;
She looks demurely meek;
The rose she wears upon her coat
Seems pale beside her cheek.
Oh, if I did but know her well,
I at her shrine would kneel!
I look above, and think of love,
When Peggy rides the wheel.

How most divinely fair she is
Within that suit of gray;
I'm even jealous of the winds
That with her tresses play.
I've reached my three score years and ten,
And signs of age reveal,
But, all the same, I'm young again
When Peggy rides the wheel.

A LEAGUE member in writing of Solomon's assertion "there is no new thing under the sun," asks:

"While the things of earth are old, 'tis true,
Aren't the bicycles shod with something *pneu?*"

"ROAD hogs" should be put in a pen.

Don't forget to renew.

ANOTHER RECRUITING IDEA.

Ray M. Price, of Winterset, Ia., has an envelope upon which is printed his local consul badge, the same as used by the Massachusetts division.

The lines upon which the address is written consist of red type reading, "Be progressive and up-to-date. Join the L. A. W."

Then he sends out a circular letter to those wheelmen who would be desirable L. A. W. members, and proceeds in a logical way to show them why they should join our organization. Along with each circular letter he sends a copy of the L. A. W. BULLETIN

We are glad to furnish extra copies of the L. A. W. BULLETIN, when we have them, to be used as above described.

THE Kansas division has adopted a very pretty design for a local consul pin. It is made of gold with blue and white enamel and is given to every consul who secures five new members for the division. It has also adopted a very pretty design for a League badge made of gold which is given to every member who sends in five new names.

DON'T sigh for a chance to be great when there are so many opportunities to be good.

See date of expiration on wrapper.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

No Corporation, Firm or Individual

has the right to make, use or sell such tires without a license.

The Tillinghast patents are *prima facie* good until declared void by the United States Courts. They have already been in litigation, and every manufacturer hitherto sued has acknowledged their validity and taken a license.

The manufacturers of at least three-quarters of all the single tube tires in the market are now licensees, and their standing speaks for itself.

The owner of the Tillinghast patents is not unwilling to license any honorable parties who desire such security.

ORIENT

Just think of it ! ! !

7-16 inch Balls in

ORIENT BEARINGS...



LEADS THE LEADERS.

Thats why they beat every other wheel at COASTING

The Waltham Mfg. Co.

BRANCHES:
Boston, Brooklyn, Chicago, New York, Detroit, Omaha, Denver, Cincinnati, Providence, Philadelphia, Waltham, Springfield, Newark, N. J. Lynn, Mass. Kansas City.

Main Office: 240 Broadway, New York.

Write for Catalogue.

FACTS—NOT FADS.

The really valuable improvements made in the construction of bicycles in the last few years are found only in the patented features of the.....

Wolff-American High Art Cycles

SPRING TEMPERED FRAMES— Fully 25% stronger than any other frame made.

SELF-OILING BEARINGS— Run 1500 miles without re-oiling.

THE ONLY ECCENTRIC CHAIN ADJUSTMENT— Instant adjustment — absolute alignment.

The Wolff-American High Art Cycles establish a new standard.

R. H. WOLFF & CO. (Ltd.),

Factories, 118th, 117th, 116th St. and East River, NEW YORK CITY.

Distributing Agents: Horace Partridge & Co., Boston, Mass. J. E. Norwood, Baltimore, Md. J. S. Malone, Cleveland, O. Fletcher Hardware Co., Detroit, Mich. Von Lengerke & Antoine, Chicago, Ill.

For the Ladies

"God Bless 'Em!"

Thirty-five ladies join the L. A. W. this week.

✠

"What will be the outcome of the dissention aroused in the ranks of the Cyclist's Federation of New York City, through the actions of their representative at Albany in connection with the Armstrong Bill?" is being asked on all sides from those within the Federation and those without.

There are a couple of old sayings to the effect that "It's an ill wind that blows nobody good," and that "Boughten wit is the best of wit, providing it be not bought too dearly."

Well, when the Cyclist's Federation was formed and started it was composed of two classes of people, both men and women, between whom there could be no possible harmony or affiliation, *i.e.*, those interested in the welfare of the organization, and those interested in self and self-aggrandizement.

The break came sooner than was expected, however, but it was inevitable, and by the "blowing away" of the conflicting, self-interested element good will result to the organization, and the "wit," bought by the L. A. W. officials in New York State, through its neglect to establish local organizations years ago under its sanction and control, will also have the desired effect, *i.e.*, the formation of local clubs. And the place to begin *now* is upon the prospective wreck of the Federation, which was formed for admirable purposes, but which it has proved itself, as constituted, unable to carry out. Almost every member of that organization belongs to the League, and is with it heart and soul in all good work. We have had many victories in many directions in League and wheeling circles, but, as the "price of liberty is eternal vigilance," we had better not be careless or neglectful of opportunity, lest our victories slay us.

As it now stands, the prize horse of the L. A. W., viz., the Armstrong Bill, was let out of the stable by the expert sent by the Federation to groom and send him winning to the goal. After a hard and exciting chase, he has been recaptured by the head of the New York State division and his able associates, who are now attempting to lock the stable against future unfaithful, careless or malicious trainers. Indeed, entirely too much has been made of this trainer's actions; they were not worth it, as the motives which actuated him were so palpably plain as to call forth the contempt of the committee before which he appeared, as well as



Waverley BICYCLES.

Are Built in the Largest and Best Equipped Factory on Earth.

YOU CANNOT SELL BICYCLES

unless you can get them. Dealers realize this after the experience of '95. Our present capacity is nearly thrice that of last year, and our facilities increased in every way. Our raw material was contracted for nearly a year ago, and it is practically all in our warehouse. Waverley Bicycles are built from the ground up in our own factory, hence we do not have to depend upon a lot of makers of miscellaneous parts for supplies as almost all others do. Waverley agents can depend upon getting wheels when they order them.

Send for Catalogue and Terms now.

INDIANA BICYCLE CO.

Eastern Wholesale Branch, 339 BROADWAY, NEW YORK.

Indianapolis, Ind.

of those whom he assumed to serve, and it seems a pity even that good matches should have been wasted on setting fire to so poor a figure in burning him in effigy at Albany, and only that Mr. Edwin Gould has many millions of dollars with which to pay deserving men to manufacture more, we should cry out loudly against the extravagance.

✠

Medal Mad, No. 92,182:

There are several clubs in New York having a mixed membership. The Michaux Club, which holds its meetings at Bowman's Academy; The West End Cycle Club, which meets at The Metropolitan Cycling Academy; The New York Tourist Wheelmen; and The Excelsior Cycle Club, which meets every first and third Mondays of each month at 1786 Broadway during the winter months, socially, and at sixty-sixth (66th) street and Boulevard twice each week during the summer months for club runs.

This latter club awards medals not only for mileage, but for attendance at meetings and club runs, and largest number of members brought into the club.

Application for membership may be made to Mr. T. A. Raishsk, 62 West 66th street, New York.

The club colors of this club are yellow and white. The chief color adopted and used by all clubs is that of the League, gray with black braid trimming.

✠

Ethel H. Yeager, Philadelphia, Pa.:

A girl of fourteen, five feet two inches tall, can wear any of the different makes and styles in cycling costumes worn by women. I should advise that you have a skirt reaching within two inches of the tops of your walking boots. If you desire the divided skirt you can buy it in New York. One has recently appeared that is the most artistic on the market. A pair of silk or sateen knickerbockers or bloomers, the same shade of skirt, should be worn. You can use your own discretion about leggins, wearing them or not as the weather dictates.

✠

In the Bulletin of February 28 you call for an opinion on leggins from the wheelwomen.

I consider the wearing of leggins merely a matter of personal taste. They need not bind the muscles of the leg if they are properly made.

In the summer I wear a suit consisting of bloomers, blazer and leggins of light-weight material (all wool). My leggins open on the side, having a narrow strip of leather on both edges in which are eyelets, and I lace them with elastic. I use the flat hat elastic, it being more elastic than the cord.

Made in this way they can fit perfectly and yet give with every movement of the muscles.

Leggins that do not fit will spoil the looks of any costume, and stockings are preferable in such a case, merely for look's sake.

This Space belongs
to the
HODGMAN RUBBER CO.,
459 Broadway, N. Y. City.
Makers of the
HODGMAN SINGLE TUBE TIRE,
whose change of copy failed to reach us in time for this issue.

Save Your Strength!

Tires that are made with a fabric that is spirally wound are much easier to push than those made from a woven fabric.

Palmer Tires

are the only tires that contain the spirally wound fabric. There is no lost motion. There is no wasted energy. Half the fun is lost if you don't ride Palmer Tires. Catalogue tells.

The Palmer...
Pneumatic Tire Company
CHICAGO

Last summer I rode 2,500 miles and only twice did I find my leggins uncomfortably warm. I wore woollen stockings too. I never ride without wearing a sweater unless I have on woollen underwear. I consider it cooler and more healthful.

Do you think the bloomer costume will be worn more or less than last year?

M. ALICE CHAMBERLAIN, No. 85,868.

WORCESTER, MASS., March 5, 1896.

Mrs. Alice Chamberlain — "Do you think the bloomer costume will be worn more or less than last year?"

Much less, Redfern and Worth have said so, and as wheeling dress has risen to the plane of other fashionable dress, we will see less of the bloomer and knickerbocker, as well as of the diamond frame wheel, than any previous season. Redfern and Worth are the absolute arbitors as regards correct dress in this country and Europe, for the very exclusive and fashionable sets, and what is worn by social leaders will be copied and worn by all the world whether upon the wheel or off it.

✠

A WRITER in a recent issue of Harper's Bazaar says: "Women have finally decided that it is possible to have a costume for bicycling that will be becoming, suitable and inconspicuous; and, indeed, anything smarter and becoming than some of the new costumes it would be extremely difficult to discover. There is no use in women trying to excel men in any sport. Nature, no less than custom, has so arranged it, and while individual women do excel individual men occasionally, they are the exception, not the rule.

The proper length of the skirt is now conceded to be about to the tops of the ordinary walking boots. The fullness is all in the back, but there is so much goring over the hips and width below that the outlines of the figure are becomingly hidden. On the correct cut of the skirt depends the beauty of the costume, which may be made of cheap material, if only it hang well.

IDA TRAFFORD BELL.

THE number of cities and towns that are passing "bicycle" ordinances, prohibiting the throwing of anything injurious to tires, in streets or alleys, is becoming uncountable.

THE Garden City Cycling Club of Missoula, Mont., is making great growth. It is in full accord with the L. A. W. and is likely to become a League club.

E. S. AKERS of Philadelphia recently made a mile on a home-trainer in 17 3-5 seconds, and a correspondent asks how this compares with other records.

IF you can't be a great general be a good soldier.

14 Models. All Sizes, Styles and Prices.

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below:—

New York State and New Jersey, north of Trenton. The H. & D. Folsom Arms Co., 314 Broadway, New York City.

Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.

Illinois. The Henry Sears Co., Chicago, Ill.

California. Smiths' Cash Store, San Francisco, Cal.

Northern part of Ohio and eastern part of Michigan. A. J. Rummel Arms Co., Toledo, Ohio.

St. Louis, Mo. E. C. Meacham Arms Co.

If outside of this territory, apply direct to the manufacturers.

JOHN P. LOVELL ARMS CO.
BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

The World Famed **Humber Cycles**

Hold every accepted World's Record from 2-3 mile to 1800 miles . . . . .

Hold more records than all other makes combined . . . .

Enjoy the most discriminating class of patronage in all parts of the civilized world . . .

Why? Humber Quality.

HUMBER & CO., America (Limited)
WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.

Brooklyn Salesrooms,
545 Fulton St. 1313 Bedford Ave.

Branches in all parts of the civilized world.

SOMETHING ABOUT GEARS.

BY HENRY CLYDE.

In the course of a bicycle tour last summer, the writer crossed, about two hundred miles from home, another tourist, whose wheel (a light-weight, high-grade machine) had, as he remarked, got bewitched; developing a troublesome jerk and creak with each full revolution of the sprocket. The trouble had commenced with the wheel's leaving a repair shop at Boston, and the rider had been unable to find the cause of the trouble. I suggested that the chain fastening was perhaps too tight, and, seeing that the rider did not understand me, examined the chain myself and found, as I suspected, that the check-nut was so closely turned up as to make the link inflexible. A half turn with the wrench remedied the difficulty, and the rider, thanking me heartily, said that he knew very little about the machine; which I easily believed when I found that he had never heard of such a thing as the proper adjustment of bearings, and did not know how to oil his sprocket bearings. I gave him an object lesson in the care of a bicycle, and he went his way rejoicing, on a wheel which had already suffered a good deal from want of proper care.

Among other questions, my friend asked me to explain to him the meaning of the term "gear" as applied to bicycles, and, judging from some of the communications printed in the BULLETIN on the subject of gear there is a good deal of misunderstanding on the subject, even among old wheelmen.

With a wheel of a given diameter, the factor which determines the gear is always *the ratio between the circumferences of the two sprockets.* And (to repeat what the writer has said in another place) "by the 'gear' of a bicycle is understood that application of chain and sprockets by which the speed of the rear or driving wheel is increased so as to make it the equivalent of a wheel of larger diameter. Thus, to say that a wheel has a 'sixty' gear is to say that the rear wheel is the equivalent of a wheel of sixty inches in diameter run without gear, that is, each revolution of the sprocket sends the bicycle a distance equal to the circumference of a sixty-inch wheel.

"The gear of a bicycle may be determined as follows: Divide the number of teeth in the forward sprocket by the number in the rear sprocket (this is, of course, equivalent to dividing the circumference of the larger by the circumference of the smaller sprocket), and multiply the quotient by the diameter, in inches, of the rear wheel. Thus, supposing the number of teeth in the front sprocket to be seventeen, and in the rear sprocket

The **Control of a Wheel**

Is perfectly accomplished by means of an old principle, thoroughly mechanical, and one that has been tested for decades. It has been developed in

The **Spencer Brake**

And now everyone exclaims:

"Why wasn't it done before?"

Applied at the Crank Axle.
Operated by Twisting the Handle.
Fitted on the Inside.

Checks gradually, yet absolutely.
Weighs only a few ounces.
Entirely invisible.

Do not buy any wheel until you see this device and arrange to have it applied. Call and examine it, or write.

THE SPENCER BRAKE CO.
140 Chambers St., NEW YORK.

Duplex Safety Saddle



Yields Most in the Center.
Under Weight of Rider it Hollows Like a Chair.
No Pressure on Sensitive Parts of the Body.

ENDORSED BY PHYSICIANS.

The Secret is the Duplex Spring.



The weight rests first on the inner loops; these yield downward, hollowing out *like an easy chair*, until the weight is borne in part by the larger outer loops, and the whole spring is in action, conforming to the body of the rider and following every change of position without undue pressure at any particular point, and *with no pressure whatever along the center.*

THE SADDLE IS DESIGNED FOR HEALTH AND COMFORT.

First, the Duplex Spring having an easy play up and down of over one inch; **Second,** a thick cushion of soft felt between springs and leather; **Third,** best of leather, shaped and pressed to fit the body.

SENT PREPAID ON RECEIPT OF PRICE, $4.
Illustrated catalogue free.

DUPLEX SADDLE CO. 200 So. Clinton St. Chicago, Ill.

eight, and the diameter of the rear wheel to be twenty-eight inches,

$$17 \div 8 = 2\tfrac{1}{8} \times 28 = 59\tfrac{1}{2},$$

which is the 'gear' of the bicycle. Multiplying the gear by the ratio between the diameter and circumference of the wheel,

$$59\tfrac{1}{2} \times 3.14 = 186.83 \text{ inches, or } 15.57 \text{ feet,}$$

which is the distance which the bicycle will travel for each complete revolution of the sprocket. It is evident that, with the above gear, for each revolution of the sprocket the rear wheel makes $2\frac{1}{8}$ revolutions.

"With the twenty-eight-inch rear wheel, and the number of teeth in the rear sprocket eight, the application of the above formula gives the following table of possible gears, and the distance which the machine will travel for each revolution of the front sprocket for each gear respectively:

15 teeth, gear	$52\frac{1}{2}$,	distance,	164.85 in.,	or 13.75 ft.
16 " "	56,	"	175.84 in.,	or 14.64 ft.
17 " "	$59\frac{1}{2}$,	"	186.83 in.,	or 15.57 ft.
18 " "	63,	"	197.82 in.,	or 16.48 ft.
19 " "	$66\frac{1}{2}$,	"	208.81 in.,	or 17.40 ft.
20 " "	70,	"	219.80 in.,	or 18.32 ft.
21 " "	$73\frac{1}{2}$,	"	230.79 in.,	or 19.23 ft.
22 " "	77,	"	241.78 in.,	or 20.15 ft.

"It will be observed that the ratio of increase in nominal gear for each additional tooth is $3\frac{1}{2}$, and of increase in distance travelled for each revolution 10.99 inches, or about 0.92 of a foot." (*Pleasure Cycling*, p. 51).

If the number of teeth in the rear sprocket is seven, applying the formula:

$$15 \div 7 = 2\tfrac{1}{7} \times 28 = 60 \text{ gear.}$$
$$16 \div 7 = 2\tfrac{2}{7} \times 28 = 64 \text{ "}$$
$$17 \div 7 = 2\tfrac{3}{7} \times 28 = 68 \text{ "}$$
$$18 \div 7 = 2\tfrac{4}{7} \times 28 = 72 \text{ "}$$
$$19 \div 7 = 2\tfrac{5}{7} \times 28 = 76 \text{ "}$$
$$20 \div 7 = 2\tfrac{6}{7} \times 28 = 80 \text{ "}$$
$$21 \div 7 = 2\tfrac{7}{7} \times 28 = 84 \text{ "}$$

In this case, the increase in gear for each tooth is 4. The distance travelled is always, in inches, the gear multiplied by 3.14. Like tables may be compiled for any number of teeth in the rear sprocket, but one or the other of those given above will apply to most of the machines now on the market. As the ratio of increase, both in gear and distance, for each front tooth added is invariable, a table may always be computed by simple addition, after the first two gears and distances are obtained.

Drew the Line.

JUDGE: "What is the charge against the prisoner at the bar?"

OFFICER: "I found her riding a bicycle without a lamp, with her golden hair hanging down her back."

JUDGE: "Five dollars for lamplessness, and six months for golden hair hanging down her back. I'll break up this golden hair business, or I'll quit the bench. Next case." — *The Wheel.*





THE FARMER AND THE BICYCLE.

I STARTED out last fall on a bicycle to visit a man in another part of the State. In trying to reach a macadam road, just built, by a short cut, I came into a stretch of highway as bad as any in a civilized country. In this road I overtook a farmer with an empty wagon and two horses. When the farmer saw me approaching, he let his horses walk, for the purpose, I believe, of more effectually blocking my way.

The road was narrow and uneven and there was no way to get by the farmer unless he turned out. At last I shouted to him

"Won't you let me get by?"

"I ain't henderin' ye!"

"But the road's so narrow I can't go by unless you turn out!"

"Can't help that! I didn't make the rud! Ef I had, I might ha' made it wider, an'—an' I mightn't!"

"But you might turn out!"

"Mebby I might, but—"

"The road belongs to me as much as to you. I'm entitled to half of it!"

"Ye be, eh! Wal, why don't ye take it, I ain't henderin' ye?"

"Yes, you are! You are keeping right in the middle of it."

He made no reply to this and we went on in silence. He drove as slowly as possible, perhaps to make me dismount and walk, but I have learned to ride a wheel under adverse circumstances. Before I saw through the farmer's trick, he whipped up his horses, turned quickly to the right, then to the left, and brought his horses up to a water trough and the wagon across the road. There was no way to go around him except behind the wagon through a mudhole made by the overflow of the trough. This was exasperating and as far as I could see, uncalled for. I dismounted and asked:

"What do you mean? What have I done to be tricked in this shabby way?"

"Don't know's ye've done anything, but some o' your kind o' folks — ye all belong ter ther same crowd — treated me purty mean. Look here, d'ye think ef I'm er goin' ter town with a big load o' wood that I orter turn out fer chaps er ridin' them things?"

"No."

"Wal, that shows ye've got a little sense after all! When I was goin' down this mornin', two fellers on bisuckles cussed and swore dreadful 'cause I wouldn't turn out fer'm."

"And because some man insults you, you insult the first stranger that comes along."

"Wal, wal, that don't seem hardly fair, that's er fact. Look here, there's a piece o' rud a little furder on worse'n anything ye've seen. Put your ridin' thing in ther wagon an' take er seat, I'll carry ye over ter ther new rud."

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

Time, Tide and few **Railroad Trains,**

wait for mankind.

In that respect they differ from Elmore agencies and . . . .

..Elmore Bicycles..

They wait but not for long.

Discerning men with an appreciation of good things and an eye to business snap them up quite eagerly.

Can you appreciate a good thing?

Have you an eye to business?

If so, you may find it advantageous to address . . . .

EDW. OLIVER & CO.,

21 Park Row, New York.

As we left the water trough, I remarked:

"You ought not to judge all by a few. There are ruffians and rowdies everywhere."

"Ye're right, stranger, but don't let yer dander git any higher. I was only jest er jokin' with ye."

"I don't like that kind of joking."

"I see ye don't. But why don't ye hev er horse an' wagon? What makes ye ride them triflin' things? Seems ter me er man can't be more'n half baked ter go er trundlin' round, ringin' bells an' er shoutin' ter ther betters to git out er ther way an' give 'm ther hull rud. Dogs take 'm! Ef I hed my way, I'd make er law ter jail ev'ry durned one o' ther shoutin' riders. O' course, there may be now an' agin a likely man er ridin' er bisuckle, but ercordin' ter my way o' thinkin', it jest shows there's a screw loose erbout 'm somewhere!"

"How far is it to the new road?" I asked, for this was the road I was trying to find — the new macadam road.

"'Bout er mile furder. It runs by my farm, an' it's the likliest piece o' rud in ther State. I tell ye, it jest saves er sight o' wear an' tear o' all kinds o' gear. When I go ter market, I can carry er third more ev'ry time — jest like slidin' down hill ter go ter town on that rud. I tell ye this rud buildin's great! Ef we'd ruds all through ther State's good's our rud, ther farmer'd be a sight better off!"

"How did you get such a good road out here?"

"Git it? Why, ther town built it."

"But who stirred in the matter, talked and argued? Didn't John Blank have a hand in it?"

"I ruther guess he had both hands an' both feet in it!"

"If Blank had not made a noise about it and used his influence, the road might not have been built."

"That's erbout ther size o' it, I guess."

"What did Blank want ther road for, he works in town, has no heavy teaming, no crops to sell, and keeps only a horse and cow?"

"Can't rightly say, but somebody's got ter do the talkin' an' ther hustlin' er nothin'll be done."

"Exactly, and Blank was the man to do the talking and the hustling. Don't he ride a bicycle?"

"Yis, he doos, an' that's the only thing I got agin 'm."

"Don't his wife and daughter ride, too?"

"Wuss an' wuss! Yis, they do! I see'm er kitin' by my house like sixty; an' ther daughter's ridin's made my daughter erbout crazy ter ride, too, but I tell 'er, I'll see 'er in 'er grave fust."

"Now I'll tell you what will surprise you. I know John Blank and I'm on my way to his place. He wanted to ride his wheel from town. There was no fun in it over the old road. He had influence, persistence, a ready tongue and was popular. He caused the road to be built. If there'd been no John Blank, you might not have had the road, and if John Blank had not been interested in a bicycle, he might not have given any attention to the road, for nothing gives a man such a good idea of a road as to ride over it on a bicycle. You owe this road, that saves you money and time, to a bicycle."

"Wal, wal, never thought o'that erfore. P'raps ye're more'n half right. But here's ther rud ye're lookin' fer, an' there's my place. Come in, ther boys are pressin' out ther likliest cider ye ever saw. Won't ye have er glass?"

As we stood by the press, the farmer said:

"I orter make ye er plum up an' down 'pology fer usin' ye so rough on ther rud. Ef I hadn't hed that scrimmage with them two sassy chaps in the mornin', I wouldn't ha cut up so. But I was jest er jokin. Don't ye think no more on't. I'm glad I fell in with ye, an' durn my pictur', I begin ter think them two wheeld things ain't so bad arter all. Lord, ef my daughter heard me say that, she'd think I was er softnin'. Ef ther bisuckles'll git us rud's 's good's ours we orter put up with'm. Good day ter ye. We'll keep ther cider er runnin' er month yit! Come in when ye're goin' by!

GEORGE APPLETON.

PROVIDENCE, R. I.

SMART alecutionists are right
As with ten thousand tongues they say
That "Sheridan shall not ring to-night,
With curfew twenty miles away."



Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night,
With the "Search-Light"
—is a pleasure.



The Surprise of 1896 When you buy it you get what other Bicycle Lanterns fail to furnish—the double grip and protected reflecting surfaces that cannot tarnish. It is full of . . . **Great Innovations**

Beware of imitators. Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained. The "Search-Light" never follows—always leads. **Price, $5.00.**
Ask your dealer or send to

BRIDGEPORT BRASS CO.,

10 Murray St., N.Y., 55-57 Pearl St., Boston, 17 N. 7th St., Phila. **Bridgeport, Conn.**

IT is a noticeable fact that a love for cycling and an interest in road improvement go hand in hand. The newspaper that encourages wheelmen to join the L. A. W. usually contains intelligent, up-to-date editorials on highway improvement. It would be out of the question for a man to be an active bicycle rider and not be in favor of good roads. The use of the bicycle is no longer confined to cities and towns, but is finding its way all through the country. The rural press has taken up its cause and are saying good things for it and the League that in an organized way has done so much to smooth its path. The force is being applied at the right point. Such expressions of interest and influence as the following from the *Ridgeway* (Pa.) *Advocate* are evidences that the people are being reached in a more local and more forceful way.

May it find many imitators.

Every bicycle rider not now a member of the L. A. W. should call at this office and get a blank to use in applying for League membership.

COUNT that day really worse than lost,
You might have made divine,
Through which you scattered lots of frost,
And never a speck of shine.

IF we expect no man to do that which is against his personal interest, we shall have less cause to criticise.

Sure Cure

The habit of saying or thinking that there is no Ale or Stout desirable unless it's "*English, you know*," can be thoroughly and permanently eradicated by trying the American beverages, *brewed* and *bottled* by



C. H. Evans & Sons,

Established 1786.

HUDSON - - NEW YORK.

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & Co.,

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.



THE BICYCLE

Its Care and Repair.

80 Illustrations. 180 Subjects. 25 cts. Money refunded if not satisfied.

C. Von Culin, Box 20, Delaware City, Delaware.

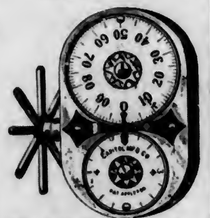
The Climax Ten Thousand .. Mile .. **Cyclometer**

With Independent Adjustable Trip Indicator.

Is the only Cyclometer that enables the rider to keep track of trips or day runs without bookkeeping or trusting to memory.

Price, only $1.50

Easy to read from saddle. Neat and absolutely correct. Fully guaranteed.



CAPITOL MFG. CO.

125-137 REES STREET, CHICAGO.



Pat. Sept. 17, 1895. No. 546,420

THE COMFORT •• BICYCLE GARTERS

350 pairs were sold to Cyclists at the recently held Bicycle Show in Brooklyn, N. Y.

It is provided on its inner surface with a soft rubber lining, having numerous projections, which enter into and engage the meshes of the stocking and prevents **slipping**, without necessitating the great **tension** heretofore required in garters. Finished with fabrics, such as cloth, velvet and leather. If your dealer has not them, send us **50 cents** and we will send you a pair.

DREYFUS & WATERMAN,

415 Broadway, New York.



"Ball-Bearing" Bicycle Shoes

For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,

CHICAGO, ILLS.

IN THE RACE.

L. C. B.

Have you bicyclers e're ridden in a race?
In a race?
A "gamey," real "get up and get there" race?
Now you're ranged up in a row,
With the fastest men you know,
And the pistol sings out "Go!"
In the race.

Now I pray you who will dare to take the pace?
Take the pace.
Why Jones said he would gladly take the pace.
For his theory has been,
To "strike out" and "wade right in,"
Is the only way to win
In the race.

And at last you all are "started" in the race.
In the race.
With a "good send off," you're started in the race.
Now your only "fear" is Jim,
So you keep right close to him,
With your wheels lapped rim to rim,
In the race.

Past the "back stretch" in the last "lap" in the race,
In the race;
The "quarter post" you're nearing in the race.
Of your "grit" you now have need,
For there's Jim still in the lead,
And he is "humping" it for speed,
In the race.

Ah! poor Jones was "never in it," in the race,
In the race;
And Jim one instant "wavers" in the race,
Life is pulsing in the steel,
And you're very senses reel,
But you've *won* by half a wheel,
In the race.

Congratulations for the "winner" in the race,
In the race.
For the "winner" and his "trainer" in the race.
The spectators wildly shout,
And the "kids" all throng about;
You're the "biggest fellow out;"—
In the race.

APPLETON, WIS.

KIND words cost nothing, but are worth much.

A Pride and Satisfaction to Riders

EASY-RUNNING....

Gendron and ... **Reliance** **Bicycles**

Catalogue on application to

GENDRON WHEEL CO.

Toledo - - - Ohio.

A BICYCLE CRANK

detachable, without key — Sprockets detachable — Handle Bars adjustable while riding and fastened to fork stem without bolt or clamp. That's part of the

.. .. Rialto Bicycle

BETTER INVESTIGATE IT.

CONTINENTAL CYCLE CO.

15th Street and Western Avenue Chicago .....

Get Your Hooks in...

The Quaker City - $45.00
This is a $60.00 Bike

The Pennsylvania - $50.00
This is a $75.00 Bike

Send us a stamp and we will send cuts of the above.

PENN BICYCLE COMPANY,

H. D. LE CATO, Pres. 1343 Arch Street, Phila.

Trenton Cyclometers



⅔ SIZE MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¾ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

When ordering your wheels REQUEST that they be fitted with

Hunt

BICYCLE SADDLES

WESTBORO, MASS.

McCune Cycles...

NONE BETTER,

Send for Catalogue.

EVERETT CYCLE CO.

EVERETT, MASS.

Agents Wanted.

LIFE is fleetin'. Say it quick;
Drop yer frills an' rhetoric.
Bile yer sap down till ye git
Sugar, 'nen we'll taste o' it.

THE Bloomington (Ill.) city council has adopted an ordinance making it compulsory for teamsters to provide their wagons with wide tires, as the hauling of heavy loads on narrow tires damages the brick paving.

A MAN must be strong who can battle with intoxicants and not have the gin sling him or the whiskey punch him or the milk shake him even though he has the lemonade him.

A. T. SHERMAN, Brooklyn, says that among the different hotels he stopped at in England during a trip in 1894, was a Cyclists' Touring Club Hotel in York, where a friend of his, not a bicyclist, and himself, were allowed a discount of a shilling apiece, without showing tickets, because Mr. Sherman was a member of the L. A. W., and such discounts were made in this country.

A LADY member residing in Philadelphia, would like best route to Niagara, with description of same. Address P. Cerber, 1530 Columbus avenue, Philadelphia.

LOVE would last longer if it were kept on ice.

THE TRANSIT

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.

Carriage Manufacturers...

Are now Adopting the **Pneumatic Tire**

Why do they not discard **Springs?** Because their customers want

"Comfort." *So do you.* The **"HARDY"**

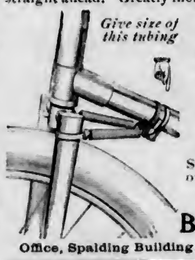
Is built for **"Comfort"** *like a Spring Carriage...*

Liberal discount to dealers. Price $110.00 Catalogues and testimonials free.

HARDY CYCLE COMPANY,
42 to 50 W. 67th St., New York.

The Automatic Bicycle Balance

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.
Write for Circular and Trade Prices.



Weighs only 2 ounces. Entirely nickel plated. Adjustable to any bicycle.

PRICE $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.



PATENTED.

Sterling Sweaters..

High grade, the only kind first-class Bicycle Dealers can afford to handle. Bicycle riders are fast learning that it pays to buy a good sweater. We are catering for the best trade in this country and are getting it. Latest novelties in **Men's, Boys,' Ladies' and Girls'** Sweaters. Send stamp for catalogue.

DIMICK & AUSTIN,
78 Chauncy St., BOSTON, MASS.

Sometimes It Goes.

BY L. M. R.

THEY say the bike is here to stay,
I don't think that quite true,
For some one stole my wheel away,
Now I'm saving for a new.

DON'T go too near the brink. A good many people fall over every year.

The sun is day by day a little further northward stealing
And day by day we're nearer to the season of good wheeling.



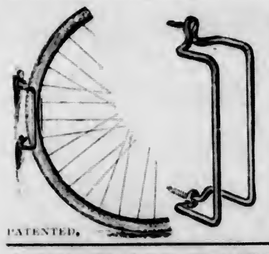
One of Ohio's Good Roads.

THE wheelmen of Cincinnati have presented a written request, signed by thousands, to the board of administration, that a space three feet wide be left unsprinkled next to the curb, and that six feet at crossings be similarly left. The request is considered extremely reasonable and likely to be granted.

THE wheelmen of St. Paul and Minneapolis are organizing for effective work and expect to exert a force in bringing about various reforms. It is their purpose to connect the two cities with a ten-mile cycle path, built of a species of gravel found near Minnehaha. It is said to be of reddish color and to be a combination of gravel and iron ore. It is claimed that two inches of this on a hard clay foundation will wear forever, and it is proposed to build a road six feet wide planked at street crossings. It is also suggested that a deep ditch be dug on each side the track to keep teams off.

"If I should die to-night," ah, me,
Would the earth dissolve in sorrow,
Or be on hand at the same old stand
In the same old way to-morrow?

FAIRHAVEN, MASS., has elected, as superintendent of streets, Henry H. Rogers, worth $60,000,000. He's a liberal soul and may conclude to pave all the streets with gold.



PATENTED.

Adjustable Bicycle Holder....

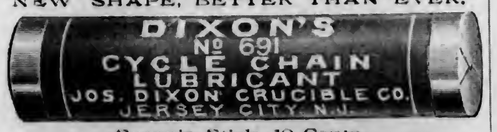
Holds Wheel securely at Right and Left Angles or Straight. Simplest and Cheapest Holder in the World.

PRICE 25 CTS.

Manufactured by

G. W. COLE,
111 Broadway, - NEW YORK.

NEW SHAPE, BETTER THAN EVER.



Sample Stick, 10 Cents.
JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

RUST on Wheels PERMANENTLY PREVENTED with **MANNOCITIN** 2-oz. cans, 25 cts. At dealers or by mail from Otto Goetze, Kemble Bldg., New York

WANTED — An experienced man for superintendent of a large bicycle factory. Must be thoroughly conversant with all mechanical details connected with the position, possess good executive ability and be a proficient cycle engineer. Only a high-grade man with these qualifications need apply. Applications will be considered strictly confidential. State experience. Address, William P. Scott, 309 Broadway, New York City.

A Bicycle Factory for Sale. Substantial brick buildings, 100,000 square feet floor space, furnished with steam power and shafting, admirably adapted to the manufacture of Cycles. Situated within six miles of Boston. Apply to R. B. DENNY, 143 Federal Street, Boston.

FOR SALE. — A Dauntless Bicycle, '95 model, 24-in. frame. Will sell very low. For price and description, address, BERT KIRBY, Marysville, O.

FOR SALE. — Columbia Tandem, 1896 pattern, never taken out of crate. Best cash offer takes it. G. W. B., Lock Box 5, No. Attleboro, Mass.

IF the serpents in Eden had all been mice,
We would still be living in Paradise.

A FULL heart and an empty pocket is better than the reverse.

BE good to yourself so you may be good to others.

"HAS-BEENS" and "going-to-bees" don't count. What are you *now*.



CYCLES

The result of scientific development in Bicycle construction of the highest class.

The 20th Century Wheel

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...MANUFACTURERS...

Established 1850. **BOSTON, MASS.**

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Write for territory. Mention L. A. W. BULLETIN.

How Bicycles are made

Tools and Processes.

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RUBBER GOODS BY MAIL

For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. U. Betts & Co., 120 Water St., Toledo, O.

$1.50 Bicycle Pants...
.....FOR MEN AND WOMEN
Send for Samples of Cloth.
HALL & DOWNING, 257 Broadway, New York.

TRADE NOTES

CHANNING ELLERY, 228 W. 38th Street, New York, is organizing a small party of gentlemen for three months' bicycle tour abroad, to sail June 24.

Fifteen hundred miles on wheel through Europe, $300. Leave June 24th. Return Sept. 5th. Write box 422, Albany, N. Y.



The Main One.

One reason why so many farms
Cannot be made to pay
Is because their blood is drank by the mud
That lurks in the market way.

MUD AND TRADE.

THE following pertinent paragraphs from a recent number of the *Northwestern Miller* indicate the close relationship existing between the condition of roads and of trade:

"Mud covers the situation here. The roads are so bad that an empty wagon is a good load for two horses. There is practicably no wheat coming to market. We are running, this week, one-fourth to one-third time for local trade."

"We find business generally dull in this section. Roads, for ten days past, have been very bad."

"Roads had improved some, but rain and snow have stopped all grain from moving."

"The weather having been very fine this week, brought out a little more wheat, and several large lots came out."

"After a fine fall of snow the roads are rapidly becoming passable, and wheat deliveries are increasing."

NOT a single car of corn was received in Atchison during the past twenty-four hours. This shows what bad roads are accomplishing; when the roads were good, the receipts in Atchison amounted to as high as eighty carloads a day. — *Atchison* (Kan.) *Globe*.

TRAVELLING men report the country roads in a horrible condition. They say some of the roads in Indiana are in such bad repair and so muddy that hauling over them is almost an impossibility. In view of this fact, farmers cannot get to town with any degree of comfort, so they are just waiting for the roads to become passable. This of course puts a damper on trade in the small towns. "There is some business to get when the weather settles," said an old furniture man, "but when we have seven kinds of weather in as many days, we can't expect much. Just as soon as the roads get good and people begin to move around then there will be some trade, but until that time there is very little of an encouraging nature to look forward to."—*The American Cabinet Maker and Upholsterer.*

Maurice Thompson, the poet and naturalist, of Crawfordsville, Ind., says: "A successful business man said to me, 'All good roads run down hill'; by which he meant that traffic flowed like water along a pleasant highway. Show me a flourishing town, and I will prove to you that it is a basin into which good highways pour their streams. I know that this is true in Indiana. There is not a genuinely flourishing town within our State which is fed by ill-kept roads. Mud colors whatever it comes in touch with, even the temper and aspirations of men and women. Who can keep in a good humor with clay on his feet?

IT is almost painful to read that some of the recent "good roads" conventions in some of the States, have been failures because the roads are so bad the farmers could not get to the place of meeting.

CHIEF CONSUL POTTER, in his address upon good roads before the League of American Wheelmen, at Baltimore said: "Last year our railroads carried a thousand million tons of freight, but every pound of this freight was carted and carried over our roads and streets before it got to the railroads. And this is not all; other millions of tons were hauled in wagons and sold in the country towns to the local buyer. Think of it, a thousand million tons, and not counting the mud on the wagon wheels!"

AMONG the bills having for object "Good Roads," is one introduced into the legislature recently, for the purpose of building a road along the river front of the island of New York, which when finished, would make a continuous bicycling road from the entrance of Riverside Park to the end of New York Island, by means of its connection with the Riverside Drive and Boulevard Lafayette. The grades of the road would be very easy, obviating the present hill coming down the Boulevard from 110th street, and ascending from 127th to 135th street.



Boston, March 27, 1896.

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12 PEARL STREET, - - -, BOSTON, MASS.

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Don't forget to renew.

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OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.
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OREGON.—Chief Consul, A. Inglis Donnell, 301 6th St., Portland.
PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Attorney's Office, Philadelphia. Secretary-Treasurer, Phil S. Collins, box 1177, Philadelphia.
RHODE ISLAND.—Chief Consul, George L. Cooke, Box 1101 Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.
SOUTH CALIFORNIA.—Chief Consul, C. C. Monaghan, Santa Ana. Secretary-Treasurer, J. A. Kelly, 211 New High St., Los Angeles.
TENNESSEE.—Chief Consul, Charles J. Scherer, 221 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings Bank, Memphis.
TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, C. F. Wilmans, 179 Elm St., Dallas.
UTAH.—Chief Consul, C. N. Butler, Box 884, Salt Lake City. Secretary-Treasurer, W. S. Evans, Box 487, Salt Lake City.
VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, G. W. Hurlbut, Burlington.
VIRGINIA.—Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.
WASHINGTON.—Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, E. P. Baggot, Colfax.
WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.
WISCONSIN.—Chief Consul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505, E. Water St., Milwaukee.
WYOMING.—Chief Consul, C. P. Hill, Cheyenne.
FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

TO REGAIN MEMBERSHIP.

The following provision of the L. A. W. Constitution is self explanatory.

Art. III. Sect. 6. A member may renew his membership at any time within sixty days from the date of its expiration by payment of the annual dues of 75 cents. ($1.00 with BULLETIN and GOOD ROADS.) If he shall postpone the payment of his dues beyond the sixty days he shall pay in addition to the annual dues the sum of 15 cents for every month or fraction of a month he is in arrears, except that he shall pay no more than $1.00 in fines for a full year.

Officials and recruiting agents should call this rule to the attention of those who are out of the fold and invite them to return.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2840 may place orders for the bar with their renewals.

LAPEL BUTTON.

We have on sale the official lapel button of the L. A. W. Mailed to the address of any member on receipt of 25 cents. The same button with catch pin for ladies' use, 25 cents.

CAP PIN.

The official cap pin is now on sale. Price thirty-five cents by mail.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

.....State,.....

Cycle Club,.....

References,.....

.....

☞Write plainly, printing preferred, or enclose personal card.

(COMBINATION BLANK).

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W.,
12 Pearl Street, Boston, Mass.

Dear Sir:—I enclose One Dollar for which please renew my membership and subscription to the L. A. W. publication for another year.

Number .....

Date of Expiration .....

Name .....

Street and No. or P. O. Box. .....

City..... State .....

City and Division in which my home is and to which I should be attached, ...

Bulletin will be stopped at date of expiration.
You have 60 days in which to renew.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

RENEWAL SEASON.

The renewal season is now open and we are ready to receive the annual dues of those members whose membership expires during April.

There may be some delay in issuing the tickets as we are getting up a fine ticket this year and they will not be in hand much before Apr. 1.

PRIZE OFFER TO THE SMALLER DIVISIONS.

Prize. An Eastman No. 4 Folding Kodak, for rectangular pictures, 4x5 inches. Capacity, 100 exposures without reloading. Value, $60. See Eastman catalogue for further description. Will be given to the member of any division, etc., having less than 200 members, April 1, 1896, who sends to this office the largest number of applications for membership from his own division from Apr. 1 to Sept. 7, inclusive. Those who compete for the prize must make claim for record with every application sent in.

ABBOT BASSETT, SEC.

RACING BOARD.

Southern and Northern California are regarded as two distinct States by the L. A. W. and the racing board, and an amateur resident of either division cannot compete outside of the boundaries of his division at a distance of over 100 miles from his place of residence.

The greatest abuses of the League's rules and the racing board's confidence are committed by those men who obtain their expenses and other concessions, and yet seek to remain amateurs. When men travel far from their homes to race, under the care and direction of representatives of the trade, there can be but one inference. Men in the employ of the trade who are allowed time for training, and travel from meet to meet, enjoy advantages which it was never contemplated the amateur would have. Such men do a great injustice to those who are yet amateurs perforce, and who are struggling to develop themselves with their own resources. Amateurism is the nursery of racing, and when one so develops as to command the assistance of the trade he belongs in professionalism, and there he will be transferred by the board under the general provisions which authorize it to act.

This warning is issued now, that racing men may at once select their proper class. The board will not be satisfied to simply transfer to the professional class riders found guilty of violating the amateur rules, but will also suspend from all track racing riders who enter races under such false pretenses and are detected.

Applicants for sanctions on national holidays should bear in mind the fact that the rules regarding confliction of interests are waived on such days.

Suspended.

E. C. Bald, Buffalo, N. Y., is suspended from all track racing pending investigation of charges affecting his amateur status.

Transferred to Professional Class.

Earl H. Kiser, Syracuse, N. Y., own request.
J. M. Campbell, Spokane, Wash., own request.
W. M. Randall, Rochester, N. Y., own request.
Earl S. Robbins, Ventura, Cal., own request.
Burton S. Parker, Los Angeles, Cal., own request.
Eli Winsett, Portland, Oregon, own request.
W. J. Edwards, San Jose, Cal., own request.
W. W. Hatton, Los Angeles, Cal., own request.
Roma E. Dow, San Jose, Cal., own request.
John F. Staver, Portland, Oregon, own request.
F. E. Schefski, Salt Lake City, Utah, own request.
O. L. Pickard, Oakland, Cal., under clause (b).
B. C. Moore and Eddy Gifford, of Chicago, have been declared professionals, also suspended for one year from all track racing for competing for cash in unsanctioned races on Sunday, after warning.

Sanctions Granted.

July 3 and 4—Tourist Cycle Club, Paterson, N. J.
Sept. 7—Tourist Cycle Club, Paterson, N. J.
May 30—Excelsior Boat Club, Clifton, N. J.
May 30—N. J. Athletic Club, Bayonne City, N. J.
July 4—Amateur Ath. Union, Bayonne City, N. J.
Sept. 7—N. J. Ath. Club, Bayonne, N. J.
July 4—Beaver Valley Cyclers, Beaver Falls, Pa.
July 4—Mercury Wheelmen, Allentown, Pa.
May 30—Mercury Wheelmen, Allentown, Pa.
May 30—Erie Wanderers Cycle Club, Erie, Pa.
July 4—Erie Wanderers Cycle Club, Erie, Pa.
Sept. 5—Erie Wanderers Cycle Club, Erie, Pa.
March 3—Commonwealth Bicycle Club, Boston, Mass.
May 30—Associated Cycling Clubs of Boston and vicinity, Cambridge, Mass.
May 30—Essex Co. Bicycle Ass'n, of Lynn, Essex, Mass.
May 30—T. R. Varick, Manchester, N. H.
June 3—Harvard University Cycling Ass'n, Cambridge, Mass.
May 30—Parkside Wheel Club, Buffalo, N. Y.
March 28—Press Cycle Club, Buffalo, N. Y.
March 17, 21, 28—Cycle Club, of Brooklyn, Brooklyn, N. Y.
July 4—Prince Wells, Louisville, Ky.
March 10—O. P. Rollins, Jacksonville, Fla.
May 30—F. E. Hendrich, Danville, Ill.
Sept. 7—Bankers' Athletic Club, Chicago, Ill.
July 3, 4—Fred Belcher, Charlotte, Mich.
Aug. 15—C. H. Evans Hook and Ladder Co. No. 3, Hudson, N. Y.
July 4—Hudson Bicycle Club, Hudson, N. Y.
May 30—Crescent Wheelmen, Plainfield, N. J.
Sept. 5—Norristown Wheelmen, Norristown, Pa.

MEMBERSHIP TOTALS.

The first column of figures in the table below shows the total of membership by divisions to date. With this week we close the year 1895 97, and these figures are the final totals.

The second column shows the number of members that each division starts out with for 1896-97. These figures remain after subtracting all those whose renewals are due April 1, and adjusting all transfers, duplicates, protested cases, etc., and they will be added to and subtracted from as new members join and old members lapse.

Alabama	49	31
Arizona	160	131
Arkansas	256	193
Colorado	707	232
Connecticut	1011	251
Delaware	35	29
District of Columbia	108	61
Florida	26	18
Georgia	20	10
Illinois	1975	994
Indiana	438	269
Iowa	940	593
Kansas	527	374
Kentucky	579	270
Louisiana	16	10
Maine	472	209
Maritime Provinces	6	1
Maryland	770	352
Massachusetts	9471	3005
Michigan	715	268
Minnesota	273	132
Mississippi	80	46
Missouri	1768	1236
Montana	16	4
Nebraska	308	130
Nevada	2	
New Hampshire	284	136
New Jersey	2702	1742
New Mexico	23	11
New York	11601	8013
North California	1368	1034
North Carolina	49	30
North Dakota	33	27
Ohio	2001	960
Oklahoma	59	53
Oregon	137	132
Pennsylvania	4829	2383
Rhode Island	637	240
Southern California	289	167
South Carolina	6	3
South Dakota	19	8
Tennessee	115	37
Texas	286	170
Utah	157	91
Vermont	69	37
Virginia	121	65
Washington	92	58
West Virginia	50	25
Wisconsin	1167	803
Wyoming	40	10
Idaho	3	2
Canada	10	
Foreign	12	3
	43,977	26,058

INDIANA DIVISION ROAD BOOK.

Maud Muller, on a summer's day,
Mounted her wheel and sped away.

Happy was she, and her merry song
Gladdened the air as she pedaled along.

Thro' country lanes, begirt with flowers,
The fearless girl scorched for hours.

Cared she not how roadways crossed
She had no fear of getting lost.

The tortuous windings she defied
For Maud's hind pocket contained a guide

And every turn and every crook
Was shown in that official book.

MORAL.

When Hoosier roads perplex and trouble you
Get the road book of the L. A. W.

TEXAS.

You have no doubt noticed that the renewal season is on hand and perhaps wondered, and some have said, "What good is the League to me? Will it pay me to renew?"

"*You may not be the one.*"

Did you ever stop to think that a successful candidate for office always talks to every one he meets, and tells them what he will do if he is elected.

It is the same way with the League. All persons that belong now should renew at once, and talk League to all that are not members.

Talk good roads, get the people interested in them.

Let us pull together, making a band of workers for good roads, and in a short space of time the L. A. W. will number its members in the one hundred thousands.

Talk good roads to every one you meet,
Especially when it is muddy on main street;
And ask them would they enjoy a ride,
With a sweet girl by their side,
When the mud from the road will splash,
And you say words for which I will make a ——.
Talk good roads, talk them all the time,
Talk not of gold, nor of a *dime;*
Some people might say you have your gall,
But talk good roads, for they are best of all.

L. A. W., 52,428

NEW JERSEY RENEWALS.

During the past week renewal blanks have been mailed to all those whose membership expires up to and including April 12. Blanks for the following weeks will be mailed two weeks in advance of the expiration of the membership, in order that the time may be given to forward the renewal to headquarters, and that the BULLETIN may be continued. Renew as soon as you receive a blank. Your BULLETIN ceases with the expiration of your membership. Members have sixty days' grace in which to renew, but all communications will cease when the name is taken from the BULLETIN mailing list.

Jersey members who renew their membership, can, by paying an additional quarter secure a copy of the new '96 road book. The renewal and twenty-five cents must be forwarded to the secretary-treasurer of the division.

L. A. W. Legislation

at the State capital this winter has been on the move. Following is a brief outline of the good work accomplished and a purport of the bills.

The Sidepath Bill

Is an act authorizing the raising of money for the construction of bicycle and footpaths along the public roads of the townships of this State, and setting apart such paths when constructed for the exclusive use of bicycle and foot passengers.

Be it enacted by the senate and general assembly of the State of New Jersey:

1. The persons qualified to vote at township meetings shall be and they are hereby empowered at their annual meetings or at any other meeting duly held for the purpose to vote, grant and raise such sum of money for the construction of bicycle and foot paths along and upon the public roads of the township as such persons by a vote of a majority of the persons voting shall determine, which money so voted, granted and raised, shall be expended in the construction of such bicycle and foot paths by the officials of the township charged with the care and repair of public roads, provided that only one such path shall be constructed along and upon any particular road.

2. Said bicycle and footpaths shall be not less than three nor more than six feet in width, and shall be constructed along and upon such of the public roads of the township, and over such part of any particular public road between the outside lines thereof as the township committee shall determine.

3. Said paths when constructed under the provisions of this act shall be set apart for and to be used by bicycle riders and foot passengers, and every person who shall ride or drive a team thereon, except for the purpose of crossing the same when necessary so to do, shall forfeit and pay the sum of five dollars to the use of the township, to be sued for and recovered by any person who will sue for the same.

4. All acts and parts of acts inconsistent with this act be and the same are hereby repealed, and this act shall take effect immediately.

Passed both houses and is awaiting the governor's signature.

Senate No. 28 introduced by Senator Johnson of Bergen has successfully passed both houses and is now a law. The bill regulates the use of bicycles, tricycles and similar vehicles and to require uniformity of ordinances affecting the same.

That the several municipalities of this State shall have power to pass ordinances regulating the use of bicycles on the public streets.

To require all bicycles, when in use on public streets, to have a lamp of such illuminating power as to be plainly seen one hundred yards ahead, attached thereto and kept lighted between one hour after sunset and sunrise.

To require all such bicycles to carry a suitable alarm bell, attached to the handlebar of such machine, which when rung may be heard one hundred feet distant.

To regulate the rate of speed at which it may be lawful to ride such machine, provided that no ordinance or regulation respecting such rate of speed shall be made to apply exclusively to bicycles, but the same limitation shall apply to the rate of speed of carriages and all other vehicles on said public streets.

To permit the authorities of such municipality in their discretion, upon any special occasion, to grant permits to any person or persons to ride such machines during a specified time, at any rate of speed, and may annex such other reasonable conditions to such permits as they shall deem proper.

To regulate or prohibit the riding of any bicycle upon the sidewalks within the limits of any city, town, borough, village, township or other municipality, the term "sidewalk," as used in this act, meaning any sidewalk laid out as such by any city, town, borough, village, township or other municipality, which is reserved by custom for the use of pedestrians and which has been specially prepared for their use, but not including foot paths or portions of public roads lying outside of the thickly settled parts of cities and towns which are worn only by travel and are not improved by the public authorities or by the abutting owners.

To provide that every violation of any such ordinance shall render the offender subject to a fine not exceeding the sum of five dollars for each offence, and that by such ordinance it shall be provided that the justice, police judge, recorder or other magistrate who may have jurisdiction over such offences in violation of any such ordinance, may impose such fine in his discretion as he may think proper, not exceeding the sum of fivy dollars for each offence.

2. *And be it enacted*, That no city, town, borough, village, township or other municipality shall have any power to make any ordinance, by-law or regulation respecting the use of bicycles or tricycles except as provided in this act; and, except as provided in this act, no ordinance, by-law or regulation heretofore or hereafter made by a city, town, borough, village, township or other municipality in respect to bicycles or tricycles shall have any force or effect.

It should not be understood by the bill that this act makes it compulsory for the different towns and cities, etc., to pass ordinances to conform with the law, but says they may, and under no circumstances can they pass an ordinance in any city or town with restrictions that are not permissible by this act.

Senate No. 112, by Mr. Johnson of Bergen.

An Act for the better protection of travelers, pedestrians, vehicles and animals on the public streets and highways.

Be it enacted by the Senate and General Assembly of the State of New Jersey:

Whoever places upon the surface of any public street or highway or upon any sidewalk appurtenant to such way, any broken glass, bottle, metal, loose stones, earthenware, or other substance of a nature likely to cause injury to travelers or pedestrians, or to carriages, bicycles or other vehicles traveling or moving on said way, or which might wound, disable or injure any horse or other animal, or which might injure, cut or puncture any pneumatic tire, shall forfeit for each offense five dollars, to be sued for and recovered in an action of debt by any person who will sue for the same; and shall be further liable to anyone injured in his person or his property by such unlawful act, in a sum double the amount of damages proved to have been caused by such injury, to be recovered in an action of tort.

The bill has successfully passed both houses.

Letter of next week will contain an account of the work accomplished by the legislative committee of the division, in connection with good roads and bicycles as baggage.

JAMES C. TATTERSALL, Sec.-Treas.

NEW JERSEY DIVISION.

Our membership having increased so as to entitle us to an additional representative, I take pleasure in appointing Frank G. Tower of Bloomfield.

ROBT. GENTLE, Chief Consul L. A. W.

MASSACHUSETTS MEMBERS WEAR DIAMONDS.



This handsome diamond pin is furnished to all Massachusetts members who desire it, for **10 cents.** It is in colors, solid enamel, and will last a lifetime. Send by mail, stamps taken.

Address, Chief Consul,
12 Pearl St., Boston.

NEW YORK DIVISION.

STOP THIEF, $25.00 REWARD will be paid for information leading to the detection and conviction of any person guilty of stealing a bicycle from any member of the New York State Division. By order of the board of officers.

J. B. POTTER, Chief Consul.

Vanderbilt Building, NEW YORK.

PENNSYLVANIA.

We need local consuls in every city, town, borough and hamlet in the State I call upon at least one reputable member in every such place to write either suggesting himself or some one suitable for the office. The season is approaching. Write me at once.

S. A. BOYLE, Chief Consul.

PHILADELPHIA, Mar. 21, 1896.

TO MEMBERS OF PITTSBURG ATHLETIC CLUB.

Your League membership will expire shortly. Renewals and applications for membership may be handed to A. R. Darragh, chairman of the bicycle committee.

A membership in the Pennsylvania Division this year offers unusual advantages, which will be announced shortly.

KANSAS DIVISION.

In accordance with the following notice:

"Dear Sir: "TOPEKA, KAN., Feb. 25, 1896.

"At a meeting of the board of officers of this division, held in this city Dec. 30, 1895, the following amendments to the division constitution and by-laws were proposed:

"1. Amend Section 2, Article 2, of the constitution, by inserting after 'events' the words: 'One-quarter mile, one-half mile, one mile, two miles and five miles for safety bicycles. The annual State meet to be entitled to only two of these events, the choice thereof to be determined by the promoter of such State meet, the other three to be run under the direction of the chairman of the State racing board at such time and place as he shall designate. The design, etc., of these medals shall be the same as those furnished at the Ninth Annual Meet at Topeka, held Aug. 16 and 17, 1895, a copy of which is in possession of the chairman of the racing board.

"2. Amend Section 2, Article 3, of the by-laws, by adding after the word 'rules' the words: 'and the constitution of this division.'

"3. Amend Article 3 of the by-laws by adding a new section: 'Section 4. There shall be a transportation committee consisting of three members whose duty it shall be to arrange and secure special rates and agreements for the carriage of members of the League and their wheels; shall have power to represent the division in negotiation with transportation lines, and fix the routes for League travel; and also to arrange for the recovery of stolen wheels.'"

I hereby report that the mail vote shows the adoption of all three amendments as follows:

Amendment 1, for 226 against 27; amendment 2, for 251 against 3; amendment 3, for 255 against 2.

The constitution and by-laws of the L. A. W., as adopted at Baltimore, February 12 and 13, together with the amended code of this division, will soon be ready for distribution to every member of the division. Be sure to renew before your subscription to the BULLETIN expires.

W. C. F. REICHENBACH, Sec.-Treas.

TOPEKA, KAN., March 19, 1896.

ILLINOIS DIVISION.

Office of Secretary-Treasurer.

E. M. Newman, of Chicago, having resigned as a member of the recruiting committee in the first district, Thomas F. Sheridan, of Chicago, is hereby appointed to fill the vacancy.

By order of chief consul.

GEORGE D. LOCKE, Sec.-Treas.

JERSEYVILLE, ILL., March 17, 1896.

UTAH DIVISION.

All members of the League of American Wheelmen are hereby notified that the Templeton hotel, of Salt Lake City, has been appointed the League hotel and all active members will receive a special cut rate only on presentation of their League card.

Also, a meeting of the members of the Utah Division of the League of American Wheelmen is hereby called April 15 1896, at 7.30 P. M., at the Templeton hotel parlors, for the purpose of adopting amendments to the Utah Division Constitution and transacting such other business as may come before the meeting.

C. N. BUTLER, Chief Consul.

RHODE ISLAND DIVISION.

Renewals.

Those of you whose membership expires Mar. 31, are hereby notified to renew immediately, if you desire to receive your L. A. W. BULLETIN after the present issue, as it will not be sent until you do renew, and then only beginning with the first issue of it after your renewal is received. For the same reason those of you whose membership expires later must renew before the date of expiration; and it will be advisable in every instance to renew at least ten days before such expiration, to be on the safe side. All members are requested to send their renewals direct to our secretary-treasurer, N. H. Gibbs, 288 Westminster street, Providence, and he will see that they are forwarded to the secretary of the L. A. W. This will enable the division officers to keep run of the renewals promptly and easily, and save much time and trouble.

A hand book of this division will be issued about June 1, and each member will be entitled to receive one. The old road map is out of print, and a new one made to conform with the road book will be published about the same date and sent to every member.

GEO. L. COOKE, Chief Consul.

Providence, R. I., Mar. 23, 1896.

NEW HAMPSHIRE.

Chief Consul Geo. H. Phinney has made the following appointments of standing committees:

Rights and privileges: W. H. Nute, Exeter; George A. Place, Concord; Herbert L. Dodge, Manchester.

Improvement of highways: Dr. J. B. Highland, Keene; G. Fred Soule, Manchester; L. E. Burbank, Nashua.

Transportation: A. W. Richards, Keene; F. H. Crapo, Concord; A. J. Reed, Manchester.

Rules and regulations: R. H. Scott, Manchester; Charles H. Webster, Nashua; S. W. Maxfield, Ashuelot.

Racing Board: Eugene W. Sargent, Manchester; Frank A. Fish, Keene; Thomas E. McAfee, Nashua.

Touring: O. H. A. Chamberlen, Manchester; C. J Gould, Plymouth; Geo. H. Arthur, Manchester. F. E. GALE, Secy-Treas.

OREGON ELECTION.

The election called for a chief consul in Oregon resulted as follows:

Whole number of ballots,	38
A. Inglis Donnell, Portland,	36
Scattering,	2

Mr. Donnell is elected, and will enter upon the duties of his office at once.

ABBOT BASSETT.

KENTUCKY DIVISION.

A committee of five, consisting of W. W. Watts and G. E. Johnson of Louisville, Ky., J. J. Nesbitt, Owingsville, Ky., Thos. B. Dewhurst, Lexington, and E. H. Croninger, Covington, Ky., has been appointed by me to devise and suggest some suitable disposition of the bequest left by our deceased brother, A. D. Ruff, so that it may justly commemorate his memory.

Said committee to report at the next annual State meet of the Kentucky division, L. A. W., for final action.

J. W. CLENDENING,
Chief Consul, Ky. Division, L. A. W.

COVINGTON, KY., Mar. 14, 1896.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, March 27, 1896.

Total, 912—43,977.

Arizona, 1—160

Unattached

96,075	Wildman, Perry	Tempe

Colorado, 30—707

P. P. R.

96,076	Arcularius, Chas. F., 123 N. Tejon st	Colorado Springs
7	Osborne, R. E., care of A. A. Walling	"

Monte Vista W. C.

8	Ayres, B. F.	Monte Vista
9	Bishop, F. L.	"
80	Bishoff, Fred	"
1	Collins, J. Harlan	"
2	Clark, Lester W.	"
3	Chapman, Dr. N. H.	"
4	Cramer, O. R.	"
5	Curtis, E. H.	"
6	Duvie, Lafayette H.	"
7	Elliott, D. J.	"
8	Foley, John Ugene	"
9	Landon, John W.	"
90	Lewis, Roy A.	"
1	Libby, Samuel M.	"
2	McClimans, Jno. L.	"
3	Packard, Dr. W. A.	"
4	Powell, John N.	"
5	Stroup, A. L.	"

Denver W. C.

6	Bailey, F. J., box 1580	Denver
7	Brooks, A. McD., box 1000	"
8	Willard, John E., 3022 Gilpin st	"
9	Watson, Wm. W., box 271	"
100	Proctor, Alfred S., 1728 Lawrence st	"

Unattached

1	*Barlow, Mrs. D. M.*, 30 Cheyenne ave	Colorado Springs
2	Sachs, Claude, 1530 Wood ave	"
3	Wright, Chester D., 608 Boston Block	Denver
4	Brourlette, P. H.	Monte Vista
5	Duvie, George A.	"

Connecticut, 13—1011

Century W. C.

96,106	Brooks, Chas. A., box 834	Plantsville

Unattached

7	Howard, H. W., Jr., Greenwich ave	Greenwich
8	Brown, Clyde E., 68 Huntington st	New London
9	Chapman, James W., box 43	Moodus
110	Kellogg, Cyrus W., 506 State st	New Haven
1	Preston, Chas. H., Preston Bros.	Norwich
2	Furness, Robert, box 143	Stafford Springs
3	Brothwell, Wm. H., 227 Prospect st	Torrington
4	Curtis, F. O., box 913	"
5	Clark, C. D., box 600	"
6	Marshall, H. D. S., box 1068	"
7	Wheeler, E. C., box 118	"
8	Workman, S. C., Prospect st	"

District of Columbia, 3—108

Unattached

96,119	Redington, Richmond B., 1749 Q st, N. W.	Washington
120	Hall, Percival, Gallendet College, Kendall Green	"
1	Cohen, Robert L., 630 Pa. ave, N. W.	"

Florida, 9—26

Jacksonville W.

96,122	Adams, S. A.	Jacksonville
3	Frampton, J. E.	"
4	Hall, G. P.	"
5	Harris, T. H.	"
6	Hall, S. F.	"
7	Mathews, F. B.	"
8	Pease, Geo. C.	"
9	Pride, Guy R.	"
130	Schofield, C. O.	"

Georgia, 1—20

C. C. C. C.

96,131	Booth, E. S., 151 Cole st	Macon

Illinois, 56—1975

Illinois Cycling Club

96,132	Apple, Edw, T., 57 E. Washington st	Chicago
3	Adams, J. F., 3 E. Lake st	"
4	Badger, C. S., 711 Masonic Temple	"
5	Blanchard, Irvin, 886 W. Madison st	"
6	Brackett, Fred H., 10 W. Water st	"
96,137	Beachy, Hill, 745 Adams st	Chicago
8	Beckley, Gordon D., 10 W. Water st	"
9	Brown, Clyde E., 95 W. Adams st	"
140	Doane, J. E., 237 Franklin st	"
1	Diener, Jno. C., 125 Mich. ave	"
2	Dymond, W. B., 1623 Fulton st	"
3	Dunne, L. F., 940 Warren ave	"
4	Frantzen, Henry, 692 N. Irving ave	"
5	Gorman, J. W., 351 W. Harrison st	"
6	Gambell, W. E., 209 Winchester ave	"
7	Gates, H. E., 30 Rush st	"
8	Hanson, Martin, 668 N. Hoyne ave.	"
9	Judge, Frank L., 244 S. Lincoln st	"
150	Jones, Lewis M., 85 Madison st	"
1	Kinkead, Jas. A., 341 Park ave	"
2	Kibbe, M. G., 237 E. Lake st	"
3	Morgan, F. B., 10 W. Water st	"
4	Neelands, T. D., 231 E. Jackson st	"
5	Nolan, Harry G., 1524 Dearborn st	"
6	Richardson, Sr., M. A., Washington Blvd. and Curtis	"
7	Stimson, J. A., 1478 Madison st	"
8	Spaun, Stephen J., 6 Sherman st	"
9	Totton, W. E., 185 5th ave	"
160	Varnell, Jr., Harry A., 943 W. Adams st	"
1	Wengler, Edw., 205 Warren ave.	"

Plzen C. C.

2	Bezenek, Jos. J., 227 Green st	Chicago

Danville C. C.

3	Phillips, Ross, 34 S. Vermilion	Danville

C. & C. C.

4	Gass, L. D., 318 Gilbert	Danville
5	Hulce, Henry, Danville Buggy Co.	"
6	Patterson, G. N., 27 W. Main	"

J. C. C.

7	Griggs, Ed. D.	Jerseyville
8	Page, J. M.	"

C. C. C. C.

9	Grant, P. J., 703 Mason	Springfield
170	Grant, J. L., 703 Mason	"

Unattached

1	Pearn, J. G.	Ashland
2	Burnett, E. A., 615 Wash ave	Cairo
3	Cutter, W. F., 4736 Champlin ave	Chicago
4	Smith, Frederick U., 205 LaSalle st	"
5	Dixon, Henry S., 557 Galena ave	Dixon
6	Rohl, G.	Highwood
7	*Rohl, Mrs. G.*	"
8	Ellis, W. S., Jr.	Highland Park
9	Powell, Leighton	Fort Sheridan
180	Fernald, Dr. A. B.	Highland Park
1	*McPherson, Mrs. A. G.*	"
2	*Bowman, Mrs. J. R.*	Highwood
3	*Dingle, Mrs. C. E.*	"
4	Scott, Arthur T., 710 La Salle st	Ottawa
5	Bowman, F. W., 228 Missouri ave	Peoria
6	Campbell, A. D., 417 St. James st	"
7	Crusius, Chas., 1303 So. Adams st	"

Indiana, 61—438

Triangle B. C.

96,188	Goff, J. O., 410 Clinton st	Ft. Wayne

Ft. Wayne C. C.

9	Friend, I., 62 Calhoun	Ft. Wayne
190	App, Clem, 100 Calhoun	"
1	Gouty, William F., 250 Calhoun	"
2	Miller, E. C., 340 E. Wash.	"
3	Steger, Gus.	"

Elkhart C. C.

4	Henshaw, Harry C.	Elkhart
5	Jones, Wm. E., 1112 W. Franklin	"
6	Kies, W. J., 410 Main st	"
7	Lyons, Harry, 122 Clark	"
8	Sykes, Harry B.	"

Peru C. C.

9	Cavanaugh, J. H.	Peru
200	Hetzner, J. L., 18 E. 3d st	"
1	Hendricks, John E.	"
2	Morris, Elmer S.	"
3	Stevens, J. S., Beaves Hotel	"
4	Sullivan, J. C., 117 W. 7th st	"
5	Thompson, John G., 11 E. Main st	"

Jeffersonville B. C.

6	Dorsey, Fay, Front st	Jeffersonville
7	Samuels, C. C., 282 E. Maple	"

H. C. C.

8	Foster, Geo. W., 22 E. Market	Huntington

Ledgerwood C. C.

9	Hatry, Julius	Sullivan

Wabash C. C.

210	Sandison, Edward, 677 Wabash ave	Terre Haute
1	Stuckwish, R. F., 529 So. 15th st	"

Valpo. C. C.

96,212 Forbes, Frank A., 40 E. Mechanics st — Valparaiso
3 Upthegrove, H. J., 48 Michigan st — "
4 Starr, Elmer E., 59 Lafayette st — "

Unattached

5 Doxey, Charles T. — Anderson
6 Drybread, Prof. C. H., 193 W. 11th st — "
7 Poling, W. S., 253 So. Mer. st — "
8 Provost, Stephen F., 2 E. 8th st — "
9 Stone, A. L., 95 No. Meridian st — "
220 Eckmann, Max, 328 Wash st — Columbus
1 Barney, R. Carl — Elkhart
2 Knickerbocker, W. H. — "
3 McQuisten, Charles, 144 Pratt st — "
4 Osborn, Guy, 3d and High st — "
5 Parks, J. L. — "
6 Reed, Fred W., 214 Main st — "
7 Thomas, D. C., 211 Washington st — "
8 Wickwire, F. W., 218 Main st — "
9 Schafer, G. Milton, 801 Garfield ave — "
230 Shaw, Geo. E., 517 Main st — "
1 Thomas, Geo. A. — "
2 Maley, Claud M., box 7 — Edinburgh
3 Thompson, W. T., box 6 — "
4 Hartshorn, C. E., 101 E. Wayne st — Ft. Wayne
5 Brown, Ed. T., 65 E. Franklin st — Huntington
6 Thies, Samuel F. — Huntingburg
7 Weir, Fred E., box 632 — Ligonier
8 Sanders, Thos. B., 81 Pearl st — New Albany
9 *Seabrook, Carrie*, 65 West Main st — "
240 Bliss, Frank S., United States Express Co, — Peru
1 Clark, Hal — "
2 Miller, G. M., 286 East 6th st — "
3 Dramm, F. M. — "
4 Levi, E. J., 115 West 3rd st — "
5 Pearce, J. H., 116 West Main st — "
6 Morse, H. M. — "
7 Smith, A. W., 1004 North 9th st — Terre Haute
8 Showalter, J. Benj. F., East and Water sts — Valparaiso

Iowa, 27 — 940

B. C. C.

96,249 Boyer, Harry — Bonaparte
250 Blackford, W. S. — "
1 Eich, Phil — "
2 Eich, Thomas — "
3 Eutler, J. S. — "
4 Fahr, George — "
5 Humphrey, B. F. — "
6 Ketcham, Frank — "
7 Ketcham, George — "
8 Rees, Harry, box 110 — "
9 Sharp, S. H. — "

D. M. W. C.

260 Griffith, F. L., 312 Court ave — Des Moines
1 Marks, A., 518 Walnut — "

I. G. C. C.

2 Shea, John M. — Ida Grove

Unattached

3 Craig, F. R., Jr., 1713 8th — Des Moines
4 Abbot, C. A. — Beacon
5 *Savage, Mrs. A. C.* — Adair
6 Sutter, Jos. B., 607 Jeff. st — Burlington
7 Schwab, F. J., box 200 — Churdan
8 Hann, C. A., 610 Walnut st — Des Moines
9 Macartney, Fred C. Jr., The Kirkwood — "
270 Olney, F. B., box 118 — Fort Dodge
1 Moore, J. Lloyd — Hillsboro
2 Anderson, Wm. A. — Marshalltown
3 Dunn, Thos., 1003 East Main st — Ottumwa
4 Manchester, E. A., care The Ballingall — "
5 Davis, D. W. — Rippey

Kansas, 14 — 527

Abilene C. C.

96,276 Forney, C. H., box 112 — Abilene
7 *Glimpse, Mrs. Frank B.*, box 445 — "
8 Hollinger, E. C., Abilene National Bank — "
9 Rugh, C. E. — "

Pittsburg W.

280 Aikman, Claude — Frontenac
1 Lanyon, Arley O., 606 No. Elm — Pittsburg
2 Greef, A. H. — "

T. A. A. W.

3 Purdy, A. H., 1114 East 6th st — Topeka

Unattached

4 Erlacher, August — St. Mary's
5 Brigham, R. S., 632 Kansas ave — Topeka
6 Huey, Howard H., 408 West Sixth — "
7 Valentine, Harry, Real Estate Building — "
8 Wilson, A. K., 1120 Tyler st — "
9 Prunty, L. W. — Wamego

Kentucky, 21 — 579

B. C. B. C.

96,290 Scott, Winfield R. — Danville

Boyle Co. B. C.

1 Burchell, R. R. — Mitchellsburg

Unattached

2 Evans, Ivor J., 418 Scott st — Covington
3 Underhill, John T., 412 Scott st — "
4 Davis, J. C. — Danville
5 Terhune, F. W. — "
6 Durham, T. F. — "
7 Miles, James B., Breckenridge Hall — "
8 Moss, E. M. — Hopkinsville
9 Starling, Lewis — "
300 Aulsebrock, C. R., 2321 Montgomery st — Louisville
1 Cocke, Thos. H., Jr., 1902 W. Broadway — "
2 Lonnon, Elmer E., 740 W. Main st — "
3 Breed, D. G., 641 Second st — "
4 Crush, Chas. S., 452 W. Jefferson st — "
5 Kern, Phil G., W. U. Tel. Co. — "
6 Masson, J. A., 527 Seventh st — "
7 Thomas, C. N., 2210 W. Market — "
8 Martin, Wm. R., 320 Fifth st — "
9 Callison, M. S. — Middleborough
310 Haigh, John A. (P.O. 216 East 9th st., Cincinnati, Ohio), Newport

Louisiana, 1 — 16

Cap C. C.

96,311 Appleby, P. W., box 42 — Slaughter

Maine, 3 — 472

Portland W. C.

96,312 Mitchell, Arthur L., box 1519 — Portland

Unattached

3 DeMerritt, Ernest E., 11 Main st — Bethel
4 Jordan, Harry E., 1 Main st — "

Maryland, 9 — 770

Balto C. C.

96,315 Dennis, Oregon Milton, 23 Chamber of Com. — Baltimore

Unattached

6 Chase, A. C., 2 Light st — Baltimore
7 Demuth, G. Edwin, 936 W. Franklin — "
8 Grunewald, Henry G., 816 E. Lombard — "
9 Schwatka, Wm. F., Jr., 711 W. Saratoga st — "
320 Thorpe, John, 2013 No. Charles st — "
1 Tweedel, Geo. R. — Church Hill
2 Ax, Christian — Catonsville
3 Keidel, Henry — "

Massachusetts, 95 — 6,471

Press B. C.

96,324 Jones, Harry M., 46 So. Russell st — Boston

Commonwealth B. C.

5 *Shepard, Miss Marie B.*, 78 Appleton st — Boston

Mattapan R. C.

6 Hockaday, Fred'k F. — Mattapan

N. B. C. C.

7 Michon, Jas. A. V., 236 Pleasant st — New Bedford

Stockbridge B. C.

8 Friedenberg, Henry L. — Pittsfield

Springfield B. C.

9 Potter, Charles S., 218 Walnut st — Springfield

Taunton C. C.

330 Handford, Wm. J., 36 Maple — Taunton
1 Monroe, G. O., 45 City sq — "

Columbia C. C.

2 Benn, F. J., box 389 — Chicopee

Massasoit B. C.

3 Burgess, H. L., box 1134 — Chicopee

Pittsfield B. C.

4 Atwood, Luther L., Bank Row — Pittsfield

Conn. Val. W.

5 Donlin, Thomas M., 601 Main st — Springfield
6 Richards, F. S., 54 Jefferson ave — "
7 Fitch, Charles H., 18 Liberty st — "

Unattached

8 Brown, D. M. — Adams
9 Hamilton, Charles E., Adams st — Allston
340 Aulbach, Frank J. — Atlantic

96,341 Roberts, Benj. W., 10 Enon st — Beverly
2 Ames, Oakes, 89 State st — Boston
3 Case, W. T., 35 Ditson st — "
4 Cumner, A. B., 69 Broad st — "
5 Lincoln, Geo. T., City Press Ass. — "
6 Parrott, W. G., 39 Sudbury st — "
7 Strong, William J. H., 10 Follen st — "
8 Taylor, Geo. W., Jr., 7 Clifton pl — "
9 Carter, Charles V., 270 Beacon st — "
350 Humphrey, John L., 5 Park st — "
1 Thornton, James B., 347 Tremont st — "
2 Davis, Richard A., 91 Brook st — "
3 Johnson, Arthur L., Summer and Washington sts — "
4 Thomas, Douglas H., Jr., 4 Boylston pl — "
5 Appleton, Herbert D., 3 Ellsworth ave — Cambridge
6 Kendall, A. S., 24 Bowdoin st — "
7 Bartlett, Geo. F., box 54 — Chicopee Falls
8 Cobb, F. P., 332 Grove — "
9 Sulch, Chas. F., box 1527 — "
360 Mitchell, E. L. — Cordaville
1 Benn, Gab, 45 Cabot st — Chicopee
2 Pratt, F. H., box 442 — Cohasset
3 Thompson, G. F., 63 Pearl st — Cambridgeport
4 Barker, John, 320 Washington st — Dorchester
5 Harding, Uriah R., Jr., 28 Clarkson st — "
6 Woodsum, Charles H., 158 Columbia st — "
7 Tailby, Francis S., 231 Commonwealth ave — Boston
8 Queeney, Frank E., 2 Clark st — Everett
9 Hanna, Frank A., box 252 — Fairhaven
370 Stowell, Bertram F., box 147 — "
1 White, Chas. W., Jr., box 443 — "
2 Lake, G. A., 40 No. Main st — Fall River
3 Bartlett, Jerome L. — Glendale
4 Maynard, Amherst S., 26 East Pine — Lowell
5 Plummer, Fred A., 29 Arlington st — Lynn
6 Goodman, Geo. P., 15 Boylston — Malden
7 Bruce, Herbert T., 27 Irving st — Melrose
8 Chappelle, Wm. S. — Milford
9 Cornell, Chas. S., 90 Shawmut ave — New Bedford
380 Hathaway, L. J., 36 Maxfield — "
1 Wade, Frank B., 83 Willis st — "
2 Field, Geo. C., box 5 — No. Easton
3 Coonley, Jerry, North st — Pittsfield
4 Gardener, W. R. — "
5 Robbins, F. A., 91 Appleton ave — "
6 Strong, Frank R., Fenn st — "
7 Bradley, Harry C., 5 Gay Head st — Roxbury
8 *Jones, Miss Laura A.*, Norfolk House — "
9 *Jones, Miss Helen L.*, Norfolk House — "
390 Woods, Jotham S., 147 Magnolia st — "
1 Cheever, John S., 14 Hawthorn st — "
2 Carrier, Fred H., 266 Wash. st — Salem
3 Robinson, Frank I., 97 Wash. st — Somerville
4 Gates, Mason E., box 28 — So. Ashburnham
5 Shaw, Robert G. — South Lee
6 Fisher, Frank G., 11 Lillian st — Springfield
7 Taylor, D. E., 20 Byers st — "
8 Buck, Frank A. — Stockbridge
9 Seymour, Wm. A. — "
400 Yale, Mason — "
1 Robinson, J. E., 121 West Weir st — Taunton
2 Sanger, Edward C., Fisk st — Waltham
3 Owen, Frank E., 33 Robbins st — "
4 Finney, Chas. E., 18 Allston st — West Medford
5 Brewer, Wm. D., Jr., 44 Elm st — West Newton
6 McWilliam, A. F., 93 Copeland st — West Quincy
7 Abbott, Holker — Wellesley Hills
8 Noyes, R. H., box 396 — Williamstown
9 Addison, Leonard F., Eustis st — Wollaston
410 MacDonald, Chas. J., Davis st — "
1 *Fletcher, Miss C. L.*, 3 Howe st — Worcester
2 Buffington, E. L., 33 Chestnut — "
3 Deane, Geo. N., 215 Park ave — "
4 Dand, E. C., 336 Park ave — "
5 Dand, G. R., 336 Park ave — "
6 McHugh, John J., 22 Pearl st — "
7 McVine, Wm., 31 Court st — "
8 Randall, S., 44 Front st — "

Michigan, 6 — 715

M. C. C.

9 Gray, Frederic G., 11 First st — Muskegon

Ill. C. C.

420 Morris, P. N., box 144 — Kalamazoo

Unattached

1 Roe, E. S. — Buchanan
2 Heavenrich, Abe B., 43 Winder st — Detroit
3 Boyce, C. O., M. D., Sav. Bank bldg. — Marquette
4 Harris, Geo. H. — South Rockwood

Minnesota, 2 — 273

Unattached

96,425 Geesaman, E. C., 610 Bassett pl — Minneapolis
6 Dayton, E. M., 405 S. E. 5th st — "

Mississippi, 2 — 80

Unattached

96,427 Healy, Geo. W., Main and Pearl — Natchez
8 Turner, Geo. S., Main st — Starkville

Missouri, 37 — 1,768

Milo W.

96,429 Skinner, S. G., 105 So. 3d st — St. Joseph

So. W. C. C.

430 Johnson, Andrew, 3146 Texas ave — St. Louis
1 Sommer, Carl, 3227 Calif ave — "
2 Meyer, A. T., Jr., 3218 S. Jeff. ave — "

Mercury W. C.

3 Engleman, F. J., 2100 Wash'n ave — St. Louis

Century R. C.

4 Abrams, C. B., Brown Shoe Co. — St. Louis
5 Bader, Jesse, Plant Seed Co. — "
6 Coombs, R. M., 4526 Cook ave — "
7 Cooper, Lloyd, 2131 John ave — "
8 Childs, C. J., 3803 Windsor pl — "
9 Hammond, J. A., 421 No. 7th st — "
440 Jones, E. Floyd, 3168 Easton ave — "
1 Miller, Ross, St. L. R. & W. G. Co. — "
2 Nixon, J. M., Jordan & Sanders — "
3 O'Brien, J. C., Mermod & Jaccard — "
4 Pearce, W. S., 3886 Morgan — "
5 Stone, Percy, 526 Locust — "
6 Wheeler, Frank, 927 No. Leonard ave — "

Unattached

7 Steele, W. W. — Butler
8 Smith, Day K., 24th and Broadway — Kansas City
9 Berkley, H. F., 301 N. Broadway — St. Louis
450 Breck, D., Simmons Hardware Co. — "
1 Dependahl, Ed. B., 923 Mullanphy st — "
2 De Camp, A. P., 814 Rialto bldg — "
3 Dietmeyer, A., 2355 Louisiana ave — "
4 *Espenschied, Miss Louise L.*, 3500 Washington ave — "
5 Filley, John D., 401 North 4th st — "
6 Gross, Julius H., 1118 South 9th st — "
7 Hawley, M. A., 1714 Locust st — "
8 Howell, W. H., Broadway and Olive st — "
9 McKittrick, T. H., 3415 Washington ave — "
460 Pauley, Ferd. C., Grand and Franklin aves — "
1 Peabody, W. R., 5401 Vernon ave — "
2 Phelps, H. W., 3758 Westminster pl — "
3 McQuillin, Eugene, 40 Laclede bldg — "
4 Sutter, Charles, City Hospital — "
5 Yantis, W. G., Simmons Hardware Co. — "

Nebraska, 1 — 308

Unattached

96,466 Condit, C. T. — Mead

New Hampshire, 2 — 284

Unattached

96,467 Challis, Henry E. — South Danville
8 Baldwin, H. S. — Littleton

New Jersey, 58 — 2,792

Owl Bi. Club

96,469 Ford, Harry B., box 315 — Bordentown

Business Men C. C.

470 Draycott, William, 84 Church st — Jersey City

J. C. Club Wheelmen

1 Arrowsmith, Gilbert C., Randolph & Claremont aves — Jersey City
2 Day, David B., 51 Crescent ave — "
3 James, Alfred, 9 Crescent ave — "
4 Klumpp, Wm. F., 183 Ocean ave — "
5 Leaycraft, Edwin S., 65 Ocean ave — "
6 Lembeck, G. W., 40 Columbia pl — "
7 Lockwood, D. H., 66 Summit ave — "
8 Mecabe, O. S., 8 Brinkerhoff st — "
9 Schermerhorn, L., 162 Harrison ave — "
480 Smith, Wm. P., 160 Grant ave — "

Medford C. C.

1 Anderson, John W. — Medford
2 Reeve, J. Stanley — "

Sahodalica

3 Bowen, E. J., South st — Morristown
4 Callahan, John, Jr., — "
5 Calvert, D. S., Washington st — "
6 Doty, J. Halsey, Ridgedale ave — "
7 Gilson, John, 51 Madison ave — "
8 Tompkins, Frank E., McAlpin blk — "

Essex Co. Wheelmen

9 Eaton, E. C., 16 Plum st — Newark

Mercer Co. Wheelmen.

490 Banta, John H., 209 E. State st — Trenton
1 Howard, Wm. L., 105 North Broad st — "
2 Wurfflein, Peter E., *True American* office — "

Unattached

3 Smith, Norman J., 231 Kearney ave — Arlington
4 Davis, Theodore G., 118 E. Commerce st — Bridgeton
5 Starr, H. P. — Campgaw

96,496	Shepard, John A., 22 Munn ave	East Orange
7	Palser, George Norman, 44 Amherst	"
8	*Deats, Mrs. H. E.*	Flemington
9	Torrance, Robert E., 16 Davis st	Harrison
500	Briggs, Henry	Hasbrouck Heights
1	Sternberg, Geo. E.	"
2	Howard, A. R., 724 Bloomfield st	Hoboken
3	McPeck, Herman A.	Hamburg
4	Harrison, Wm. H., 182 Carteret ave	Jersey City
5	Hopper, David	Mahwah
6	Ames, Wm. Whitney, box 15	Montclair
7	Madison, Edward	"
8	Poecker, F. W., 16 Hen st	"
9	Benneti, C. R., 114 Orange st	Newark
510	Cumming, Robert W., Mt. Prospect ave	"
1	Malloy, Joseph A., 33 Bergen st	"
2	Longman, W., Jr., 24 Sandford ave	Plainfield
3	Wiskeman, Joe B., 112 Wayne ave	Paterson
4	Wolfenden, John A., 451 Ellison st	"
5	Delamarter, Isaac, 682 Main st	"
6	Hilliard, W. T., 99 Market st	Salem
7	Mecum, Charles, 99 Market st	"
8	Bloom, Edward P., Hanover and Stockton st	Trenton
9	Lawsha, C. B., 121 No. Broad	"
520	Goodenough, H. D., 20 W. Lafayette st	"
1	Manning, R. Caldwell, 211 Greenwood ave	"
2	Richards, Howard N., 62 Prospect	"
3	Scott, Jos. A., 113 No. Broad st	"
4	Anderson, Chas. W., Mountain ave	Upper Montclair
5	Cunningham, Wm. B., Park st	"
6	Jacobson, W. B.	"

New York, 260 — 11,601

Albany County Wheelmen

96,527	Kenny, William, 80 First st	Albany

Brooklyn Bi. Club

8	Evans, Sidney, 33 Willow st	Brooklyn

Indian Cycle Club

9	Lustig, Philip H., 381 Grand st	Brooklyn

Wheeling Section 23rd Regt. A. A.

530	Smith, Alexis Cutler, 457 Halsey st	Brooklyn

Excelsior

1	Little, Frank L., 389 Union st	Brooklyn

Waverly Bi. Club.

2	Devine, William, 2122 Fulton st	Brooklyn
3	Adams, Frank E., 1215 Herkimer st	"
4	Sparrow, Clarence, care of *Sun* Office	New York

Glen Cove Wheelmen

5	Sayre, J. D.	Glen Cove

Midwood

6	Tapscott, G. L., Caton ave and Imry pl	Flatbush

Hyde Park B. C.

7	Herrick, T. J., box 260	Hyde Park

Mount Vernon C. C.

8	Diederick, F. L., 102 S. 3rd ave	Mount Vernon

Richmond Co. Wheelmen

9	Quack, Augustus, S 3rd ave	New Brighton

Knickerbocker W.

540	Szobel, Benj. J., 724 E. 6th st	New York

Michaux

1	Brown, Clarence E., 25 State st	New York
2	Stearns, John N., 10 W. 58th st	"

New York Bi. Club

3	Daniels, Geo. S., 147 Nassau st	New York
4	Hosford, A. R., 50 Wall st	"

Century Wheelmen

5	Janin, Chas. G., 18 Varick st	New York
6	Rogers, S. S., 4 Warren st	"

White Cycle Club

7	Davis, John, 150 W. 4th st	New York
8	Lehmer, Jacob, 616 9th ave	"
9	Lehmer, Wm. J., 616 9th ave	"
550	Martin, James R., 75 W. 102nd st	"

Central Turn Verein

1	Lurie, Bernard, 311 E. 85th st	New York

Riverside Wheelmen

2	Coville, Dr. Luzerne, box 234	Oxford

P. B. C.

3	Perkins, Wm. J., North st and 5th ave	Poughkeepsie

Press C. C.

4	Ide, Arthur R., 81 Mt. Hope ave	Rochester
5	Walsh, Edward J., 3 Cumfort st	"

Sidney C. C.

6	Pudney, B. E.	Sidney

Troy Bi. Club

96,557	Baker, W. J., 125 North 4th st	Troy
8	Carter, Vincent, Fulton st	"
9	Dayton, Hadley L., Fulton st	"
560	Freeman, I. S., 2419 5th ave	"
1	Hydorn, D. R., Manufacturers Bank	"
2	Helser, Henry, 27 4th st	"
3	Knowlson, S. B., care of Earl & Wilson	"
4	Lobdell, W. J., 127 North 4th	"
5	LeClair, Fred, 2009 6th ave	"
6	Morehead, F. A., 152 North 4th st	"
7	McMillan, Edward B.	"
8	McDonald, Walter S., 2188 5th ave	"
9	Norris, F. H., 220 8th st	"
570	Strait, Thomas, Fulton st	"
1	Tymerson, John, 5 Thompson st	"
2	Wilson, C. E., 304 River st	"
3	Wiltsey, Clarence, care of H. C. Gordinier	"
4	Hewitt, Harvey	Stillwater
5	Dunlop, George, 2129 3d ave	West Troy

Unattached

6	Bentley, Charles S., box 25	Alden
7	Bishop, Gilbert C., box 143	Albany
8	Frisch, David, 77 Division st	"
9	McNamara, John W., 74 Willett st	"
580	Olcott, Robert, Mechanics and Farmers Bank	"
1	Sautter, Louis, Jr., South Pearl and Plain sts	"
2	Tucker, Gilbert M., 304 State st	"
3	Smith, Harry C., box 344	Bath
4	Blanchard, C. N., 73 Prospect ave	Binghamton
5	Bump, Austin, 108 Murray st	"
6	Cady, W. F., 187 Water st	"
7	Case, Chas. S., Water st	"
8	Dwight, B. M., 21 Court st	"
9	Donnan, A., 15 Edward	"
590	Kirschmann, S. S., 15 Court	"
1	Lawson, I. A., 17 Ferry	"
2	Micheal, Dr. F. M., 250 Washington	"
3	Sanford, E. N., 63 Court st	"
4	Webster, W. B., 78 Court st	"
5	Overton, W. S., 215 Washington	"
6	Benson, Frank Sherman, 214 Columbia Heights	Brooklyn
7	Butler, Dr. Glentworth R., 220 Gates ave	"
8	Bond, Leonard G., 301 Bridge	"
9	Clarke, Claudius, 30 Cranberry	"
600	Cornwell, N. F., 136 Van Buren	"
1	Cooper, W. G., 109 Conover	"
2	Dunloy, W. S., 29 Cumberland	"
3	Engel, Louis G., 238 Clermont ave	"
4	Eldridge, F. L., 205 Eckford	"
5	Fitter, Christopher, Jr., 407 Lexington ave	"
6	Finkeldey, Henry, 23 Ferris	"
7	Goepel, Otto, 132 St. Marks ave	"
8	Gilcher, P. W., 818 Hull st	"
9	Haviland, Clement, 355 Lafayette ave	"
610	Hurst, Cyrus F., 728a Macon	"
1	Isthues, S. A., 111 Reid ave	"
2	Kemp, James S., 305 Union st	"
3	Leach, Henry, 1103 Fulton st	"
4	McBreen, F. P., 345 Tompkins ave	"
5	Miner, Frank Rodman, 93 South 10th st	"
6	Peters, Oscar, 123 Court	"
7	Pusey, Dr. A. B., U. S. Navy Yard	"
8	Purdy, Andrew L., 576 Halsey st	"
9	Packer, Joseph Ernest, 585 Monroe	"
620	Sayler, Henry, 362 Fifth st	"
1	Smith, Chas. R., Jr., 104 Prospect pl	"
2	Tonyes, Henry L., 616 Quincy st	"
3	Vollmer, E. R., 1217 Dean	"
4	Van Dine, H. R., Hamilton Bank	"
5	Warren, Frank K., 56 VanBuren	"
6	Yates, Stephen S., 72 Ocean ave	"
7	Steves, Harry Wallace, 704a Greene ave	"
8	Bridgman, H. R., 611 Niagara	Buffalo
9	Davis, Wm. H., 506 Delaware ave	"
630	Hotchkiss, Charles F., 270 W. Genessee	"
1	Miller, Wm. F., 123 Locust	"
2	Pierce, I. B., 135 Seneca	"
3	Dillenbeck, F. H.	Black River
4	Dalzell, Frank P.	Cold Spring
5	Cornell, H. A., box 61	Croton on Hudson
6	Smith, Raymond, box 755	Fishkill on Hudson
7	Smith, B. L., box 757	"
8	Talbot, Thos., Jr., box 366	"
9	Cole, E. L.	Fonda
640	Conroy, Martin A.	"
1	Davis, G. L.	"
2	Jansen, Fred I.	"
3	Leonhardt, Edgar, box 47	"
4	Sitterly, Jere S., box 67	"
5	Sitterly, Peter W., box 67	"
6	Grugan, Capt. F. C.	Fort Schuyler
7	Carrier, J. R., box 405	Frankfort
8	Russell, P. A., box 567	"
9	Simpson, T. A.	Fultonville
650	Starin, A. B.	"
1	Van Evera, Charles S.	"
2	Veeder, Jacob J.	"
3	Boyd, G. M.	Grangeville
4	Lander, J. D., 111 Main st	Hornellsville
5	Van Winkle, E. G., 154 Main st	"
6	Serrell, Wm. C.	Ithaca

96,657	Hill, Charles R., 502 5th ave	Lansingburgh
8	Geipel, Paul A., 473 Grand ave	Long Island City
9	Longstaff, F. H., box 342	Mechanicville
660	Merritt, Clarence, care of O. W. R. R.	Middletown
1	Otis, Geo. G., 145 South st	"
2	Beach, Geo. O., Jr., 125 Oakley ave	Mount Vernon
3	Hutton, Wm. O.	Nanuet
4	Envigh, Mott, 83 Manhattan ave	New Rochelle
5	Amundson, John A., 146 Broadway	New York
6	*Ayerigg, Miss Jeanie G.*, 181 W. 75th st	"
7	*Ayerigg, Miss Kate*, 181 W. 75th st	"
8	Austell, Alfred, 33 W. 52d st	"
9	Burnham, Geo. H., 188-190 W. Houston st	"
670	Brakmann, Ferdinand, 586 6th ave	"
1	Beebe, A. O., 80 Broadway	"
2	Bronson, Dr. E. B., 123 W. 34th st	"
3	Bennet, Arthur F., 45 W. 84th st	"
4	Bavier, Wm. N., 117 E. 47th st	"
5	*Birmingham, Mrs. E. M.*, 280 9th ave	"
6	Barrett, Alonzo C., 400 Broadway	"
7	Bogart, A. L., 22 Union sq	"
8	Blum, Benj., 457 Broadway	"
9	Cullen, Wm. C (P. O., 112 2d ave, Newark, N. J.)	"
680	Crittenden, Claude, 4 E. 43d st	"
1	Callahan, James, 349 E. 33d st	"
2	Copeland, S. M., 46 W. 21st st	"
3	Cutler, Dr. Condict W., 135 W. 76th st	"
4	Cole, Edw. F., 154 W. 84th st	"
5	*Colcson, Mrs. A. M. L.*, 58 Pine st	"
6	Dame, Hugh C., Fifth ave. hotel	"
7	*Frankenheuer, Mrs. S. L.*, 23 W. 71st st	"
8	Foster, Abbott, 128 W. 71st st	"
9	Fordyce, John A., M. D., 66 Park ave	"
690	Fogarty, W. P., 409 W. 14th st	"
1	Grant, Tomas H., 4 W. 131st st	"
2	Griffeth, Claude M., 29 W. 15th st	"
3	Gummersbach, C. J., 429 Broadway	"
4	Garrie, D. T., 39 Clinton market	"
5	Greene, Byron W., Jr., 309 Avenue B	"
6	Haynes, Dr. Irving S., 131 E. 80th st	"
7	Hoffmann, W., 47 White st	"
8	Houghton, Dr. H. S., 301 W. 88th st	"
9	*Heusted, Miss Agnes*, 108 W. 40th st	"
700	Hosford, Wm. J., 340 Broadway	"
1	Holden, John Trusty, 60 Broadway	"
2	Hiltner, John A., 125 W. 121st st	"
3	Jerman, Daniel, 645 8th ave	"
4	Jamison, John A., Jr., 170 William st	"
5	Jarvis, Sam'l M., 1 W. 72d st	"
6	Jahn, Gunther, 24 W. 31st st	"
7	Jarvis, Hugh S., 1 W. 72d st	"
8	Jerman, Thomas, 388 W. 32d st	"
9	Klinker, W. H., 93 Nassau st	"
710	*Kirsch, Miss A. Natalie*, 44 Broadway	"
1	Klinker, Fred, 423 W. 51st st	"
2	Lewis, Edw. B., 112 W. 125th st	"
3	Lyon, George F., 141 Fulton st	"
4	Liptrott, W. E., 51 E. 44th st	"
5	Martin, Max, 73 Wooster st	"
6	MacFarland, A. E., 135 E. 15th st	"
7	Missroon, Herman H., 40 W. 21st st	"
8	McAvoy, Harry A., 231 W. 31th st	"
9	McGay, Frank B., 61 E. 51th st	"
720	Morrison, Louis J., 215 W. 128th st	"
1	*Nichols, Mary Winthrop*, 4 E. 43d st	"
2	Nelson, E. L., 223 W. 59th st	"
3	North, Harold, 160 Central Pk. So.	"
4	Ogden, David B., 12 E. 10th st	"
5	*Ogilvie, Ida H.*, 55 W. 55th	"
6	Peebles, Milton E., 81 2d st	"
7	Pfeiffer, Rudolph, 502 W. 43d	"
8	Palmer, E. G., 9 Bank st	"
9	Phair, Robt. J., 530 Fifth ave	"
730	Rockwell, W. H., Jr., 124 W. 78th st	"
1	*Radzuer, Miss A. L.*, 4 E. 43d st	"
2	Ransom, Warren A., Jr., 125 E. 57th st	"
3	Ralph, William, 6 Harrison	"
4	Siebert, Albert E., 49 Wall	"
5	Sewall, William H., 71 E. 121st	"
6	Scheuber, Henry J., 200 Hudson	"
7	Stranahan, Chas. W., 16-18 E. 15th	"
8	Stoddart, Thomas A., 59 Liberty	"
9	Sutliffe, Arthur, 1524 Second ave	"
740	Shire, Lawrence, 109 E. 61st	"
1	Shipman, Andrew J., 55 Lenox ave	"
2	Stine, Mark, 24 E. 72nd	"
3	Stallman, Fred L., 10 Gold st	"
4	Stallman, John H., 10 Gold st	"
5	Sickels, David Banks, 49 W. 119th	"
6	*Sickels, Mrs David Banks*, 49 W. 119th	"
7	Spies, Casper, 219 E. 30th	"
8	Smith, James D., 521 10th ave	"
9	Thacher, Alfred B., 10 Wall st	"
750	Townsend, J. R., 189 W. 100th st	"
1	Thomas, Samuel, 17 W. 57th	"
2	Townsend, Henry C., 354 W. 123rd	"
3	*Virgil, Mrs. A. K.*, 29 W. 15th	"
4	Walters, Paul, 310 E. 70th	"
5	Wilcox, Fred'k P., 16 E. 54th	"
6	Wentz, Theodore, 328 W. 77th	"
7	White, W. C., 314 W. 23d	"
8	Weber, Geo. L., 200 Second ave	"
9	Garnier, E., 200 8th	"
60	*Eaton, Mrs. C. V.*, 258 W. 55th	"
96,761	Harris, E. Y., 150 W. 84th	New York
2	Adriance, Wm. A., 153 Academy	Poughkeepsie
3	Reynolds, H. S., 71 Washington	"
4	*Sheldon, Mrs. G. V.*, 110 Mansion	"
5	Barry, Charles P., 286 Mt. Hope ave	Rochester
6	Driscoll, William H., 211 E and B bldg	"
7	Gorsline, Ernest, 30 Marshall	"
8	Hills, Frank M., 37 So. Union	"
9	O'Grady, James M. E., 211 E and B bldg	"
770	Teller, G. A., 171 Alexander	"
1	Higham, John C.	Rome
2	Powell, Wm. H., 14 Church st	Saratoga Springs
3	Thompson, Alex R.	Scarsdale
4	Ely, Wm. G., Jr., 72 Washington ave	Schenectady
5	Mackintosh, Fred'k, 9 So. Church	"
6	Shugg, J. H., 5 So. Church	"
7	Hallock, D. M.	Sidney
8	Bierhardt, J. E., 801 Danforth	Syracuse
9	Fobes, Alan C., 116 W. Railroad	"
780	*Alden, Miss Antoinette Spencer*, 4 Gale pl	Troy
1	Wood, Wm. S., care W. & L. E. Gurley	"
2	Lane, Harry L.	Westmoreland
3	Metcalf, F. M., box 77	"
4	*Cooke, Mrs. Frederick*	Whitestone
5	Ballardy, Arthur D., 383 Washburton ave	Yonkers
6	Henrigues, Arthur J.	"

North California, 41 — 1368

Calistoga R. C.

96,787	Armstrong, E. I.	Calistoga
8	Chesebro, E. C., Magnolia hotel	"
9	Kellett, S. W.	"

Reliance Wheelmen

790	Eslabrook, A. F.	Alameda
1	Allardt, Fred A., 1127 Linden st	Oakland
2	Clark, W. B., 56 San Pablo ave	"
3	Neylon, Jas. R., 1267 8th st	"
4	Smith, B. J., 1013 Jackson st	"
5	Dieckermann, J. H., Jr., 114 California st	San Francisco
6	Morrow, Geo. P., 39 Clay st	"
7	Myrick, Chester S., 422 California st	"
8	Price, H. H., Fireman's Fund Ins. Co.	"
9	Perkins, F. K., 17 Beale st	"
800	Quinn, W. H., Jr., 316 Post st	"

Bay City W.

1	Treadwell, Ivan, 2517 Octavio st	San Francisco

Imperial C. C.

2	Backman, C., 614 Van Ness ave	San Francisco
3	Casassa, C., 1110 Pierce st	"
4	Kavanaugh, A., 614 Van Ness ave	"

Olympic W. C.

5	Corbett, W. C., 416 Montgomery st	San Francisco
6	Fisher, H. P., 14 Battery st	"
7	Koenig, Frank, 122 Kearney st	"

Olympic Cyclers.

8	Christie, J. A., Olympic Club	San Francisco
9	Sheehan, J. H., Olympic Club	"
810	Shea, W. D., Olympic Club	"
1	Nippert, P. M., Calif & Sansome st	"

Unattached

2	Cooley, M. V., Brooklyn ave., near 4th	East Oakland
3	Buell, J. L.	Concord
4	Barcel, John N., 107½ Fifth st	San Francisco
5	Bullard, W. P., 2314 Clay st	"
6	Dake, E. D., 65 Merchants Exchange	"
7	Driscoll, F. A., 1041 Folsom st	"
8	McAfee, Edwin, Wells, Fargo & Co.	"
9	Sternheim, Benj. F., 528 Market st	"
820	Towne, A. G., 516 Sacramento st	"
1	Van Deventer, Frank, 308 Pine st	"
2	Walter, Sanford F., 1023 O'Farrell st	"
3	Wright, Jas. M., care Langley & Michels, 1st st	"
4	Berg, A., 533 Broadway	"
5	Rosenfeld, Max L., 202 Sansome st	"
6	Smith, Jos. M., Bank of Selma	Selma
7	Bock, A. E.	Woodland

North Carolina, 1 — 49

Unattached

96,828	Smith, Ernest A.	Fayetteville

Ohio, 16 — 2001

Cin. B C.

96,829	Beattie, Wm. H., Nat'l Lafayette Bank	Cincinnati
830	Lawson, C. M., 39 Carew building	"

Porkopolis W.

1	Wakefield, Fred, 39 Carew building	Cincinnatti

Eaton W.

2	Hyatt, E. M.	Eaton
3	Lockwood, E. O.	"

Val. City C. C.

4	Jones, H. C.	Sidney

Unattached

16,815	Klar, Edward J., box 73	Canal Dover
6	Wuest, Wm. L., 2475 Eastern ave	Cincinnatti
7	Wilson, J. C.	Kings Mills
8	Markley, C. C.	Malinta
9	Crawford, Frank L.	Willoughby
840	Jones, Chauncy F.	"
1	Cochran, C. A., 31 Lincoln ave	Youngstown
2	Bulla, T. H., 605 Mahoming ave	"
3	Kay, James T., 721 Elm st	"
4	DeNormandie, Bert F., 343 Grant st	"

Oregon, 63 — 137

Oregon R. C.

96,845	Cawston, S. H., 689 Glison	Portland
6	Hazen, Geo. W., 214 12th st	"
7	Hoyt, Geo. W., 145 16th st., North	"
8	Powell, T. C., Court House	"
9	Reffling, A., 231 Washington st	"
850	Surman, J., 145½ Third st	"
1	Sterne, Ed. C., 2nd and Morrison	"
2	Rowe, E. W., 321 Wash. st	"
3	Seaquest, Alfred L., 60 Sixth st	"

LeGrande C.C.

4	Hunter, A. R.	Island City
5	Wilson, U. B.	"
6	Ardrey, J. C.	La Grande
7	Andrews, A. Y.	"
8	Bray, W. B.	"
9	Baird, I. W.	"
860	Bacon, C. T.	"
1	Buckley, M. J.	"
2	Clark, C. M.	"
3	Carr, J. G.	"
4	Conkey, C. B.	"
5	Carlson, J. A.	"
6	Church, J. M.	"
7	Chipman, R. G.	"
8	Dunn, C. S.	"
9	Huelat, A. B.	"
870	Henry, G. W.	"
1	Hansen, Blanchard	"
2	Kincaid, O. O.	"
3	Kirtley, Ellis	"
4	Lindsey, W. J.	"
5	Lewis, Bird	"
6	Lincoln, R. L.	"
7	Laughlin, J. H.	"
8	Logue, J. F.	"
9	Leavitt, John	"
880	Miller, R. H.	"
1	Meyers, F. L.	"
2	Moore, Fred	"
3	Murphy, T. N.	"
4	Mullen, E.	"
5	McLain, S. D.	"
6	Moore, E. C.	"
7	Molitor, N.	"
8	Mead, F. A.	"
9	McCarthy, J. A.	"
890	Newlin, R. L.	"
1	Pearc, J. H.	"
2	Reed, Roy	"
3	Ross, J. W.	"
4	Robbins, J. H.	"
5	Richey, G. M.	"
6	Richardson, A. L.	"
7	Sargent, Wm. B.	"
8	Scott, James	"
9	Steward, D. H.	"
900	Scriber, J. W.	"
1	Sommer, A.	"
2	Thorsen, J. B.	"
3	Van Buren, J.	"
4	Walsh, Thos.	"
5	Wright, L. A.	"

Unattached

6	Barton, F. G., 393 East 10th st	Portland
7	Webster, W. W., 732 2d st	"

Pennsylvania, 61 — 4829

Olympian B. C.

96,908	Devlin, Walter E., 1615 W. 10th st	Philadelphia
9	Nolan, C. A., 1107 Jefferson st	"
910	O'Neill, Harry J., 1447 No. 10th st	"

Keystone Bi. Club

1	Brahm, Clarence A., 320 East st	Allegheny
2	Babbitt, Seward S., care Shoenberger Steel Co.	Pittsburg
3	Bown, Charles P., 210 Braddock ave	"
4	Lindsay, F. V., 5800 Baum st E. E.	"
5	McWilliams, Daniel D., 417 Second ave	"
6	Watt, Harry M., 27 Kelly st	"
7	Weldon, R. P., care Solar Iron Works, 36th st	"

Castle Wheelmen

8	Snyder, John H., 1741 South 13th	Philadelphia

Centaur Club

9	*Bell, Florence*, 268 So. 16th st	Philadelphia

South End

96,920	Quinn, F. X., box 1530	Philadelphia

Williamsport Wheel Club

1	Castner, Willis H., 525 5th ave	Williamsport

Unattached

2	Piper, A. S., 900 Green ave	Altoona
3	Berger, Henry, University pl., Observatory Hill	Allegheny
4	Lewis, Edward	Benoa
5	Hess, Geo. W., box 484	Bloomsburg
6	Hatch, M. M.	Bryn Mawr
7	James, G. F., 59 Canaan st	Carbondale
8	*Buhrman, Louise F.*	Chambersburg
9	*Gillingham, Mrs. F. M.*, Clarkson ave	Germantown
930	Dryfoos, H., Jr., Broad st	Hazleton
1	Price, Jno. B.	"
2	Weaver, H. S., box 225	Indiana
3	Thurston, Charles O., box 13	Kingston
4	Harr, L. H.	Latrobe
5	Macombray, Geo.	McKees Rocks
6	Macombray, R. J.	"
7	Read, H.	Norwood
8	Hotchkiss, L. A.	Perry
9	Love, B. M., 58 Pine St	New Castle
940	*Andrews, Mrs. L. F.*, The Gladstone, Pine st	Philadelphia
1	Atkinson, Edwin C., 112 So. 4th st	"
2	Bernheimer, Eugene, 1834 Franklin st	"
3	Blinkhorn, John R., 23rd and Locust st	"
4	Blomer, Geo. D. Jr., 1505 So. 6th st	"
5	Chubb, Joseph H., 1335 So. Broad st	"
6	McCall, Wm. E., Jr., 1727 Mt. Vernon st	"
7	Rolin, Harry M., 1707 Spring Garden st	"
8	Thomson, Theodore P., 206 No. 33rd st	"
9	Miller, Russell King, 140 So. 15th st	"
950	Davis, Dr. Chas. N., 1031 Spruce st	"
1	Hearn, Chas. S., M. D., 1225 Walnut	"
2	Hearn, E. Roland, 1227 Walnut	"
3	Miller, Samuel C., 1631 So. 16th st	"
4	Shuster, Thomas F., 2250 No. 16th st	"
5	Sheehan, John F., 3406 Wallace st	"
6	Taylor, Frank H., 4819 Springfield ave	"
7	Wallace, J. H., 1716 Wallace st	"
8	Baingarner, O. H.	Pittsburg
9	Brainard, E. H., East Liberty Stock Yards	"
960	Bidwell, F. C., box 967	"
1	Telfair, George B., 505 Liberty	"
2	Stephen, Willie L., 947 Penn st	Reading
3	Merrick, Ellis J., 423 Park ave	Williamsport
4	O'Neil, Edward	Sewickley
5	Schade, H. F., box 483	Sheffield
6	Haven, C. P.	Smethport
7	Kirk, John	Vrooman
8	Small, S. A.	"

Rhode Island, 4 — 637

Narragansett W.

96,969	Bennett, Chas. E., 303 Plain st	Providence

Unattached

970	Martland, Horace, 8 Gould st	Newport
1	Fairbanks, Geo. W., 47 Hope st	Providence
2	McCausland, N. L., box 1011	"

Texas, 3 — 286

96,973	Ransome, J. R., Jr.	Cleburne
4	Dunbaugh, Otto, box 30	"
5	Robinson, Dan	Waco

Vermont, 1 — 69

96,976	Hill, A. W., Merchants National Bank	Burlington

Washington 5 — 92

Tacoma C. C.

96,977	Marshall, D. A., 1340½ Pacific ave	Tacoma
8	Helland, Oscar, 904 So. 4th st	"

Unattached

9	Milliken, Chas. S., Union st	Tacoma
980	Sanford, A. H., 16 N. East st	"
1	Voorhees, H. D., 517 No. N. st	"

Wisconsin, 5 — 1167

Milwaukee W.

96,982	Henry, J. E., care Campbell & Partridge	Milwaukee

Unattached

3	Owen, B. A.	La Valle
4	Eder, C. F.	"
5	Miller, Benj. K. Jr., Drawer 45	Milwaukee
6	*Riser, Miss Dora M.*	Cumberland

NEW LEAGUE CLUBS.

658	Bonaparte Cycling Club,	Iowa
659	La Grande Cycling Club,	Oregon
660	Boyle County Cycle Club,	Danville, Ky.

Do you know what

OHYLLAT is ?

It is the name, reversed, of the most durable and brighest burning cycle lamp made.

Tally-Ho throws a wide, penetrating glare of light, which may be depended upon to burn with uniform brilliancy and steadiness for nine hours. You see and can be seen. Bores a hole through the blackest night that ever followed day. Made of brass with all parts riveted. Has individual wrinkles for convenience of the user that render it invaluable to cyclists desiring a strictly

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"Everything for the Bicycle."

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GOOD intentions alone cannot build a perfect bicycle. It requires capital, facilities, experience; also, best material and workmanship, regardless of cost. These are factors which have always characterized Remington products and contributed to the universal reputation accorded them for excellence and reliability during the past eighty years.

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BRANCHES:
New York. Brooklyn. Boston. San Francisco.

QUERIES AND ANSWERS

C. H. J., Baltimore:

The official department of this paper affords a means whereby officers of State divisions may address members on topics of special and local interest. If space were unlimited much matter of interest to the few in every part of the country might be printed, but as it is, the aim will be to publish only that of interest to the many. The wheelmen of Ruralville all know what transpires "in their midst" and would learn nothing new were it printed. Others residing elsewhere would not care to know.

E. O. K.:

We have heard nothing of the "flash-light."

L. A. W., No. 487 writes:

In your paper of March 13 you say that Macadam, and not Adam, was the first road-maker, when scripture tells us that Adam made his way out of Paradise. Besides, if this be so, it was the earliest case of convict labor upon highways on record.

W. F. H., New York:

Send your name, and your communication will be considered.

No. 84,644:

Poems sent are good, but we do not reprint matter without giving proper credit. We never "appropriate."

A. H. W., North Attleboro:

Tourists entering Canada simply sign a declaration that their bicycles are being taken into Canada for touring purposes only and will be brought back again. We believe the same holds true with Nova Scotia.

No. 45,608:

If your conscience will not permit you to ask the railroads to carry your 25-pound wheel free on your first-class ticket, put it into a trunk weighing 125 pounds more and occupying as many cubic feet of space as an uncrated wheel, and send the whole thing free. Then you ought to feel no pangs whatever. We recommend this as a first-class "pang" cure. Wheelmen are asking for nothing new, but merely another application of a long-established rule.

BETTER, my dear, be an angel here,
Than wait until you die,
For a pair of wings will be handy things
To carry you to the sky.

Don't forget to renew.

See date of expiration on wrapper.

Reserve 8000a.11

"Whoso has sixpence is sovereign, to the length of sixpence, over all men."



And he who rides a Columbia is sovereign (to the limit of Columbia possibilities) over all other bicyclists. And the possibilities of a Columbia are almost unlimited. It lords it over all. Everything that enters into Columbia construction has to run the gauntlet of our complete Department of Tests, and with the aid of the most skillful mechanics and artificers in metals, the product is the strongest, lightest and most beautiful bicycle ever built. It is applied wisdom to buy

Columbia Bicycles

$100 TO ALL ALIKE. Standard of the World

The handsomest Catalogue ever issued tells fully of Columbias, and of Hartford bicycles,—$80, $60, $50,—next best to Columbias. The book is free if you call upon the Columbia agent; by mail from us for two 2-cent stamps.

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HARTFORD, CONN.

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.

THE LAW BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, April 3, 1896. No. 14



JUSTIFIABLE HOMICIDE.

These mules will very calmly wait
For a real good chance to "elevate"
The man who drives them through the mud,
And give him "a dull and sickening thud."

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts.
Entered at Boston Postoffice as Second-class Matter.
Price, 5 cents.

PAID CIRCULATION, 44,419

Spalding Cyclometer

Its Name
Its Guarantee



Costs more than some inferior ones and worth more. **The Spalding Cyclometer** has been tested for years. Strong, reliable and the only perfect Cyclometer that is made or offered for sale. Registers 1,000 miles and repeats; dial divided into 1-100 of a mile and visibly records each revolution of the wheel, and can be plainly read from the saddle; is perfectly noiseless and dust-proof, and can be easily attached to any bicycle. Send for illustrated catalogue. **Price, $1.50.**

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

NEW YORK. CHICAGO. PHILADELPHIA.

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CYCLOMETERS

POSSESSING FEATURES FOUND IN NO OTHER CYCLOMETER.



1,000 Miles.
DIAMETER 13 INS.
Price, $1.00.



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LIGHT, STRONG, ACCURATE, DURABLE, SHAPELY, COMPACT AND EASILY READ.

Register 1,000 or 10,000 miles and repeat.
Can be set at any time without the use of special tools.
Will not register when motion is reversed; thus a rider can spin his wheel backward when oiling, etc., without disturbing index.

SETH THOMAS CLOCK CO.,
Makers of Clocks and Watches,
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149 State Street, CHICAGO.
120 Sutter Street, SAN FRANCISCO.

CORRESPONDENCE

IT LOOKS EASY; IT IS EASY.

EDITOR L. A. W. BULLETIN:

I send the secretary, to-day, the tenth application for membership which I have obtained during the past week. No special effort was made other than mention of the matter to those whom I casually meet. The argument or rather the presentation of the case was usually as follows: "Are you in favor of the movement for general road improvement?"

"Why, yes! certainly; of course."

"Will you chip in a trifle to help it along?"

"Yes, how much do you want? What shall I do?"

"Join the L. A. W. It costs two dollars the first year, and a dollar a year afterward, if you desire to keep it up."

"All right, here's the money, put my name down."

Some ask, "What will I get in return for the investment?" To which I reply, "You will enjoy the satisfaction of aiding a worthy public cause; and as a wheelman obtain some minor individual benefits, the particulars of which you will find out later."

Surely, Mr. Editor, if I can obtain ten applications in a week, certainly every other member ought to be able to obtain an equal number in a year. Let each one try.

No. 61,789.

NEW YORK, March 27, 1896.

AND BESIDES IT'S OFTEN FULL.

EDITOR L. A. W. BULLETIN:

It seems to me that the arguments for bicycle lanterns are even better arguments for proper street lighting, and I made that point with our representative in the Massachusetts Legislature. Our honored ancestors carried lanterns when walking about their streets, and some of our towns and cities are not so very far advanced even now, as in making their contracts for street lighting they award a very generous slice to the moon, the lowest bidder but unreliable, being off duty rainy nights. Is not better street lighting as legitimate work for the L. A. W. as better roads?

No. 79,462.

PERSPIRATION AND PLEASURE.

EDITOR L. A. W. BULLETIN:

The funniest thing that I have seen in ten years in your paper is the wail of the New York member who wants to know how to ride a bicycle

Subscriptions to L. A. W. Bulletin expire when L. A. W. membership expires. Look at your ticket.

This Beautiful Rambler Bicycle will be presented $1000.00



A RAMBLER BICYCLE WORTH $1000.00

The jewel studded, silver embossed, gold and silver plated Model G Ladies Rambler, which was exhibited at the Chicago and New York cycle shows, is worth $1000.00. All the enameled parts of this beautiful machine are embellished with silver embossing in most artistic fashion. The handle bars, pedals, cranks, sprokets, hubs, balls, cups and spokes are silver plated. The brake is covered with gold. The spoke nipples are gold and glisten through rims of highly polished mahogany. The saddle is of highly polished leather, hand carved in fanciful designs with gold mountings. The handles are of solid ivory, turned in neat spiral design, and are tipped with jeweled gold ends. The head is crowned with a circlet of pearls, surrounding an immense amethyst, while in either handle tip are set similar specimens of the violet-blue gems. Turquoise gems are set in the head of the adjustable handle bar set-screw, and at the end of either rear fork diagonal tube.

to the amateur rider who, before November 1, 1896, will have ridden the ***fastest mile,*** made in competition, during this season, on a Rambler Bicycle in a regular race, at any race meet in the U. S., sanctioned by the L. A. W.

$500.00 FOR RACE PROMOTERS.

We will also donate $500.00 in gold toward defraying the expense of the meet at which this "fastest Rambler mile" is made.

"$1500.00 EARNED IN . . . (?) . . . MINUTES!"
"WHO WILL GET IT?"

It may take four minutes—perhaps 150—but there is no time limit, no string to the gift. For full particulars, apply to any Rambler agent.

GORMULLY & JEFFERY MFG. CO.
CHICAGO.

BRANCHES:

Chicago Boston Washington New York
Brooklyn Detroit Coventry, Eng.

"They Say"

(Haphazard extracts, taken from a pile of over a thousand voluntary testimonials received by us testifying to the *guaranteeing* guaranty on the "Standard" Cyclometer.)

I owe you cordial thanks for your kindness in sending me a new Cyclometer for the old one which had been injured, and for your promptness in attending to the matter. This proof of the character of your guaranty is very gratifying to me, and I will endeavor to compensate by recommending so good an article wherever I have an opportunity. W. W. WINNER, *Newark, N. J.* —— The Cyclometer reached me in good order this morning, and your generosity and promptness are fully appreciated by me. I shall never lose an opportunity to put in a good word for you amongst my cycling friends. JOS. W. RUSSELL (Ætna Ins. Co.), *Hartford, Conn.* —— Received from you to-day Cyclometer and letter that there would be no charge on it, which rather surprised me. I had hardly expected that there would be no charges on it, but shall remember, and anything I may be able to do for you at any time will be gladly done. EDWARD J. THOLENS, *Syracuse, N. Y.* —— I beg to thank you for your liberality and promptness. The "Standard" seems to be the Cyclometer for which the cyclists have longed. Even in this city a wheel looks incomplete without one. FRED. HARTZELL, *Aurora, Illinois.* —— I send you my Cyclometer, which got bent out of shape in an accident. You are doing me a great favor indeed in exchanging it. The old one gave perfect satisfaction. JOHN C. DIEHL (Erie High School), *Erie, Penna.* —— I acknowledge your kindness. The new cyclometer is the most perfect in the market. E. B. REED, *Keyport, New Jersey.* —— Thank you for prompt exchange. The "Standard" is great company when riding in the country, and is "accurate as a railroad mile." GEO. M. CORAM, *Utica, New York.* —— Received new Cyclometer all right. I shall always recommend the "Standard," as I highly appreciate your manner of doing business. A. H. FINDLEY, *Lynn, Mass.* —— We thank you for your promptness in exchanging damaged Cyclometer. We wish you continued success in proportion to the merit of your goods. We sell ten of your Cyclometers to one of any other make. ROWELL BROTHERS, *Joliet, Illinois.* —— Many thanks for your generous treatment in exchange of my damaged Cyclometer. Yours is truly "a guaranty that *guarantees*." FRED. S. BURT, *Catatonk, New York.* —— Much obliged for exchange. Am greatly pleased with the "Standard," shall use no other, and shall recommend it to all my friends and club. R. W. HUTTON (Time Wheelmen), *Philadelphia.* —— Received Cyclometer in exchange for damaged one. It was more than I expected of a guaranty—even of "a guarantee that guarantees." JOHN H. HALL, *Providence, Rhode Island.*

THE GUARANTY. — If you injure your "Standard" Cyclometer in an accident to the bicycle, send it to our New York Office (11 John St.), by mail, and we will send you a perfect one by return mail without any charge whatever.

The New York Standard Watch Co.

without perspiring. My opinion is that perspiration is the best effect of wheeling; that's what I ride for. I had the misfortune last summer to be ten days at a seaside resort without my bicycle, and I was perfectly miserable because I did not perspire. As soon as I obtained my wheel, and took a ride and got into a perspiration, I felt like a new man. I admit that perspiration may be very unpleasant and very inelegant, but in my experience it is the healthiest condition a man can be in. Let the New York member put on a change of underclothing, go out and get soaked in perspiration, and when he returns home, take a bath and a good rub and put on dry underclothes, and his condition cannot be improved by any other process. When the skin is performing its function of throwing off effete matters, the entire body is in good condition; and when the skin is perspiring freely, it is performing the best function it has except that of looking pretty! Perspiration cleanses the skin, and cleanses the internal organs, and especially relieves the kidneys. I used to live in New York State and I was miserable there because I did not perspire enough; but since I have been in the glorious, perspiration-producing climate of Missouri, I have felt better, eaten better and slept better than I ever did in New York State; so, for gracious sake, don't start a crusade to abolish perspiration or I shall resign from the L. A. W.

L. A. W. 7,466.

W. E. W., Springfield, Mass., thinks it would be well for the League to furnish a tag bearing the L. A. W. emblem and number of the member in the League, at a small expense to the member, which could be pasted on the steering post where it could be readily seen. If the wheel is stolen its description and the member's League number could be advertised in the BULLETIN. He says a bicycle thief would be likely to think twice before taking a wheel when he knew that its owner was a member of the League.

X. CUKIER, New York City, suggests that the wheelmen should follow the good example of other fraternal organizations and have some special form of greeting, and proposes "Good road!" as the proper salutation. The idea is worth consideration, but for wheelmen who meet in a miserable muddy highway to cheerily shout "Good road!" to one another might seem a trifle ludicrous.

The Present Signs are Deceiving.

The road to ruin is so well-laid out,
That men take to it through error.
But if sign-boards were made
And the dangers displayed
The road would lose much of its terror.

When the clock strikes one what should one do about it?

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

APRIL 3, 1896.

Total number printed this week, . . . 47,000
Sent to paid Subscribers, ... 44,419
Samples to Advertisers, Exchanges, etc., 2,581

BICYCLE "INSURANCE."

Many members of the League have written to the BULLETIN asking whether or not this organization could adopt some practical means of systematically recovering stolen wheels. I would say that I have been for some time negotiating with a responsible concern, with a view to giving this protection to L. A. W. members at a greatly reduced rate, the result of which is an entirely satisfactory arrangement, which will enable League members to feel that their wheels are protected against theft for the low price of $1.00 per year.

For obvious reasons the L. A. W. could not enter into any business of this sort, but we have made an arrangement with the American Wheelmen's Protective Association, whose address is Marquette Bldg., Chicago, Ill., to give their guarantee policy to L. A. W. members at one-half their regular rates, the *regular* fee being $2.00 per year. The consideration given for this reduction is the official endorsement of the L. A. W., and the advertising incident to it. I have investigated the financial standing of this concern very carefully, and find that they are perfectly responsible, and will carry out any contracts which they make. Their method of doing business they will be glad to explain on application. At this late hour we are unable to give more space to the subject this week.

STERLING ELLIOTT, Pres. L. A. W.

THE ROAD TERROR.

"I'll tell you what," said the brindle cur,
And his mouth it watered much,
"The feast I most of all prefer
Is to get a juicy clutch
Of a rounded limb as I see it swing
At the side of a flying wheel;
O, you bet I never do a thing
To a stocking stuffed with veal!"

A WHEEL TAX.

There are hungry people all over the country yearning to tax the bicycle. Not in the general way that other property is taxed, but they wish to levy some "special" tax or license or blight of some sort on it because — well, just because. See?

Supposing a farmer owns a big, heavy, narrow-tired road wagon that is a regular highway paralyzer, one that plows ruts and punctures pavements; and likewise a pneumatic tired bicycle that has a tread so soft and gentle it couldn't injure a road in a million years,

The tax levy man or assessor or whatever you call him comes along and says to the farmer, "your big narrow-tired road wrecker is exempt from taxation under the general law but this velvet footed, dainty thing you use to run errands with I shall have to lay a special tax upon so as to get money to build roads for your other vehicles to destroy."

Wouldn't the farmer howl at such an inconsistent proceeding? We almost feel justified in saying he would.

Why, then, do farmers wish wheels taxed when the law exempts wagons from taxation?

Ans. The farmers own the wagons and the other fellows own the bicycles.

But does that really alter the case materially when viewed from the high pedestal of justice? It does not.

Ah! but wheels should be taxed because they must have good roads to travel over, so they tell us.

Pedestrians must have walks and pavements to travel over. Let us then be consistent and tax men for having feet or wearing shoes, even though the latter are fitted with soft, rubber soles.

We can tax most any old thing if the people are foolish enough to permit it.

But will they?

A Popular Route.

That "the way of the transgressor is hard,"
Doesn't strike us as strange any more;
For nowadays it is traveled so much,
It should be as hard as a floor.



New Clippers

are the kind of bicycles that can be depended upon; you're safe in buying a wheel made by the Clipper people. They **know** how to make bicycles. Five years ago they didn't know so much about building bicycles as now, but they knew as much as any maker **could** know with two years' experience. These wheels are to-day the

Standards for Comparisons

wherever introduced and sold. Every dealer will tell you how much better his wheel is than the Clipper. Why is this? If the Clipper was **not** a satisfactory bicycle, would a thousand local wheelmen ride and recommend it? Would 200 customers buy '96 Clippers before March 15, if they were not worth the price we get for them? Hardly.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark,"

And ride the.

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

In the World's Nursery.

O, Little Boy Blue, come blow your horn,
In the way a wise merchant should do,
And you'll traffic with men and get riches and then
You won't be a little boy *blue*.

A MEATY SUGGESTION FOR THE L. A. W. AND ITS TOURISTS.

BY W. S. BEEKMAN.

WHEN bicycling was in its infancy, the all-absorbing question first pressed upon us was, where would we find roads fit to ride upon, and where would we come to if we followed them. The mass of people knew not the ways and by-ways, then, hardly around their immediate vicinity. Now, cyclists innumerable not only know the roads of their own neighborhood, but they are acquainted with those of the State and the nation, and are even learning the roads around the world.

The L. A. W. has given its members explicit directions for travelling from town to town, as well as from State to State, and the cyclist following these routes can feel quite certain of encountering none but the best route. The L. A. W. has done the experimenting, and we profit by the results almost ungraciously.

The work of making the surfaces of these roads all uniformly of the best is now well under way, and all thanks is to be given the L. A. W.

We now have, as a body of wheelmen, directions for getting out of a place, but no particular reasons for getting out. Experience with the wheel has made riding an almost unconscious performance. We are not so eager to find the town pump and quaff of that heavily loaded "Consommé a la bacteria," as we were. Touring parties are so common at the present stage of the game, that nearly every town will entertain wheelmen during the riding season.

It is a poor town indeed that does not offer something of interest to those of a mind to be interested. Not being clairvoyants, we cannot go into a trance and locate all there may be in the town we would like to see. and the native who tours around in his ox-cart may never have seen the pretty little nooks and corners that would gladden the eye of a cyclist, to whom such bits of prettiness are not every-day objects.

It can be easily seen that a glossary of the towns, alphabetically arranged, and a corresponding tabulation of what may be found of all-round interest in these towns, or between them, would be of inestimable value to every intelligent person. These features can be listed in very small space by means of characters similar, perhaps, to the road indications now given in L. A. W. road books.

There can be no question that if the L. A. W. BULLETIN expresses a desire to obtain such data, and there is, as I think there would be, a general response on the part of the members, this matter would be more thoroughly accomplished than would be possible by any other means.

All riders have their favorite spots, and these hidden "gems" and "sequestered nooks" can be systematically arranged, so that the cyclist putting up in the town, can find just that in the place that will most strongly appeal to him.

It will not only open up a new aspect of things to the touring cyclist, but the beauties around home may become known to the home wheelmen. It is unsatisfactory to go into a town and ask for points of interest. Some people delight in looking over epitaphs in the old cemetery; others want to see the oldest house, or the fancy stock farm; others like to visit some particularly wild spot, the lake, or perhaps some little waterfall hidden in the deep recesses of the woods. Others would find no interest in these things, nor even in the soldiers' monument or public buildings.

But there might be some spots where some wild flowers are known to grow profusely, or perhaps there is a geological exposure that is well worth seeing; again it may be an opportunity to work out a mineral specimen, or visit a collection; or again, the chief attraction may depend upon some particular spot for the best scenographical panorama. These items can be obtained, because the L. A. W. is the only organization that can gather in members of all stages of experiences and likings.

Such an effort would not be an expense to the L. A. W., because it could be self-supporting. The final result would have a value.

These "open secrets of nature" have entertained the writer for several years, but it is mostly by accident that many of the most interesting things have been stumbled upon, and often after having visited a place many times have we found things that we would have been sorry to miss finding.

When the novelty of ascertaining how many miles one can travel in a season has worn off, there comes the desire to ascertain how much can be seen. The desire to use the wheel for pleasure becomes paramount.

Touring is the highest art of wheeling, and correct touring depends upon the completeness of our knowledge of our surroundings. I cannot but believe, judging from my experience as a wheelman, and having spent so many pleasant hours in showing up to others what I had found for myself, that an undertaking such as above, could quite creditably and profitably be accomplished

To the Pedestrian.

Whene'er you go to cross a street
And see a wheelman bold and fleet,
Don't go ahead with unconcern,
But dodge, and hesitate and turn;
Saw back and forth, and twist and stew,
And make him ride both sides of you
And never touch a single hair,
Or have him shot right then and there.

THOSE in the penitentiary are living according to their convictions.

SUPPOSE

each wheel made to be the "best" (as most makers claim).
Suppose each listed at $100. (Most are).
'Twould then be easy to choose;—but
Suppose several of these wheels listed at $100 cost much less to build than others. (Such is the case).
Then how will you choose? Take the maker's word that **his** product is the best?
Or will you investigate the construction, merits and wearing qualities of the wheel itself?
The past tells you something.
Sterling Bicycles have a "Past."
"Built like a Watch" from the start.
We know Palmer tires. Will use them.
Have you our Art Catalogue?

STERLING CYCLE WORKS,

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
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General Offices,
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The Foremost Dealers in Foremost Cities our Agents.









Any kind of Hands will do

No tools are needed.
Very little material — and that little costs nothing — to repair the

DUNLOP ... ...
DETACHABLE TIRE

The Quality of the Dunlop makes repairs few.
The Simplicity of the Dunlop makes repairs easy.

A CATALOGUE FOR THE ASKING.

American Dunlop Tire Co.,

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X-Rays stand forth as another triumph of mind over matter.

Our **X-clusive Reinforcement** appeals to the mechanically inclined as a scientific triumph of mind over metal.



Crackajack II

Is . . .

Built on a Gold Basis.



Light as a feather,
yet has a giant's strength.

Others shout excellence;
We demonstrate it.

UNION CYCLE MFG. CO.

Philadelphia Branch, 814 Arch St.

Highlandville, Mass.

For the Ladies

"God Bless 'Em!"

Forty-one ladies join the L. A. W. this week.

✠

ONE of the most wonderful among the feats of strength by Sandow, is his holding one with each hand, two girls, mounted on bicycles. They make a beautiful picture. Mr. Sandow, confident of his own marvellous strength, and the young girls, absolutely confident of Mr. Sandow. Every face, Sandow's included, beaming with smiles, as he lifts and holds them straight at arm's-length, as easily as a man would pick up and hold a baby.

✠

A NEW YORK bicycle paper is advocating a charming fete for Decoration Day.

The editor proposes that all the wheelmen and wheelwomen meet on that day upon wheels decorated with club colors and flowers, each one carrying loose flowers, and ride up around the hill of Riverside Drive, and pausing before the tomb of General U. S. Grant, pay tribute to his honored resting place by decorating it with flowers.

"Grant's Tomb" has so long been the wheelman's Mecca, that it seems but fitting and just that a tribute should be shown him upon this day, and when one considers the mounted cavalry and hundreds of soldiers, and soldiers' sons and daughters, who ride bicycles, it could be made a fete that would go down to posterity as one of the events of the nineteenth century.

✠

MESSRS. Zimmerman and Bald — so it is said — have been employed by two rival papers to discuss wheeling generally, and women's wheels and dress particularly. Mr. Zimmerman has done some talking about bloomers, but as he calls everything "bloomers" that savors of trousers, one can't tell when he means bloomers and when he means knickerbockers. He says women should wear bloomers and ride diamond-frame wheels, I guess he means knickerbockers, as it requires a very scanty pair of bloomers, so scanty as to lose their identity, to be safe on a diamond frame wheel. I don't believe they will do it anyway, because Worth, and Felix, and Redfern, and a few others have told women that they do not appear to advantage in extreme dress, and such haste as they have all made to change their trousers for skirts would be amazing, were it not in America, where every man, or woman too, for that matter, is as good as any other man and a little bit better, and does just as he pleases till it comes to a question of dress, and then if he or she would be at all correct and fashionable, they will do exactly as the rulers of fashion dictates.

A. A. ZIMMERMAN,

CYCLING EDITOR,

Gives the following advice to a correspondent in his cycling column in the *New York World*.

"The best wheel for you would be a 22 inch frame, 22 pounds in weight, 68 gear and 6¼ inch crank. The *best tire* for road work is the *hose pipe tire*. It is a single tire and can be repaired quickly in case of accident, a feature of great importance. With the double tire repairs are difficult."

HARTFORD

SINGLE-TUBE TIRES

Are the Standard Single Tubes.

We were the original makers of Single Tube Tires, and have the widest and fullest experience.

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ARE GOOD TIRES

$50 IN GOLD

SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896
HOW QUICKLY COULD THEY BE INFLATED
BY HAND AT THIS RATE
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR
ANSWERS WILL BE OPENED MAY 1ST
FIRST CORRECT ANSWER OPENED WINS THE PRIZE
MARK ENVELOPE PLAINLY FIGURING CONTEST
PIN THIS AD TO YOUR ANSWER

MORGAN & WRIGHT
CHICAGO

42

This season we will wear skirts, next season—*quien sabe*—we may be called upon to don sackcloth. I hope it will be nice and soft and brown, 'cause I don't look good in any other color.

✠

"A Wheel within a Wheel," (Fleming H. Revell Co., N. Y.) by Miss Frances Willard, is the prettiest and most comprehensive work yet published upon the subject of wheeling, treating, as it does, of the benefits of bicycling from a physical, mental, moral and spiritual point of view.

Of "Gladys," the bicycle presented to her by her friend Lady Henry Somerset, she says—"Since Balaam's beast there has been but little authentic talking done by the four-footed; but there is no reason why the two-wheeled should not speak its mind, and the first utterance I have to chronicle in the softly flowing vocables of my bicycle is to the following purport:—'Behold I do not fail you, I am not a skittish beastie, but a sober well-conducted roadster. I did not ask you to mount or drive, but since you have done so you must now learn the laws of balance. I did not invent these laws, and you must make up your mind speedily to conform to them, or you will find yourself in yonder mud-puddle.'"

Again—"That which caused the many failures I had in learning the bicycle had caused me failures in life; namely, a certain fearful looking for of judgment; a too vivid realization of the uncertainty of everything about me; an underlying doubt, matched and overcome by the determination not to give in to it. In many curious particulars the bicycle is like the world. When it had thrown me painfully once, Gladys had gladsome ways for me no longer, but seemed the embodiment of misfortune and dread. Even so the world has often seemed in hours of darkness and despondency; its iron mechanism, its pitiless grind, its swift, silent, on-rolling gait have oppressed to pathos, if not to melancholy."

"The question now of great interest to girls is in regard to the healthfulness of the wheel. Many are prophesying dire results from this most fascinating of exercise, and fond parents are refusing to allow their daughters to ride because they are girls. It will be a delight to girls to learn that the fact of their sex is, in itself, not a bar to riding a wheel. If a girl is normally constituted and is dressed hygienically, and if she will use judgment and not overtax herself in learning to ride, she is in no more danger from riding a wheel than is the young man. But if she persists in riding in a tight dress, and using no judgment in the amount of exercise she is capable of safely taking, it will be quite possible for her to injure herself, and then it is she and not the wheel, that is to blame."

Ida Trafford Bell.

Don't worry. Do something else.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

No Corporation, Firm or Individual

has the right to make, use or sell such tires without a license.

The Tillinghast patents are *prima facie* good until declared void by the United States Courts. They have already been in litigation, and every manufacturer hitherto sued has acknowledged their validity and taken a license.

The manufacturers of at least three-quarters of all the single tube tires in the market are now licensees, and their standing speaks for itself.

The owner of the Tillinghast patents is not unwilling to license any honorable parties who desire such security.

ORIENT

The Orient Catalogue.



BUILT THUS.



LEADS THE LEADERS.

The most UNIQUE and COSTLY of the season, will be mailed on receipt of two 2 cent stamps. It proves that Orient Cycles excel all others. ∴ ∴ ∴

Made at Waltham, Mass.

The Waltham Mfg. Co.

BRANCHES:
Boston, Brooklyn,
Chicago, New York,
Detroit, Omaha,
Denver, Cincinnati,
Providence, Philadelphia
Waltham, Springfield,
Newark, N. J. Lynn, Mass.
Kansas City, Buffalo.

Main Office:
240 Broadway,
New York.
Write for Catalogue.

Quick Repair

That is a quick repair, and sure enough, is what every bicycle rider wants. No no other tires can be repaired half so quick as

Palmer Tires

And the repair is permanent. All the rider has to do is to put a little plug in the puncture, and two or three minutes is all the time required. Some double tube tires can not be mended in hours, and Palmer's are the only single tube tires that can be mended at all. Send for Catalogue.



The Palmer... Pneumatic Tire Company
CHICAGO

BICYCLING COSTUMES IN LONDON.

Any morning that is favorable — and this winter has been singularly free from bad weather — it is worth one's while to turn off Piccadilly into Hyde Park at Hyde Park corner. There is always crowd enough to guide the unaccustomed visitor to the scene of interest. The southern stretch of the Ring road, a considerable part of which skirts the so-called Serpentine, is the exercising course of the lady riders of bicycles.

These, if you please, are the "swell" bicyclers of London. There is nothing dowdy or grotesque or startling about them. Your antagonisms are not proved and your æsthetic sensibilities are not set upon the rack.

These ladies do not belong to the class that wear "knickers." Their costumes, without an exception, comprise the short skirt reaching just to the ankle, with jacket or cloak or close fitting bodice, some of them rather expensively made, but all of them "smart" and attractively feminine. The headdress is characteristically in keeping with the rest of the costume, and as the riders glide by (many a young and pretty face and trim figure) the eye communicates a sense of pleasure to the mind, and there is a delightful freedom from vulgarity at one extreme or indelicacy at the other in the habits of these genteel London lady "bikers."

I could but mentally contrast this interesting and refined exhibition in Hyde Park with one I witnessed in the Bois de Boulogne an afternoon in last September. The women rode by, singly or in groups, wearing tight-fitting trousers, of thin material, that stopped at the knee or just below, the stockings being almost invariably tightly drawn silk, so light in some instances as to be transparent, and the loose blouses were often so much open at the throat as to suggest a stage costume. Now and then, to be sure, came a woman in baggy trousers, and more infrequently a woman wearing a skirt and jacket, but the main impression one gets in Paris is that the majority of the female riders of bicycles are cocottes who have lost the art of being seductive and are now trying to keep up their revenues by entrapping yokels.

The English women — I have seen hardly an exception — sit firmly, yet easily erect, and, though they spin along rapidly enough, they pedal without violence, and never leave one to suppose they are agitated by a fear that they will not arrive in time to hear the lunch bell. Nor do you get the idea that these riders along the Ring road of Hyde Park are especially in need of being subjected to a process of civilization.

Freedom and emancipation are fine old words and stand for glorious principles of human economy,



Waverley Bicycles.

Are Built in the Largest and Best Equipped Factory on Earth.

YOU CANNOT SELL BICYCLES

unless you can get them. Dealers realize this after the experience of '95. Our present capacity is nearly thrice that of last year, and our facilities increased in every way. Our raw material was contracted for nearly a year ago, and it is practically all in our warehouse. Waverley Bicycles are built from the ground up in our own factory, hence we do not have to depend upon a lot of makers of miscellaneous parts for supplies as almost all others do. Waverley agents can depend upon getting wheels when they order them.

Send for Catalogue and Terms now.

INDIANA BICYCLE CO.

Eastern Wholesale Branch,
339 BROADWAY, NEW YORK.

Indianapolis, Ind.

but when they are employed to justify the parade of a hideous infirmity of judgment or a miracle of bad taste, suffering æstheticism has a right to demand the suppression of gawks in bloomers and cyprians in tights. The immense superiority of the better-class English lady bicyclists to the French dames of the Bois in the mere matter of appearance is so great that you cannot fail to recognize the fact that refinement gives charm and distinction even to a bicycle rider. — Elwyn A. Barron in *Chicago Times Herald*.

VALVE CAP WANTED.

We are asked how to make a valve cap so that it will keep the air in the tire when the valve leaks.

It would perhaps not be an exaggeration to say that all valves do leak and that air is kept in the average pneumatic tire by the cap entirely. These caps are usually provided with a disk or washer of some flexible material which, being screwed down on to the end of the valve, makes an air-tight joint.

It is very important that this disk be of the proper material. Rawhide lacing leather is the only material which the writer has ever found to be both air-tight and durable.

As we have previously suggested, a very useful little sundry would be a rubber cap which would fit over any valve and which could be bound onto the valve stem with a bit of fine cord. This would always make a tight joint, in the case of loss of cap or packing, and would occupy practically no space in the tool bag.

DON'T SHOOT THE EDITOR.

This is intended as a defence of the L. A. W. BULLETIN editor.

In the nature of things he gets a large amount of correspondence, and by a simple process of reasoning it will be seen that he must have a large number of correspondents.

Each has an idea, and has also a suspicion hat he is right.

In many instances the editor takes the ris either making an enemy, or losing to some extent his hold on a friend, by doing what seems to his limited vision to be exactly the proper thing.

There need be no doubt that in a majority of cases the correspondent could greatly improve upon the present conduct of the journal if —— ah, there's the rub, if; but you see the editor already has the job on his hands t› do, and the correspondent isn't expected to be responsible for ıt. So as long as that condition of things exists there seems to be no remedy except that the editor "plug along" in his own poor fashion and that the correspondent "lay low" for an opportunity to "get even."

"THE straight and narrow way"
May do for those who walk,
But when you ride a cycle, say!
Let those who've tried it talk.

Trust a Woman



on a wheel providing the TIRE is trustworthy. If the tire breaks, or cannot be easily repaired, the danger is considerable. You can trust the

HODGMAN SINGLE TUBE TIRE

which is elastic, comfortable and easiest to repair. Any dealer will furnish it if you insist.

Write for our free Booklet about Tires.

HODGMAN RUBBER CO.,

459 and 461 Broadway, New York.

Atwood Building, cor. Clark and Madison Streets, Chicago, Ill.

FACTS—NOT FADS.

The really valuable improvements made in the construction of bicycles in the last few years are found only in the patented features of the.....

Wolff-American High Art Cycles

SPRING TEMPERED FRAMES— Fully 25% stronger than any other frame made.

SELF-OILING BEARINGS— Run 1500 miles without re-oiling.

THE ONLY ECCENTRIC CHAIN ADJUSTMENT— Instant adjustment—absolute alignment.

The Wolff-American High Art Cycles establish a new standard.

R. H. WOLFF & CO. (Ltd.),

Factories, 118th, 117th, 116th St. and East River, NEW YORK CITY.

Distributing Agents: Horace Partridge & Co., Boston, Mass. / J. E. Norwood, Baltimore, Md. / J. S. Malone, Cleveland, O. / Fletcher Hardware Co., Detroit, Mich. / Von Lengerke & Antoine, Chicago, Ill.

As
AN EASTER OFFERING
the tender of the agency for Elmore and Ixion Bicycles by

Edw. Oliver & Co.

21 Park Row, New York,
is
WELL WORTH ACCEPTING.

It is offered to but one agent in a town and he must be of the right sort. Are you?

Puffed-Up Charity.

She stepped from her carriage, a vision of wealth,
Her gowns were a joy to behold;
A little girl, hungry and broken in health,
Stood shivering there in the cold.
She gave her a penny, her woe to relieve,
But oh! it were better, I guess,
Had she spared just a bit from her big, balloon sleeve
To make the poor creature a dress.

THE blue merchant is one whose ad isn't read.

NARROW-TIRED wagons are good things for keeping bicycles off the highway.

THE 1896 crop of bicycles is about ripe enough to pick. Buy early and avoid the rush.

KINDNESS is not thrown away, especially when shown to a dog. Some men may forget it.

IF courtships were carried on in the kitchen in the morning, instead of in the parlor in the evening, there wouldn't be so many weddings.

ONE of the sad things about human beings is that they are scarcely interesting until they are old enough to talk and after that they are distressing.

"BLUES" are the soggy calms that come
To make our spirits grope,
And steal the breeze of promise from
The shining sails of hope.

14 Models. **All Sizes, Styles and Prices.**

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below:—

New York State and New Jersey, north of Trenton. The H. & D. Folsom Arms Co., 314 Broadway, New York City.

Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.

Illinois. The Henry Sears Co., Chicago, Ill.

California. Smiths' Cash Store, San Francisco, Cal.

Northern part of Ohio and eastern part of Michigan. A. J. Rummel Arms Co., Toledo, Ohio.

St. Louis, Mo. E. C. Meacham Arms Co.

If outside of this territory, apply direct to the manufacturers.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

The World Famed **Humber Cycles**

Hold every accepted World's Record from 2-3 mile to 1800 miles . . . . .

Hold more records than all other makes combined . . . . .

Enjoy the most discriminating class of patronage in all parts of the civilized world . . .

Why? Humber Quality.

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director, WESTBORO, MASS.

New York Salesrooms,
318 Broadway **Fifth Ave. and 42d St.**
Brooklyn Salesrooms,
545 Fulton St. **1313 Bedford Ave.**
Baltimore Salesroom,
111 North Charles Street.
Branches in all parts of the civilized world.

A Regular Thing.

S. RAYMOND KITCHIN.

In the spring a fuller crimson comes upon the drunkard's nose,
In the spring, the giddy masher takes from hock his summer clo'es.
In the spring that tired feeling spreads itself both far and near,
And that confounded tired feeling hangs round me all the year.

WHAT is your division doing?

THE power of partisan prejudice prevents progress.

Do lots of hard thinking but don't talk very much.

ORGANIZATIONS can accomplish much if properly directed.

It Iz Hi Time.

O, al u lernd profesrs,
Plez find sum hapy wa
Tu spel a wurd az it iz hurd,
And not az 'tiz tu-da.
Mak dubl letrs ucles,
Tak owt al kroks and kinks;
A felo now don't no just how
Tu rit out haf he thinks.

"The Office"

HOTEL AND RESTAURANT

115 North Broad Street,
TRENTON, N. J.

Table d'Hote Dinner.

50 cts. with Claret. From 11.30 to 3 P. M.

Little Neck Clams.
Soup and Fish.
Two Roast, one Entree.
Four Vegetables.
Two Desserts.
Coffee.

Wheelmen's patronage solicited.
Large and airy dining rooms on second floor for Ladies.
We have ample room for the storage of wheels.

G. H. VINCENT,
Proprietor.

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made oicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

THE SPENCER BRAKE COMPANY

Are agents for several lines of wheels of standard make, (both high grade and cheap) and on all of them is furnished free of charge

The Wonderful Spencer Brake.

It is invisible. **Weighs a few Ounces.**

Do not Buy Any Wheel until you Investigate This.

It Applies to the Crank Axle.
Works by turning the grip.
It can be applied with infinite graduation or made to lock the wheel absolutely.
nfallible and Unbreakable.
Write to us.

THE SPENCER BRAKE CO.

140 Chambers St., NEW YORK.



SWEATERS

Cleansed or Dyed (any color)

To look like new.

Bicycle Suits For Men, Women and Children . . .

Can be cleansed or dyed and pressed to look almost as fresh as new, and save buying another.
Bundles by mail or express.
If it's worth Saving, send it to

LEWANDO'S French Dyeing and Cleansing Establishment.

MAIN OFFICES:
17 Temple Place, Boston.
479 Fifth Avenue, New York.

Established 1829.
Largest in America.

MISJUDGED.

S. RAYMOND KITCHIN.

Two tramps were travelling a roadway hard,
Of food they'd forgotten the very taste;
In search of some, one entered a yard,
But soon returned in apparent haste.

His friend looked up with scornful air
As he took his seat on a nearby log;
"Where's the grub yer got in there?"
"Or was ye 'fraid cause of the dog?"

"It is not me that's 'fraid" he said,
He painfully moved on the mossy log
As he slowly shook his frowsy head,
"Me pants are frayed cause of the dog."

KNOW thyself, and try to be proud of the acquaintanceship.

DON'T leave good words unsaid. The undertaker may toy with you to-morrow.

"DIFFERENT KINDS OF BEER."

We are in receipt of a very earnest protest from a Brooklyn member who objects to our advertising "different kinds of beer." The gentleman is evidently unduly alarmed since so far we have been able to obtain an ad. for only *one* kind of beer. We have assurance, however, from manufacturers of other kinds, that they will be with us later.



Old Features Of Standard Excellence

New Features Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night.
With the "Search-Light"
—is a pleasure.



The Surprise of 1896 When you buy it you get what other Bicycle Lanterns fail to furnish—the double grip and protected reflecting surfaces that cannot tarnish. It is full of . . . **Great Innovations**

Beware of imitators. Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained. The "Search-Light" never follows—always leads. **Price, $5.00.**
Ask your dealer or send to

BRIDGEPORT BRASS CO.,

10 Murray St., N.Y., 85-87 Pearl St., Boston, 17 N. 7th St., Phila. **Bridgeport, Conn.**

The Charity Ball.

She was a truly thoughtful soul, to charity inclined,
In fact, she made philanthrophy the hobby of her mind,
And when she heard there was to be a ball to aid the poor,
Her heart went out to it, for oh! her love was deep and sure.
She bought a hundred dollar dress, a twenty dollar fan,
And flowers, feathers, laces, gold and jewels, spick and span,
And, by the by, a ticket to this swellest of events,
That netted needy people something over fifty cents.

DON'T make people regret that you have the power of speech.

Too much of anything is distressing. No one cares to go in swimming while it is raining.

SOME tongues are as sweet and pleasant as the honey of the bee; others are more like its stinger.

THE man who keeps on talking in order that he may hold the floor until he thinks of something to say is a tribulation.

IOWA has an enthusiastic bicycle rider who is over eighty years of age. Also another who has no hands.

He Knew His Pa.

"Wish I was the parlor carpet,"
Sobbed Johnny in his tears,
"For daddy wouldn't whip me then,
Not once in a hundred years."



You'll change your mind

if you think there's any imported Ale or Stout which can compare with Evans'

once you've tried it.



THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.

MILWAUKEE BEER...
IS FAMOUS
PABST
has made it so
Then insist on having
PABST MILWAUKEE

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Lenox.

The makers of the Lenox wheel, Callender, McAuslan & Troup Co., Providence, R. I., have published one of the most notable catalogues of the year, under the novel title of "The Seven Ages." This is a sixteen-page book, printed in two colors and well illustrated with half-tone plates. "The Seven Ages" of Shakespeare is written "up-to-date," and carries, or rather wheels, its hero through the joys and trials of life on a Lenox. The cover is embellished with a wash-drawing, the principal feature of which is a portrait of the gentle bard of the Avon.

Weston.

The Weston-Mott Co., Jamesville, N. Y., issue a little catalogue describing their ball-bearing wire wheels for bicycles, sulkies, etc.

Soudan.

The "Soudan," "Nile" and "Pyramid" bicycles are neatly described in a catalogue issued by Mason & Mason Co., 587 West Madison St., Chicago. The cover design showing the sphinx and pyramids is very appropriately printed in Nile green.

Souvenir.

The Souvenir Wheel Co., Grand Rapids, Mich., has issued a pretty 24-page catalogue. The cover page, in blue and gold on white, is neat and attractive, and the descriptive pages interesting.

Climax.

The Climax Cycle Co., 196 La Salle St., Chicago. sends out a mammoth 40-page catalogue of bicycles and bicycle sundries and novelties. The book is very comprehensive, and is enclosed in a striking two-color cover design.

Norwood.

Schlueter Cycle Mfg. Co., Cincinnati, Ohio, has issued a neat sixteen-page catalogue, one page of which is devoted to "Hints to the novice." The "Norwood" is very fully described.

Punnett.

The Punnett Cycle Mfg. Co., Rochester, N. Y., devotes two pages of its little catalogue to the interests of the L. A. W., and the rest of the book to a description of the "Punnett" wheels.

Bicycle Suits for Men...



One of the most remarkable offerings of the season.

They are made of excellent grade mixed cloths, sewed throughout with silk, and are among the most perfect fitting Bicycle Suits on the market. The bloomers have two hip, two side and two watch pockets, and are reinforced. The coat has four patch pockets and the seams are piped.

We have made an extraordinary effort to provide an exceptionally good suit at the very low price of

$3.75 EACH

We will send a Booklet, containing samples of materials, to any address upon request.

STRAWBRIDGE & CLOTHIER,
PHILADELPHIA.

Standard Rubber-Cushioned Spring Saddle...
Price, $4.00



With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and a perfect seat. Made for ladies and men, and meets all hygienic requirements

CAPITOL MFG. CO.
125-137 Rees Street, Chicago.

See advertisement of Climax 10,000 mile Cyclometer next week.



The Crank Bicycle Pump Is a little wonder
Only 4 inches long
As powerful as a foot pump.
For sale by Jobbers and Dealers
S. E. Howard's Son & Co., Sales Agts
21 & 23 Mercer St., New York.

Bent Wood Work.

H. G. Shepard & Sons, New Haven, Conn., devote one of the sixty pages of their book relating to bent carriage and bicycle wood work to the interests of the L. A. W. On the subject of wood bending Mr. Shepard is recognized as an authority, and the catalogue here referred to will be of worth to all interested in the subject.

Collapsible Crate.

Herbert G. Streat, 281 West 128th st., New York, has issued a brief booklet describing his collapsible bicycle crate.

Specialties.

The Adams Mfg, Co., Minneapolis, Minn., has issued a little catalogue and price list of bicycle specialties.

BICYCLING certainly broadens the mind of its devotees. Up to a short time ago the owners of the electric line running to the top of the New Albany Knobs allowed wheels to be taken on the cars under protest, compelling the owners to pay a passenger fare therefor. The president of the company a few months ago became a wheelman, and now things have changed. A number of hooks have been attached to the last car of the train, on which wheels can be safely hung, and the charge for hauling them up has been abolished. —*Louisville* (Ky.) *Courier Journal.*

BICYCLES AND SIDEWALKS.

The law of Pennsylvania (as construed by the supreme court) forbidding the riding of a bicycle upon sidewalks in that State, is correctly given in your issue of March 6. But one may, however, derive a valuable lesson from the further consideration of the case, which may be a word of caution to the enthusiastic bicyler courageous in maintaining his rights, and confident of the justice of his cause when confronted with some restriction. Such person is too apt to question a fine which has been wrongly imposed, and appeal fruitlessly to the higher courts, forgetting that the administration of the law is not an absolute science, and that judges are often men advanced in life, with violent prejudices against the wheel which even time will not cure.

I do not agree with your correspondent that it is useless to comment upon the soundness of the decision against Forrest. He was convicted, in my opinion, under a statute passed for another purpose, and contrary to the plain principle of strict construction of penal statutes, namely, that punishment shall not be extended to cases not clearly embraced in the statute itself. And, further, I maintain that there is nothing so sacred about decisions of courts that we should accept them without question, for by such protests alone, erroneous decisions may be cured by the legislature.

Upon the unsoundness of the conviction it is only necessary to state the law and the method of

Most Rigid Frame
Finest Bearings -- Easiest Running

Gendron Bicycles

There's nothing better built

A BICYCLE CRANK

detachable, without key — Sprockets detachable — Handle Bars adjustable while riding and fastened to fork stem without bolt or clamp. That's part of the

.. .. Rialto Bicycle

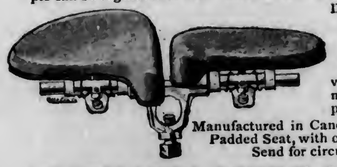
BETTER INVESTIGATE IT.

CONTINENTAL CYCLE CO.

15th Street and Western Avenue
Chicago . . . . .

The Improved Automatic Cycle Saddle

As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



Dr. W. T. DODGE, Surgeon to St. Mary's Hospital, Big Rapids, Mich. "I like your saddle very much. It is made on the correct principle."

Manufactured in Cane, Wood, Leather or Padded Seat, with or without springs. Send for circulars, to the

AUTOMATIC CYCLE SEAT CO.
441 Rood Block, Grand Rapids, Mich.

Trenton Cyclometers



½ SIZE MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

When ordering your wheels REQUEST that they be fitted with

Hunt
BICYCLE SADDLES
WESTBORO, MASS

U. S. CYCLOMETERS (MODEL '96)
Odometers and Lamp Brackets
For Carriages. Detachable.



FULL SIZE.

ABOVE READS 4652⅝ MILES.

10,000 MILES.
WEIGHS 1¼ OUNCES.
ONE INCH LONG.

Attaches on Right Side.
Repeats or may Easily be Set.
Reads Plainly from Saddle.
Made for 20, 22, 24, 26, 27¼, 28, 30 to 46 in. Wheels.

Guaranteed accurate and will be repaired or replaced free of charge in case of accident.

PRICE, $1.50.

U.S. Manufacturing Co.
FOND DU LAC, WIS., U. S. A.

reasoning adopted to secure the conviction. In April, 1889, the legislature passed an act which gives to bicycles all the rights, and subjects them to the same restrictions as "carriages drawn by horses." In May, 1889, the act was passed under which Forrest was convicted. This act provides "that if any person . . . shall *wilfully* or *maliciously* ride or drive any *horse* or other *animal* upon or into any boardwalk or sidewalk or footway . . . . along the side of any road or highway in any township . . . or shall otherwise *wilfully break, injure* or *destroy* the same, the person so offending shall be liable to fine, etc." This act was passed, as appears by the context, to encourage the building of sidewalks in the "townships"; that is, in the entire State, but more especially in the rural districts outside of the limits of the boroughs and cities (which can control these matters by ordinance), and to prevent the destruction of these footways by persons riding or driving *horses* or other *animals* thereon. There is no reference in the act to vehicles of any sort or description, but the court held that the use of the word "driving" necessarily meant driving in front of a carriage, and as bicycles had been put by the previous act in the same category with carriages, therefore bicycles were intended to be covered by the act. Now those of us who live in the country and see cows daily "driven" along the roadways, and know the disposition of the beasts to climb up the banks on to the footpaths, cutting them out and generally making a nuisance thereon, will not

Get Your Hooks in...

The Quaker City - $45.00
This is a $60.00 Bike

The Pennsylvania - $50.00
This is a $75.00 Bike

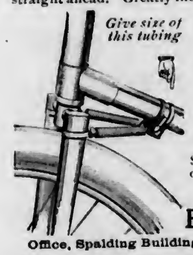
Send us a stamp and we will send cuts of the above.

PENN BICYCLE COMPANY,

H. D. LeCato, Pres. 1343 Arch Street, Phila.

The Automatic Bicycle Balance

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest. Write for Circular and Trade Prices.



Give size of this tubing

Weighs only 2 ounces. Entirely nickel plated. Adjustable to any bicycle.

PRICE $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

HAVE You Read ∴ ∴ ∴
What the "ARENA" Said

in its February Issue Page of

The Suspension Bicycle,

BUILT AS A SPRING CARRIAGE.

Write us for Illustrated Catalogue, free.

HARDY CYCLE COMPANY,

42 to 50 67th St., near Central Park West, New York.

THE TRANSIT

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.



"Ball-Bearing" Bicycle Shoes

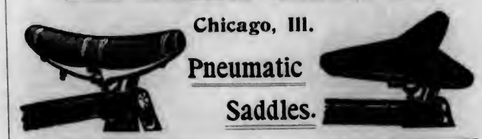
For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,
CHICAGO, ILLS.

The Bunker Saddle Co.

Chicago, Ill.



Pneumatic Saddles.

McCune Cycles...

NONE BETTER,

Send for Catalogue.

EVERETT CYCLE CO.

EVERETT, MASS.

Agents Wanted.

be at a loss to find meaning for the use of the words which have been so extended by this roundabout method of reasoning so as to include the bicycle. No. 84,660.

PHILADELPHIA, March 17, 1896.

LENGTH OF WHEEL BASE.

We are asked why makers do not vary the length of wheel base with the height of frame.

This question seems to deserve an answer, and we pause in order that some manufacturer may have the floor. In the language of the minstrel, "I don't know, why *is* it, Mr. Manufacturer, that you don't make the high frame with a longer wheel base?"

WIDE TIRES IN NEW YORK.

A bill is before the assembly in that State which provides that at a date not later than Jan. 1, 1900, all wagons must have tires proportioned to the load to be carried, and providing that a bonus be paid to the owner of any wagon who will widen his tires before the law compels it.

"The sum of forty thousand dollars, or so much thereof as may be necessary" is provided for in the bill, and is to be taken from the State treasury.

ALL wheelmen should stand together.

The Orange Universal Supporter.

THE BEST IN THE MARKET.



Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot-Ball players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R.I. Brockton, Mass.

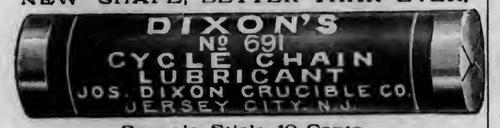
RUST on Wheels PERMANENTLY PREVENTED with **MANNOCITIN** 2-oz. cans, 25 cts. At dealers or by mail from Otto Goetze, Kemble Bldg., New York

PRIZE MEDALS CLUB PINS, ETC. SEND FOR DESIGNS. JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

RUBBER GOODS BY MAIL

For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. T. Betts & Co., 120 Water St., Toledo, O.

NEW SHAPE, BETTER THAN EVER.



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.



THE BICYCLE

Its Care and Repair.

80 Illustrations. 180 Subjects. 25 cts. Money refunded if not satisfied.

C. Von Culin, Box 20, Delaware City, Delaware.

ONE of the items in the will of the late Henry C. Bowen of the most interest to the public is the creation of a modest trust fund in the hands of the selectmen of Woodstock, Conn., for grading, improving, regulating and keeping in order the public roads, grounds and commons of that town. Roseland Park, in Woodstock, is also made the residuary beneficiary of a considerable sum.

Here is a splendid example to be followed by others. No better monument could be built to one's memory than an enduring system of good roads.

LIVES of all rich men remind us,
We can make our lives sublime,
Leaving splendid roads behind us
Folks can ride on all the time.

KEEP still or say something.



DODDS' UTILITY CYCLE SEAT

BUILT LIKE A CHAIR—AN UPHOLSTERED ONE

IT'S LIKE SITTING ON NOTHING IN CONTRAST WITH SADDLE.

REMOVES ALL POSSIBILITY OF INJURY.

ASK FOR IT OR WRITE

ALEXANDER DODDS, 30 Mill St., GRAND RAPIDS, MICH.

Send $5. If not as recommended, money returned.

The March number of The **The Official Cycle Trade and Club Directory**, quarterly, will be issued this coming week. Great care has been taken to make it the most thoroughly complete and up to date directory issued. The entire cycling trade of the country is represented, and a most important feature is the perfected directory of all cycle clubs throughout the United States and Canada. Subscription price $1.50 a year; single copies, 50 cents. Published by

SCHAEFER & CO., 145 Grand St., New York.

Successors to Butterfield Publishing Co.

$1.50 BICYCLE PANTS

For Men and Women. *Send for Samples.*

HALL & DOWNING, 595 Broadway, New York.

"RR" IF YOUR WHEEL IS RUSTY.

Removes Rust and polishes Nickel, Steel, and Brass. Contains no acid. Manufactured by G. W. COLE & CO., 111 Broadway, New York.

Send 6 cents for sample.

LOEW 10,000 MILE CYCLOMETER.

With Independent Trip Dial.

Price, 90 cts. each.

CAPITOL MFG CO. - - Chicago, Ill.

The Juniata Bicycles

Are built as they should be. Ask your dealer about them.

H. H. LANE MFG. CO., Huntingdon, Pa.

Send for Catalog. New York Office, 595 Broadway.

STOLEN. From the Harmony Hotel, Cohoes, N. Y., Stearns' Bicycle, "Model A", No. 1274. Return to Mr. Earl Vandervoort, Cohoes, N. Y., care of the Cohoes Wheelmen.

I. B. POTTER, Chief Consul.

Vanderbilt Building, NEW YORK CITY.

FOR SALE.—Columbia Tandem. 1896 pattern, never taken out of crate. Best cash offer takes it. G. W. B., Lock Box 5, No. Attleboro, Mass.

As a means of exercising, the bicycle beats home gardening and doesn't cost near so much.



Fifteen hundred miles on wheel through Europe, $300. Leave June 24th. Return Sept. 5th. Write box 422, Albany, N. Y.

JOBBER WANTED

For bicycle factory making guaranteed $65 list bicycle to take 50 to 100 per week, low expenses. We will give good trade to responsible cash houses. P. O. Box 1523, Boston, Mass.



Ungrammatical But Well Meant.

We want extensive county roads,
And we want 'em mighty bad;
So writes an ungrammatic friend,
And yet that's what he's had.

WORDS THAT MEAN SOMETHING.

Isaac B. Potter, chairman of the highway improvement committee, in his address before the last annual convention at Baltimore, Feb. 10, said, among other things:

"Sixteen million dumb and patient horses stand to-day in the farm stables of America, waiting for the drying of the mud which was left as a legacy by the recent February freshet. I have said this much to justify, briefly, the wheelmen's work for better roads. Much more might be said, but it is unnecessary. People are beginning to look upon the wheel from a new, more correct, and more intelligent standpoint. Bicycles have come into common use. They are ridden by men and women of all classes of society, by officials in every grade of governmental employment in all parts of the world; by men engaged in the learned professions, and in all the various occupations in which human industry is directed.

With a hundred years of experience our American farmers are paralyzed by the presence of a simple mixture of dirt and water. Last year our railroads carried 1,000,000,000 tons of freight. Every year the amount increases. Every pound of this freight is carted and carried over our roads and streets before it gets to the railroads; millions of tons are hauled in wagons and sold in the country towns and consumed by the local buyer. Here is the farmers' end of it; hay, 54,000,000 tons—think of it! look at one of these pictures, and think of hauling 54,000,000 loads of hay to market on roads like that; 90,000,000 tons of cereals; 6,000,000 tons of potatoes; 2,000,000 tons of cotton; total, 152,000,000 tons, not counting the mud on the wagon wheels.

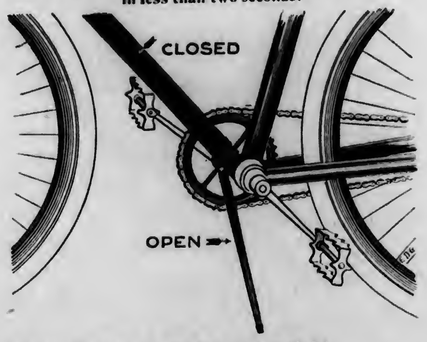
The road and the wagon are the twin handmaidens of agriculture that attend the farmer on every journey to market and they are forever at odds with each other. If the man who sold that wagon to the farmer had tried to sell that road to him, homicide would have become a virtue; 152,000,000 tons of produce; $500,000,000 paid for farm implements and machinery to harvest it with; 1,200,000,000 invested in farm horses and mules to drag it to market. Think of it! Think of being director in a corporation with that amount of business on hand, with countless millions of paid-up capital invested, and think of doing business in a mortar bed! Think of waiting for the mud to dry up! Sixteen million horses and mules idle in the stable; $4,000,000 a day for horse feed; $28,000,000 a week. Think of the loss of time and labor, the dwarfed and shrunken values of our farms, of the slack supply and good prices, when the roads are impassable. Think of the procession of farmers that rush to town and glut the market in the first days of dry weather, and think of the paltry prices they get when everybody is trying to sell to an overstocked market."

THE report of Prof. H. J. Waters, dean of the State Agricultural College, on the result of tests made by him to determine the difference in draft of wide and narrow tired wheels, states that "by using the wide tires an average of 53 pounds of draft is saved. A horse is computed to exert a pull of 150 pounds for ten hours per day, traveling at the rate of 2½ miles per hour. On this basis the wide tires save slightly more than one-third of the exertion of the horse."

"No matter what your wheel may be,
It will not stand alone."

THE DARRACH BICYCLE REST

Enables the rider to give a perfect support to his wheel in less than two seconds.



Adds less than 4 ounces to its weight.
It is not noticeable when closed.
Never rattles or becomes loose.

For sale by all dealers at **$1.50.**

Darrach Bicycle Rest Co., 833 Broadway New York.

In ordering, state size of frame tubing.

WHY is Jefferson county not as well prepared for free roads as any other county? Dead-to-the-world commissioners is the only drawback she has.—*Madison* (Ind.) *Herald.*

League of American Wheelmen
Official Department

Boston, April 3, 1896.

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12 PEARL STREET, - - - BOSTON, MASS.

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FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

TO REGAIN MEMBERSHIP.

The following provision of the L. A. W. Constitution is self explanatory.

Art. III. Sect. 6. A member may renew his membership at any time within sixty days from the date of its expiration by payment of the annual dues of 75 cents. ($1.00 with BULLETIN and GOOD ROADS.) If he shall postpone the payment of his dues beyond the sixty days he shall pay in addition to the annual dues the sum of 15 cents for every month or fraction of a month he is in arrears, except that he shall pay no more than $1.00 in fines for a full year.

Officials and recruiting agents should call this rule to the attention of those who are out of the fold and invite them to return.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2840 may place orders for the bar with their renewals.

LAPEL BUTTON.

We have on sale the official lapel button of the L. A. W. Mailed to the address of any member on receipt of 25 cents. The same button with catch pin for ladies' use, 25 cents.

CAP PIN.

The official cap pin is now on sale. Price thirty-five cents by mail.

PRIZE OFFER TO THE SMALLER DIVISIONS.

Prize. An Eastman No. 4 Folding Kodak, for rectangular pictures, 4x5 inches. Capacity, 100 exposures without reloading. Value, $60. See Eastman catalogue for further description. Will be given to the member of any division, etc., having less than 200 members, April 1, 1896, who sends to this office the largest number of applications for membership from his own division from Apr. 1 to Sept. 7, inclusive. Those who compete for the prize must make claim for record with every application sent in.

ABBOT BASSETT, SEC.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

..... **State,** .....

Cycle Club, ...

References, ...

.....

*Write plainly, printing preferred, or enclose personal card.

(COMBINATION BLANK).

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W.,
12 Pearl Street, Boston, Mass.

Dear Sir:—I enclose One Dollar for which please renew my membership and subscription to the L. A. W. publication for another year.

Number .....

Date of Expiration .....

Name .....

Street and No. or P. O. Box. .....

City ..... **State** .....

City and Division in which my home is and to which I should be attached, ...

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

RENEWAL SEASON.

The renewal season is now open and we are ready to receive the annual dues of those members whose membership expires during April.

There may be some delay in issuing the tickets as we are getting up a fine ticket this year and they will not be in hand much before Apr. 1.

BE PATIENT.

We urge patience upon some hundreds of members who have sent us cash for renewals and failed to get tickets. We have failed to receive tickets up to date of writing (March 30), and none have been sent out. We expect to begin mailing tickets on Tuesday (31).

Secretary-treasurers are sending notices of expiration to all members, irrespective of the fact that some have sent in renewals. Those who get the official notice should consider that it does not refer to them if they have already remitted. We have had many letters expressing surprise that we at headquarters should notify them of expiration, when they have already remitted. These notices do not come from headquarters. Be patient, and our tickets will get to you very soon.

ABBOT BASSETT, Sec.

FREE BUTTON TO ALL.

There are several States where the League has no organization, because of a membership too small to qualify as a consulate. To all those who renew for 1896, and to all those who join the League, up to the time that the States in which they respectively live shall qualify as consulates, we will send the official lapel button free of cost. We will send all such the official cap pin for ten cents. The States affected by this offer are Florida, Georgia, Idaho, Louisiana, Montana, Nevada, New Mexico, South Carolina, South Dakota.

ABBOT BASSETT, Sec.

RENEWAL LIST NO. 1.

March 16 to 23, inclusive.

Alabama	2	Montana	3
Arkansas	2	Nebraska	9
Colorado	15	New Hampshire	6
Connecticut	33	New Jersey	69
District of Columbia	8	New York	645
Florida	2	North California	7
Georgia	3	North Dakota	2
Illinois	30	Ohio	36
Indiana	17	Oregon	1
Iowa	30	Pennsylvania	183
Kansas	24	Rhode Island	30
Kentucky	12	South California	1
Louisiana	1	South Carolina	2
Maine	8	Tennessee	2
Maritime Provinces	3	Texas	5
Maryland	24	Utah	1
Massachusetts	243	Vermont	1
Michigan	9	Virginia	4
Minnesota	16	Wisconsin	14
Mississippi	1	Canada	1
Missouri	16	Mexico	1
			1528

RACING BOARD.

Suspended.

A. H. Sayer, Green Point, L. I., New York, for three months, from Feb. 1, for competing in a novice race after having won a prize.

Records Accepted.

Three quarter mile, paced, flying start, against time, 1.15 2-5, by C. S. Wells, Coronado, Cal., Feb. 15, 1896.

One mile, paced, standing start, against time, 1.49 2-5, by Herbert E. McCrea, Coronado, Cal., Feb. 14, 1896.

Declared Professionals.

Charles Woodward, Nashville, Tenn., under clause (i).
Walter Thompson, Nashville, under clause (i).
Otto Maya, Erie, Pa., own request.

Applications for national circuit dates not in by April 1, cannot be considered. The number already received is sufficient, but those received up to April 1, will have a chance to be placed.

Sanctions Granted.

May 30—Auburn Cyclers, Auburn N. Y.
May 30—Elmira Athletic Club, Elmira, N. Y.
May 30—Rochester Athletic Club, Rochester, N. Y.
May 30—Arbor Athletic Club, Albany, N. Y.
June 9—Y. M. C. A., Syracuse, N. Y.
April 8—Twelfth Regiment and Cathedral Club, New York.
March 20, April 3, 10—Company E, Eighth Regiment, New York.
July 4—Lockport Wheelmen, Lockport, N. Y.
July 4—Poughkeepsie Bicycle Club, Poughkeepsie, N. Y.
July 4—Pastime Athletic Club, Syracuse, N. Y.
July 4—Kanaweola Cycling Club, Elmira, N. Y.
July 4—Binghamton Athletic Association, Binghamton, N. Y.
Aug. 22—Albany Bicycle Club, Albany, N. Y.
Sept. 7—Poughkeepsie Bicycle Club, Poughkeepsie, N. Y.
Sept. 7—Rochester Athletic Club, Rochester, N. Y.
Sept. 7—Kanaweola Cycling Club, Elmira, N. Y.
May 30—W. F. Scott, Brockton, Mass.
July 4—Norwich Cycle Club, Norwich, Ct.
Sept. 7—Norwich Cycle Club, Norwich, Ct.
Sept. 7—Portsmouth Cycling Club, Portsmouth, O.
July 4—Penn Wheelmen, Reading, Pa.
June 27—Pittsburg Athletic Association, Phœnixville, Pa.
July 4—Rock Hill Athletic Association, Rock Hill, S. C.
May 20—Charlotte Cycle Club, Charlotte, N. C.
May 30—Connellsville Wheelmen, Connellsville, Pa.
March 21—Charles A. Cabrera, Washington, D. C.

INDIANA ROAD BOOK.

The road book is nearly complete, a few of the finishing touches yet remain to be put on and the book will then be sent out. It will probably be the 15th, possibly the 20th, of April before it will be out of the hands of the publishers.

As has been noted the map of the State is laid off in five sections in order that riders may the more easily use it for reference. Each map is printed on a good quality of bond paper and is 8¼ inches wide by 22 inches in length, making the size of the map, as a whole, 22½ inches wide by 42½ inches in length. All wagon roads are printed in red, gravelled roads being indicated by solid red lines, and dirt roads by red dashes. All railroads are on the maps, as well as the counties, towns, rivers, creeks and lakes. The hilly portions of the roads are designated by red x marks. Each road is numbered where it leaves one section of the map so that by referring to the same number on the next section that particular road can be instantly located. There is a complete alphabetical index with the maps, by which a town can be found at once. The national and State roads are named. All books will be bound in a specially prepared, cloth binding, not affected by perspiration. From cover to cover the entire book is gotten up in a very artistic manner, the mechanical work being exceptionally good. A very neat and attractive design appears on the front cover. Among other things the reading matter will contain a full list of the officers and committees of the Indiana division, a handy guide for those seeking information on any subject connected with cycling, general touring information, care and repair of the wheel on a trip, Indiana League hotels and local consuls up to date of publication. A cloth-bound copy of this road book goes free to all members, as stated above.

MARO R. THOMPSON, Chief Consul.

INDIANAPOLIS, IND., March 26, 1896.

TO ALL NEW YORK STATE MEMBERS.

Many of you have been invited to become members of the "committee of '96," and have received printed circular with full particulars. Applications for committee appointments are coming in apidly. The handsome committee certificates will be ready to be sent out within the next ten days. The "honor badge" is being prepared by the best jewelry specialists in the country, and will be the handsomest ever given in any branch of L. A. W. official work. In years to come you will be very proud of the certificate and "honor badge" of '96. Better fill out the "registry blank," and send it to Secretary-Treasurer W. S. Bull (Vanderbilt Building, New York City) without delay. It is the only *sure* way of securing a chance for your appointment on this committee.

ISAAC B. POTTER, Chief Consul.

VANDERBILT BUILDING, N. Y. City.

WHEEL STOLEN. 25.00 REWARD.

The above reward will be paid by the New York State Division of the L. A. W. for information leading to the detection and conviction of the thief who recently stole a "Stearns" bicycle belonging to Mr. Earl Vandervoort, a member of the Cohoes Wheelmen, from the basement of the Harmony Hotel, in the city of Cohoes.

THAT BILL AT ALBANY.

TO THE NEW YORK DIVISION: I refer to the *Armstrong Bill*. Shall it become a law? Let every member do his (or her) full duty and there is not a doubt of successful result. Printed circulars have been sent you by mail within the last week. Read them carefully, and write at once to the *senator* who represents your district, and urge him by every honorable means to support this bill (known in the senate as "Senate Bill 646.") If you have not already written to your *member of assembly* do it at once. The vote will be taken in a few days. Watch the newspapers and keep track of the bill as it progresses. The legislature will soon adjourn. Reports from Albany thus far are favorable. Only a final effort is needed. Shall we make it?

ISAAC B. POTTER, Chief Consul.

NEW YORK STATE DIVISION.

Road Book Committee.

The following named members of the division are appointed members of the road book committee: WM. Pierson Judson of Oswego; F. H. Warner of Ithaca.

I. B. POTTER, Chief Consul.

TO WISCONSIN MEMBERS.

We feel that an apology is due the League members of the Wisconsin State division for the slow progress in the issuance of OUR ROAD MAP. We were at fault for over-estimating the local consuls' interest in the work of furnishing the required data to complete the map. For more than a year the work of gathering in the desired information has been going on, and we still have a number of counties to hear from. In the meantime, however, the work is progressing, section by section, by the engraver, and if we can get immediate returns from the remaining counties we will have no difficulty in issuing the map by the first of July. We cannot promise anything, however, until all the facts are in. When it is completed members will be apprised of the fact, and we will have a plan to suggest which will give every member an opportunity to get one without cost. Non-members will not be able to get one at any price.

The map will be printed in sections covering the entire State, and will have the best and most prominent thoroughfares in heavy lines. The condition of the roads will be designated by letters and figures.

The Tour Book.

The tour book which we have been working on for many months is nearing completion, but we still have a number of local consuls to hear from. It will contain about five hundred interesting tours, centreing from over a hundred of the principal towns in the State. We propose to mail a copy of this to every member upon receipt of a two-cent stamp. It is expected the book will be out May 15. File your application for one now.

WISCONSIN LOCAL CONSULS.

The following is a list of the local consuls who have acknowledged an acceptance for the ensuing year:

Appleton, S. J. Ryan, vice P. M. Conkey resigned.
Ashland, Merton H. Potter.
Beloit, Wm. D. Hall.
Brandon, G. B. Weinstock.
Columbus, Geo. C. Stevens.
Castle Rock, Herbert J. Johnson.
Ellsworth, A. Swahn.
Green Bay, Will H. Field.
Jefferson, Fred O. Ray.
Kenosha, R. H. Welles.
Lake Beulah, C. H. Stevens.
Lancaster, Chas. W. Burr.
Madison, L. P. Holmes.
Marshfield, W. H. Beech.
Milton Juncton, I. P. Hinckley.
Monroe, L. A. Hodges.
Montello, Max Staehle.
Neenah, A. W. Anderson.
Port Washington, H. L. Coe.
Princeton, Fred E. Yahr.
Rice Lake, J. W. Munnell.
Sparta, Fred L. Schaller.
Stevens Point, W. F. Dewey.
Washburn, H. C. Prudhomme.
Wausau, Dr. W. W. Wilson.
Wrightstown, C. J. Pope.
Dated, March 27, 1896.

RENEWAL OFFER TO WISCONSIN MEMBERS.

If your membership has expired, (of which due notice is sent by the State secretary) the Wisconsin division will renew it, if you will forward to the State secretary, within thirty days of expiration, two new paid applications of eligible candidates for membership.

An L. A. W. Button

handsome in design, face of finest enamel, the L. A. W. emblem, wings, background and letters being in fine colors, and the scroll at the bottom in gold, will be sent to each person whose membership has not expired or who renews, as a premium for one new paid application of an eligible candidate for membership.

Send these applications to

M. C. ROTIER, Sec.-Treas.

MILWAUKEE, 505 East Water Street.

Regular price of this button is 25 cents from State secretary.

PENNSYLVANIA DIVISION.

TO THE PENNSYLVANIA DIVISION:

The following local consuls have been appointed:
Allentown, Earle B. Douglass.
Albion, C. E. Palmer.
Athens, F. V. Chaney.
Bellwood, J. C. Lewther.
Bellefonte, J. S. Waite.
Bethlehem, H. B. Luckenbach, Jr.
Berwick, R. S. Swayze.
Blairsville, J. D. Ogden.
Beaver Falls, Wm. S. Cook.
Bedford, R. G. T. Wolff.
Bradford, L. E. Brehler.
Canonsburg, Walter L. McCloy.
Claysville, E. T. Buchanan.
Coudersport, L. E. Larabee.
Chestnut Hill, Chas. Russell.
Chambersburg, J. D. McIlvaine, Jr.
Columbia, John B. Hutchinson.
Catasauqua, Geo. C. Kemmerer.
Danville, M. H. Schram.
Dingman's Ferry, Philip F. Fulmer, Jr.
DuBois, J. D. Corbett.
East Springfield, Judd R. Miller.
Enon Valley, James A. Malony.
Ephrata, J. W. Van Neida.
Elizabeth, S. S. Roberts, Jr.
Girard, W. E. Kratzke.
Germantown, Wm. H. Hart.
Harrisburg, H. W. Stone.
Hazleton, Dr. Wm. H. Hertz
Honesdale, Dr. C. R. Brady.
Hollidaysburg, W. A. Baldrige.
Jefferson, C. H. Smith.
Johnsonburg, Chas. W. Lee.
Latrobe, H. M. Huffman.
Lancaster, C. H. Obreiter.
Lonsdale, Jno C. Gallagher.
Mahaffey, G. E. Davis.
Mercer, Marcy K. Helling.
Montrose, E. R. Gardner.
Meyersdale, T. W. Gurley.
Milton, Bert Galbraith.
Monongahela, A. C. Sampson.
McDonald, W. A. Jamison.
Montoursville, Alfred Bower.
Milesburg, C. W. Smith.
Millheim, R. A. Burmiller.
Matamoras, Alfred Marvin.
Meadville, H. S. Robinson.
New Washington, Adam Breth.
Nazareth, H. E. Clewell.
New Bloomfield, Wm. S. Seibert.
New Castle, Ford Brandon and C. P. Morrison.
Ridgway, L. J. A. Lesser.
Reynoldton, Dr. S. Harper Smith.
Scranton, W. F. Boyle.
Selins Grove, Wallace D. Baker.
Steelton, Chas. S. Fohl.
Sharon, John S. Leslie.
Sunbury, C. S. Bigony.
Tioga, Dr. L. C. Brown.
Tyrone, W. H. Scullin.
Towanda, Ben H. Westgate.
Weatherly, T. J. Drumbor.
Wellsborough, Frank A. Deans.
Williamsport, E. H. Harder.
Williamsburg, Dean Clark.
Washington, H. E. Hastings.

SAMUEL A. BOYLE, Chief Consul.

PHILADELPHIA, Mar. 27, 1896.

PENNSYLVANIA DIVISION.

TO THE PENNSYLVANIA DIVISION:

Mr. Jacob W. Fox, local consul at Pottsville, reports: Two applications last week, eight this week, half a dozen next week, more to follow.

All old members renewed.
Will such a report answer?
Next!

S. A. BOYLE, Chief Consul.

PHILADELPHIA, March 27, 1896.

PENNSYLVANIA DIVISION.

I wish to call the attention of the division to the work just completed by Mr. A. W. Orwig, of York, Pa. Some months ago, Mr. Orwig was run down by a driver in his own city and invoked the assistance of the League to right the wrong done him. I engaged a local attorney to enter suit, but before trial the defendant paid the damages in full—one hundred dollars. Mr. Orwig had promised that prompt action on the part of the League in the matter would boom the division in that locality. The magnificent result of Mr. Orwig's labors show what an energetic wheelman can do for he sends me this morning no less than one hundred and eight new applications and two renewals so far received. If this result can be equalled in other parts of the State, I shall be glad to record it in glowing terms. I have written a personal letter of thanks both for myself and on behalf of the division to Mr. Orwig for his efforts in this direction.

Who will emulate this great work?

SAMUEL A. BOYLE.

PENNSYLVANIA DIVISION.

TO THE PENNSYLVANIA DIVISION:

The following committees have been appointed:

Executive committee: Samuel A. Boyle, 654 City Hall, Philadelphia; T. J. Keenan, Jr., *Press* newspaper, Pittsburg; P. S. Collins, P. O. box 1177, Philadelphia.

Improvement of highways: H. B. Worrell, chairman, 555 No. 17th st. Philadelphia; A. B. Dunning, Jr., Scranton; Anson P. Dare, Harrisburg.

Racing committee: C. M. Price chairman, Scranton; R. L. Whitesides, Alleghany; Francis X. Quinn, 914 Walnut st., Philadelphia.

Road book committee: W. W. Randall, chairman, 1705 Chestnut st., Philadelphia; Frank Snyder, Pittston; J. F. Johnston, Pittsburg.

Recruiting committee: Frank C. Roeder, chairman, Allentown; Geo. H. Lakes, 418 Saunders ave., Philadelphia; Geo. T. Rush, Bellefonte; J. A. S. Heath, 42 N. 10th st., Philadelphia.

Press committee: C. A. Dimon, South End Wheelmen, Philadelphia; T. J. Keenan, Jr., *Press* newspaper, Pittsburg.

PHILADELPHIA, March 27, 1896.

CONNECTICUT DIVISION.

The chief consul is very much gratified at the returns from recent circular describing plans for new road book. The maps of the different sections will soon be ready to send out and in the meantime, don't think your letters have not been received. They are too numerous to answer in any other way than this at this time, but shall be, as soon as we are able to use the information. Our renewals and recruiting is now given our whole attention and although we consider the road book as a *very* important matter, it cannot be too strongly impressed upon you that we *must* have more members. It costs a great deal to issue such a work as we have in hand, and although we furnish the necessary data without hope of remuneration, the publisher's end of the matter must also be considered. We shall anxiously look for results for the next few weeks in the BULLETIN.

List of consuls is still incomplete, having had no reports from several towns. If you have no consul or think him sleeping, write me; don't hesitate to apply yourself if you can do any better.

PHILIP W. WESTLAKE, Chief Consul.

BRIDGEPORT, March 23, 1896.

IOWA DIVISION.

MEMBERS OF THE IOWA DIVISION:

Again I call your attention to the fact that you must register your wheels with me if you wish to avail yourselves of the offer of the division to pay twenty-five dollars in cash to members when wheel is stolen, and not recovered within sixty days. Don't wait until your wheel is stolen for it will then be too late.

Give information asked for in BULLETIN of March 13, and enclose two-cent stamp.

No other charge.

A. C. MILLER, Sec.-Treas.

NEBRASKA CLUB REPRESENTATIVE.

Omaha League Wheelmen, J. E. Howe, representative.

W. M. MCCALL, Sec. Treas.

COLORADO DIVISION ROAD BOOK.

The official road book of the Colorado Division is now out and copies will be distributed free to members of the division who call upon Harry M. Booth, Secretary-Treasurer, care Daniell & Fisher, Denver.

Copies will be sold to outside members or wheelmen at fifty cents each by addressing or calling upon J. A. Maguire, chairman Colorado Division road book committee, Barclay Block, Denver.

KANSAS "ROLL OF HONOR."

Chief Consul Webb has arranged to have published each week in the *Kansas Cycler* a list of the towns in that State having ten or more members and giving number of members in each place. It is expected in this way to keep the members informed of the relative progress of the different places and to stimulate local pride.

NORTH CALIFORNIA.

Local consuls have been appointed by Chief Consul Kerrigan as follows: J. J. Worthington, Tehama; N. Morris, Ukiah; G. L. Roberts, Eureka; J. A. Miller, Vacaville; J. A. Bruce, Vallejo; L. Lawrence, Visalia; H. A. Newmeyer, Wheatland; A. E. Bock, Woodland; I. N. Tuttle, Watsonville.

League hotels appointed as follows: Hotel Artesian, Hanford; Hotel Vendome, Dixon; Magnolia Hotel, Calistoga. Members are earnestly requested to show their membership cards when patronizing any of these hotels, thereby getting the benefit of the reduced price.

SPECIAL ANNOUNCEMENT.

Arrangements have been made with the proprietors of the Hotel Haywards, at Haywards, by which all L. A. W. members will be furnished with Sunday lunches, at fifty cents, upon the showing of their cards. This is the big hotel on the hill and the officers consider that with such encouragement, from a hotel which has always stood aloof from making any reductions whatever, that the members should vent their appreciation by always showing their membership cards.

PENNSYLVANIA DIVISION.

We need local consuls in every city, town, borough and hamlet in the State. I call upon at least one reputable member in every such place to write, either suggesting himself or some one suitable for the office. The season is approaching. Write me at once.

S. A. BOYLE, Chief Consul.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, April 3, 1896.

Total, 1033—27,745.

Alabama, 3—36

Unattached

96,087	Miller, Nathan L., Clerk City Court	Birmingham
8	Clyde, Wm. Michel, 619 Monroe st	Montgomery
9	Levystein, Henry, box 295	"

Arizona, 2—130

Unattached

990	Porter, C. L.	Fort Mo Jave
1	Hendricks, A. LeRoy	Phœnix

Colorado, 10—256

Denver Wheel Club

96,992	Becker, P. J., 225 14th st	Denver
3	Hoeller, W. H., 1645 Champa	"
4	Lohmann, A. S., 1821 Curtis	"
5	Ryan, Geo. S., box 1701	"
6	Stewart, W. H., box 1548	"

M. V. W. C.

7	Duncan, Chas. A.	Monte Vista

Unattached

8	*Crandall, Mrs. Minnie E.*, 415 W. 15th ave	Denver
9	*Hene, Florence*, 1009 Clarkson st	"
97,000	Van, Meter, S. D., 229 14th st	"
1	Holt, John B.	Monte Vista

Connecticut, 20—300

Bridgeport Wheel Club

97,002	Abel, Geo. M., 30 Adam st	Bridgeport
3	Brantigam, H. H., 137 Fairfield ave	"
4	Hommedieu, Wm. La, 358 Main st	"
5	Platt, R. Everett, Hanover & Seeley	"
6	Terry, Benj., care of W. M. Terry & Co.	"
7	Schweiger, Wm. F., 406 Park ave	"
8	Crowther, Chas. R., 35 Chapel st	"

Altair C. C.

9	Redavats, Herbert V., 72 Garfield ave	Danbury

Unattached

10	*Gaines, Minnie H.*, box 108	Glastonbury
1	*Stanton, Miss Clara B.*	"
2	Kelton, R. H. C., Hartford Rubber Works Co.	Hartford
3	Bailey, E. S., 209 Cook ave	Meriden
4	Gebhard, John T., 453 Pratt st	"
5	*Gibbons, Mrs. Hattie L.*, 5 Centre st	New Haven
6	Smith, C. H., 284 Orange	"
7	Stoddard, Clifford I., 215 Bishop	"
8	Kingsbury, Joseph, box 17	S. Willington
9	Baldwin, Wilson L., Suburban Club	Stamford
20	Lorensen, Fred, box 24	Waterville
1	Reagan, Wm. E., 108 Bank	Waterbury

District of Columbia, 4—73

Unattached

97,022	Alden, C. H., 1311 New Hampshire ave	Washington
3	Duehring, Frank M., 704 7th st., N. W.	"
4	Hoadley, Frank M., Belvedere hotel	"
5	Remund, Louis, 417 7th st., N. W.	"

Florida, 1—21

Unattached

97,026	Ingersoll, Roy M., Park building	Jacksonville

Georgia, 1—14

Unattached

97,027	Reynolds, Frank R.	Marietta

Illinois, 13—1033

City and County C. C.

97,028	Adams, H. C., Public Square	Danville

Decatur Wheel Club

9	Kinsman, R. C., 500 E. Eldorado	Decatur

Unattached

030	Crow, Chas. C.	Carrollton
1	McFarland, Lee, Jr.	"
2	Williams, E. D.	"
3	Allbright, Steve, 1017 Unity building	Chicago
4	Champion, W. J., 3325 Armour ave	"
5	*Hubbell, Mrs. C. W.*, 3221 Rhodes ave	"
6	Miller, Maynard, 10 N. Jefferson ave	"
7	Whitely, A.L., (P.O. box 122 Williamstown, Mass.)	Evanston
8	Collier, Homer	Harrisburg
9	Howland, Ed. D., 928 State st	Lockport
040	Scott, George, 204 Prospect ave	Ottawa

Indiana, 16—331

Albion B. C.

97,041	Black, Albert, (P. O. 109 Brachenridge, Ft. Wayne)	Albion

Franklin C. C.

2	Moore, Roy	Franklin

Madison Cycle & A. C.

3	Goold, H. M., box 93	Madison

F. W. C. C.

4	Colerick, Will E., box 35	Ft. Wayne

U. S. M. W.

5	Keep, Geo. H., 84 W. 2nd st	Indianapolis

Jeffersonville C. C.

6	Dailey, C. I., 92 Spring	Jeffersonville

Ledgewood C. C

7	Chaney, D. E.	Sullivan
8	Welling, H. B.	"

Wabash C. C.

9	Herz, Milton E., 309 S. 6th st	Terre Haute

Unattached

050	Dolson, V. K.	Farmersburg
1	*Skryock, Mrs. Wm. W.*, 27 W. Berry st	Ft. Wayne
2	Pittman, Oscar Alex, 164 N. Main st	Franklin
3	Bohr, Jno.	Hammond
4	Brallier, Alva H., box 11	Pierceton
5	Palmer, M. N.	Washington
6	Thomas, H. C., Main st	"

Iowa, 40—666

Bohemian C. C.

97,057	Vosmek, J. H.	Cedar Rapids

Cedar Rapids C. C.

8	Bassett, Thos. C., 1203 3d ave., W.	Cedar Rapids
9	Carpenter, Taylor, 508a 3d ave	"
60	Clark, Dr. W. G., Kimball Bldg.	"
1	Drew, Frank H., 213 S. 3d	"
2	Ward, Frank S., Clifton Hotel	"
3	Sherman, E. A.	"

Ft. Madison C. C.

4	Davis, B. C., 739 2d st	Fort Madison
5	Hamm, S. W., 2d st	"
6	Neely, Fred	"

Le Mars C. C.

7	Burns, W. B.	Le Mars

Mason City Wh'm'n

8	Child, John E.	Mason City

Ott. Bi. C.

9	*Ferree, Miss Fannie*, 430 Court	Ottumwa

Des Moines C. C.

70	Boller, A. W. R., 413 E. Des Moines	Des Moines

Chariton C. C.

1	Larimer, H. G.	Chariton

Unattached

2	Whitelock, R. G., box 1001	Des Moines
3	Baker, John P.	Everly
4	Andrews, A. C., 2521 Des Moines st	Fort Madison
5	Haaver, W. H., 414 3d st	"
6	Hazen, E. P., 613 3d st	"
7	Morrill, C. H., 330 3d st	"
8	Stoeckel, Carl E., Lee Co. Savings Bank	"
9	Sholtz, Carl, cor. 5th and Walnut	"
80	Yotter, Geo. E., 1205 Front st	"

081	Macartney, M.	Grinnell
2	Kenyon, Louis L., 1044 Woodlawn	Iowa City
3	McManus, J. H., The Kirkwood	"
4	Slezak, F. V., Linc and Bloomington	"
5	Cone, C. C.	Keosauqua
6	Snyder, R. B.	"
7	Benjamin, F. A., 28 West Main	Marshalltown
8	Cox, A. B., Sr., W. Main st	"
9	Blessner, W. L.	Moulton
090	Davis, Ralph M.	"
1	Law, K. P.	"
2	Mitchell, Geo. C.	"
3	Gamble, Al. J.	"
4	Warner, Alonzo	"
5	Edwards, Fred	"
6	Allen, E. D.	Thornton

Kansas, 25—423

Emporia Cyclers

97,097	Carr, Henry	Emporia
8	Gregg, Geo. H.	"
9	Lawson, W. J.	"
100	Lakin, F. O.	"
1	Lewis, J. W., 405 Union st	"
2	Langenecker, D. F.	"
3	McCandless, B. W., 527 Commercial	"
4	McDill, T. L.,	"
5	Peters, E. R.	"
6	Perry, Lester	"
7	Willhite, O. M., 512 Commercial st	"
8	Miller, J. Y.	Hartford

Pittsburg Wheelmen.

9	Hazen, W. P., 407 W. Kansas ave	Pittsburg
110	Lanyon, Arthur K.	"
1	Miller, M. D.	"

Cyclone C. C.

2	Simpson, Pliny	Wellington

Wichita Wheelmen.

3	Beck, W. C., 1410 Fairview	Wichita
4	Musselman, 233 N. Main	"
5	Schwartz, C. A., 408 So. Lawrence	"
6	Smyth, C. H., 300 E. Douglass ave	"
7	Smyth, R. H., 300 E. Douglass ave	"

Unattached

8	Schermerhorn, R. D., 108 No. Main	Hutchinson
9	Bloedel, Herman, 623 Splitlog ave	Kansas City
120	Harden, J. B.	Tribune
1	Shurmann, W. A., 1103 E. 9th ave	Winfield

Kentucky, 16—298

Danville B. C.

97,122	Briggs, H. L.	Danville

B. C. C. C.

3	Reno, W. L., Breckenridge Hall	Danville

European C. C.

4	Swope, Frank D., Kenyon bldg.	Louisville

Aquilla C. C.

5	Gordon, Fulton, 1131 Rowan st	Louisville

Paducah C. C.

6	Puryear, J. R., box P	Paducah
7	Wallace, J. E., 126 N. 5th st	"

Unattached

8	Bruce, Harvey, 600 Main st	Danville
9	Bailey, W. O., 414 W. Chestnut st	Louisville
130	*Crawford, Mrs. Newton*, 2742 Virginia ave	"
1	Chilson, J. A., 3037 Portland ave	"
2	Stiglitz, Chas. F., 1827 W. Madison	"
3	Bowden, B. C.	Mayfield
4	Davis, Manton J.	"
5	Lochridge, W. S.	"
6	Simpson, J. D.	"
7	Turner, E. D.	"

Maine, 4—219

Unattached

97,138	Hall, Geo. R., 186 Lisbon st	Lewiston
9	Bush, Harry P., box 456	Lisbon Falls
140	Stevens, Walter H., Main st	"
1	March, Charles M., 214 Federal st	Portland

Maryland, 7—379

Fulton Club

97,142	Schuster, Chas. J., 1203 Harlem ave	Baltimore

Unattached

3	Black, Harry E., 322 No. Charles st	Baltimore
4	Meinhart, J., 513 No. Washington	"
5	Schuster, G. J., 208 W. Lexington	"
6	Wright, A. C., 1605 W. Lexington	"
97,147	Wright, R. Fuller, 310 So. Mount st	Baltimore
8	Waters, Geo. W., Jr.	Laurel

Massachusetts, 115—3,301

Amesbury B. C.

97,149	Corbin, Fred W., 17 Winter st	Amesbury

Press C. C.

150	Armington, Jas. R., care Dennison Mfg. Co., Franklin street, Boston.	
1	Clark, Robt. M., 101 Milk st	Boston
2	Harvey, Fred L., 104 A Tremont st	"
3	Small, Chas. H., 11 Faneuil Hall Market	"
4	Wales, Geo. W., 101 Clinton st	"

Middlesex C. C.

5	Guppy, J. P., 445 Mass. ave	Cambridgeport
6	Woodrell, Frank B., 445 Mass. ave	"

Queueteaut Wheelmen.

7	Martin, Jas. M., Jr., 45 Franklin st	Fall River

Spindle City W.

8	Hillard, A. B., 18 Lane st	Lowell

Lynn C. C.

9	Hill, H. A., 76 Walnut st	Lynn
160	Nash, T. A., 12 Edwards ct	"
1	Nash, John T., 12 Edwards ct	"
2	Peterson, Simon M., 10 Neptune st	"

Crescent C. C.

3	Briggs, Philip S., 173 Ascushnet ave	New Bedford

Newburyport B. C.

4	Fogg, H. W.	Newburyport
5	Fowler, Albert E., Pleasant st	"
6	Tibbetts, E. F., Jr., Charter st	"
7	Swan, Geo. W.	"

Newtowne Club

8	Miller, Ellis F., 1843 Mass. ave	No. Cambridge

Roxbury C. C.

9	Bates, Henry W., 123 Roxbury st	Roxbury
170	Brock, C. S., 1 Putnam st	"
1	Fernald, Frank E., Jackson pl	Dorchester
2	Keay, Winford L., 135 Roxbury st	Roxbury
3	Vaughn, A. J., 8 Avery st	Boston

Somerville C. C.

4	Steele, Jas. E., 8 Howe st	Somerville

Whirling Dervishes.

5	*Alexander, Miss Amy B.*, 284 State st	Springfield

Warren B. C.

6	Brown, S. A.,	Warren
7	Donahue, D.	"
8	Heinecke, A.	"
9	Leach, C. H.	"
180	Rice, F. T.	"

Unattached

1	Auclair, Peter, 16 Park st	Attleboro
2	Goodell, Wm., box A.	Amherst
3	Graves, W. B., box 656	Andover
4	Brett, N. C., 182 Columbus ave	Boston
5	Bowes, S. S., 2888 Washington st	"
6	Downes, Fred O., 200 Huntington ave	"
7	Fuller, J. Y., 52 Exeter Chambers	"
8	Howe, Henry M., 287 Marlborough st	"
9	Harmon, W. E., 5 Lancaster st	"
190	Millett, Henry Q., box 5247	"
1	Nelson, Geo. L., 303 Sears Building	"
2	Sanford, Robt. W., 15 Blagden st	"
3	Crosby, Sumner, Gardner Road	Brookline
4	Friend, Archie D., 125 Toxteth st	"
5	Rumrill, Wm. B., Fairview ave	Chicopee
6	Wilson, C. A., Casino ave	"
7	Batchelder, L. N., 21 Shepherd st	Cambridge
8	McGilvray, Alex., 44 Baldwin st	"
9	Leavitt, Fred Hayes, 1316 Mass. ave	"
200	Kelley, D. T., 70 Inman st	Cambridgeport
1	Squires, John, 325 Main st	"
2	*Robertson, Mrs. Jessie*, 117 Clark ave	Chelsea
3	McAllister, Arthur, Jr.	Crescent Beach
4	Hosmer, G. S., box 164	Concord
5	Watson, Frank H.	Concord Junct.
6	*Millett, Emma L.*, 36 Templeton st	Dorchester
7	French, Fred U., Holten st	Danvers
8	Wragg, C. A., box 252	Dedham
9	Brierly Henry, F., Church st	East Milton
210	Black, H. B., 551 Broadway	Everett
1	Paine, Fred E., 8 Dean st	"
2	Woodburn, Geo. W.	Fisherville
3	Williams, F. S.	Grafton
4	Hill, J. A., 247 High	Holyoke
5	Cruhgington, Arthur A., 33 Huntington ave	Hyde Park
6	Wright, E. S.	Kingston
7	Aiken, Alex., Jr., 102 Bradford st	Lawrence
8	Cutler, S. K., 75 Farnham st	"

97,219 Colburn, Percy H., 28 Grove st — Lowell
220 Chase, Fred S., 24 Chase st — Lynn
1 Clerke, Louis R., 19 Burrill ave — "
2 *Newhall, Mrs. Susie E.*, 19 City Hall sq — "
3 Garritt, C. L., 471 Union st — "
4 Hanssen, Hjalmar, 10 Oxford st — "
5 *Chase, Cora M.*, 20 Albion — Malden
6 *Starbird, Mrs. N. W.*, 54 Crescent ave — "
7 *Davis, Miss Lillie J.*, 17 Hillside ave — Melrose
8 Eastman, Harry M., 478 Lebanon st — "
9 Lander, Lester A., B. & M. R. R. Ticket Office — Newburyport
230 Balcom, Chas. A. — Newton
1 Coulon, J. J. — No. Brookfield
2 Donaldson, J. M. — "
3 Woods, Owen E. — Orange
4 Hartwell, Edw. E. — Rochdale
235 *Ames, Mrs. F. W.*, 80 Cross st — Somerville
6 Brigham, Wm. E., Somerville *Citizen* — "
7 Wheeler, F. L., 30 Boston st — "
8 *Buckley, Mrs. Norma L.*, 625 Fifth st — So. Boston
9 *Hemenway, Mrs. Mary L.*, 47 L st — "
240 *Burns, Mary I.*, 155 Spring st — Springfield
1 Bearse, Leon H., 66 Marble st — "
2 Johnson, E. C., 173 Thompson st — "
3 Lincoln, Frank A., 404 Worthington — "
4 Hathaway, A. R., 319 Central — "
5 Martin, Edw. G., box 837 — "
6 Tourtellot, F. L., 55 Marble st — "
7 Slocum, Chas. M., box 604 — "
8 Parkins, W. H., 23 County st — Taunton
9 Sadler, John P., 61 Summer st — "
250 Brown, Willis F., 331 Crescent st — Waltham
1 Butler, Ernest L., box 252 — West Boylston
2 Rice, Edward F., box 47 — "
3 Warren, E. L. — "
4 Webber, John H., Holbrook st — "
5 Perry, Geo., F., box 431 — West Medford
6 Highley, S., 203 High st — "
7 Hadley, Fred O., 15 Cottage ave — West Somerville
8 Allen, Edward H., Temple st — West Roxbury
9 *Seelye, Miss Norma L.*, 93 Main st — Winchester
260 Stebbins, Geo. W., box 247 — Wollaston
1 Collier, A. L., 376 Park ave — Worcester
2 Dean, A. H., 4 Clayton st — "
3 Eldridge, Clifford T., 269 Grove st — "

Michigan, 10 — 308

Unattached

97,264 Stoll, Edward J., 4 Benjamin st — Ann Arbor
5 Ricaby, Will H. — Belding
6 Thayer, Glenn C., cor. Carson and Div. st — Carson City
7 Morton, F. J., 150 Jefferson ave — Detroit
8 Garrison, Chas. H., 330 Crescent ave — Grand Rapids
9 Durhein, Chas. J., 53 Western ave — Muskegon
270 Deitrich, Wm. F., 91 Houston ave — "
1 Wilson, W. H., 67 Grand ave — "
2 Smith, P. Jesse — Traverse City
3 Smith, Dr. W. H. — Warren

Minnesota, 9 — 153

Individual C. C.

7,274 Olsen, Simon — Rose Creek
5 Rounce, A. P. — "

Unattached

6 Fairchild, E. N., 632 E. 16th st — Minneapolis
7 Hall, Dr. P. M., 1300 20th ave., No. — "
8 Pabody, Fitch, 28 S. 13th st — "
9 Kingsley, A. G. — St. Charles
280 Pike, W. H. — "
1 Kramer, Frank — "
2 Lewis, I. B. — Ihlen

Mississippi, 1 — 48

Unattached

97,283 Halstead, Harley F., Reg. Pharmacist — Ocean Springs

Missouri, 47 — 1,281

Orchard City Club

97,284 Phelps, Jas. L., Deputy County Clerk — Independence

Kansas City Cyclists

5 Allcutt, Elwood H., Amour bldg. — Kansas City

Randolph C. C.

6 Buck, L. D., 916 Myra st — Moberly
7 Tedford, John C., 111 N. Williams st — "

Kenneth Club

8 Joel, H. J., 3720 Page ave — St. Louis

Tower C. C.

9 Goodenough, Richard, 602 Penrose st — St. Louis
290 Laxton, Chas. L., 4233 Gano ave — "

Southwest C. C.

1 Bechestobill, 1017 Lynch st — St. Louis
2 Schnitzmeyer, Jos., 1925 S. 11th st — "
Sebastian, Frank, Jr., 2533 S. 10th st — "

Century Road C.

97,294 Craig, J. H., 5095 Minerva ave — St. Louis

St. Louis C. C.

7 Howard, J. J., 3003 Pine st — St. Louis
6 Lee, R. E., care Gen. Pass. Agt. No. Pac. Ry. — "
7 Loevy, Sam, 709 N. 4th st — "

Unattached

8 Rayner, Ernest B. — Bigelow
9 Kiely, James — California
300 Flournoy, Wm. S., Att. at Law — Independence
1 McGee, Chas. A., 1018 W. 9th st — Kansas City
2 O'Leary, P. J., 300 Reed st — Moberly
3 Russek, Frank — "
4 Foster, Wesley — Marceline
5 Williamson, Geo. M., lock box 60 — "
6 Gernandt, Geo. O., care Wyeth Hdw. and Mfg. Co., — St. Joseph
7 Grundy, L. Kay, 508 North 6th st — "
8 Bolt, Matt. C., 221 N. Main st — St. Louis
9 Barstow, Chas. W., Jr., 617 N. 2d st — "
310 Embry, Chas. R., 2804 Locust — "
1 Fitzsimmons, Jno. T., 2859 St. Vincent ave — "
2 *Gilbert, Mrs. M. J.*, 281 Caroline st — "
3 Helery, M. F., 112 N. 3d — "
4 Horton, Monroe, 3100 Oliver st — "
5 Harris, David M., 813 Washington ave — "
6 *Harris, Miss Sheba F.*, 3412 Pine st — "
7 Hodkinson, Geo. F., 1304 Union Trust bldg. — "
8 Jacobs, Fred M., 2824 Clark ave — "
9 Knight, E. S., 800 Rialto bldg — "
320 Kieckers, Ernst C., 3345 Oregon ave — "
1 Lang, George, 2802 Olive st — "
2 Overall, J. H., Jr., 2020 Pine st — "
3 Rickart, P. W., care Buxton & Skinner Stat. Co. — "
4 Rodeau, Theo., 1815 Olive st — "
5 Squire, Dall A., 506 No. 6th — "
6 Stephens, John C., 904 Columbia bldg. — "
7 Senden, C. G., 810 Olive st — "
8 Spamer, Richard F., 3351 Morgan st — "
9 Tustin, Charles C., 2805 Dayton st — "
330 Usher, Robt. Chas., 2622 McNair ave — "

Nebraska, 16 — 164

Pukwana C. C.

97,331 Fralick, C. E. — Grand Island

Tourist Wheelmen

2 Spencer, Thomas M., 404 No. 16th — Omaha
3 Vanderberg, F. E., 319 So. 15th — "

Seward C. C.

4 Langworthy, W. E. — Seward
5 Woods, Frank — "

Ord Wheel Club

6 Hall, T. L. — Ord

Union Pacific W. C.

7 Griffith, J. W., U. P. Headquarters — Omaha

Capital City C. C.

8 Capes, H., 146 So. 12th — Lincoln
9 Hurd, Fred, 1024 K st — "
340 Reaves, Edw. F., 110 N. 13th — "
1 Welsh, A. H., box 480 — "

Unattached

2 *Body, Miss C. M.*, 314 E. 5th st — Grand Island
3 Gregory, Chas. B., 1100 O — Lincoln
4 Gruninger, F. F., 319 S. 15th — Omaha
5 Dowling, Harry P. — O'Neill
6 Mann, J. P. — "

New Hampshire, 4 — 144

Unattached

97,347 Blood, Wm. J., box 80 — Hollis
8 Shattuck, G. W. — Lisbon
9 Lewis, G. E., 67 Appleton st — Manchester
350 Bartlett, F. B., box 23 — Milford

New Jersey, 80 — 1,816

Bloomfield C. C.

97,351 Biddulph, Fred B. — Bloomfield
2 Courter, Wm. R. — "
3 Cossitt, A. M. — "
4 Rosenbaum, David — "
5 Wood, Geo. M., 20 Broad st — "

East Orange Ramblers

6 Brown, Austin G., 522 Park ave — E. Orange

Hudson Co. Wheelmen

7 Huson, Arthur B., 24 J. C. P. O. — Jersey City

Catholic C. C.

8 Hennesey, J. R., 827 Newark ave — Jersey City

New Park C. C.

9 Carmichael, Jas., 91 Clifton ave — Newark

Essex B. C.

97,360 Atwater, Willis B., 1091 Broad — Newark
1 Fisk, Jas. M., 12 Chestnut — "
2 Schenck, Clarence, 759 Summer ave — "

Crescent Wheelmen

3 Kiely, Patrick, police station — Plainfield

Passaic Falls W.

4 Kessel, Chas., 128 W. 18th st — Paterson

Aluminum W.

5 Fisher, E. A., box 6 — Sayreville
6 Dey, Percival R. — "

Ocean County W.

7 Cook, Dr. Geo. T. — Toms River
8 Fischer, Wm. H. — "

Mercer Co. W.

9 Williams, Chas. H., 113 Centre st — Trenton

Unattached

370 Burton, Jas M., Denon st — Arlington
1 Rowe, John, box 340 — "
2 Cadmus, Frank P. — Bloomfield
3 Hall, Wm. H. — "
4 Reinheimer, Joseph — "
5 Conover, John T., box 87 — Cape May City
6 Hand, W. Scott, Cape May court house — "
7 Mullinor, J. Harry, lock box 38 — "
8 Belcher, Walter A., 181 William st — E. Orange
9 Craine, Richard S., 72 Hawthorne ave — "
380 Havens, A. G., 8 Orange st — "
1 Tucker, W. S., 50 Hollywood ave — "
2 Bedlington, Wm., Broadway — Elizabeth
3 Cox, David H. J., 119 Jacques — "
4 Carley, David A., 160 Franklin — "
5 Higgins, Robt. J., 101 Marshall — "
6 *Davison, Mrs. Agnes*, lock box 687 — Freehold
7 Austin, Ellwood R. — Hadonfield
8 Lippincott, John — "
9 Howell, Wilson S. — Harrison
390 Nodocker, Fred E. — Jamesburg
1 Galbraith, Geo. L., 111 First st — Jersey City
2 Gallagher, Eugene C., box 357 — Lambertville
3 Otto, Albert, 102 Sherman pl — "
4 Holt, Thomas — Midland Park
5 Coles, Henry B. — Moorestown
6 Hopkins, Nath. R., 89 South st — Morristown
7 Wittkop, Julius — Millburn
8 Du Bois, J. H., 273 Elmwood st — Newark
9 Hornbeck, Edward, 110 So. 8th st — "
400 Lemassena, Henry G., 274 Wakeman ave — "
1 Wallen, Frank E., 231 Washington st — "
2 Reinhart, A. F., 470 High st — "
3 Kirk, Wm. H., 111 Mechanic st — "
4 Mattson, Wm. Frank. (P. O. 1307, B'dway, New York) Ocean Grove
5 Barrie, Jas. R., 16 William st — Orange
6 Blanchard, Isaac H., 108 High st — "
7 Mohor, Louis V., 38 Hillyer st — "
8 Frazel, Alonzo R., 747 E. 22d — Paterson
9 Kane, Dr. Thomas J., 349 Grand st — "
410 Seaman, Chas. K., 188 High st — Perth Amboy
1 *Berdan, Miss M. L.* — Roselle
2 Hardy, George E., 5th ave — "
3 Auerman, Abram — Raritan
4 Dalley, J. D., box 113 — "
5 Durling, N. M. P., box 219 — "
6 Stevenson, Geo. H., box 60 — "
7 West, Geo. A. — "
8 Winans, Ronald M. — Ridgewood
9 Daniels, Sam'l S. — Riverton
420 Davis, Chas. W. — "
1 McIntire, Walter C. — "
2 Showell, Edw. B. — "
3 Cruser, Wm. G., 8 Sanford st — Trenton
4 Townley, Fred M. — Sayreville
5 Risley, Fred B. — Smith's Landing
6 *Risley, Medora*, box 4 — "
427 Robertson, Roderick, (P. O. 32 Park pl, New York City), S. Orange
8 Blackwood, John H., 400 No. Clinton — Trenton
9 Havens, B. F., box 113 — "
430 Abram, Wm. T., 203 E. Hanover — "

New York, 257 — 9,431

Binghamton

97,431 Beach, Frank H., 218 Chenango — Binghamton
2 Powell, Edward E., 218 Chenango — "

Aurora Grata

3 Cook, Wm. E., 648 Greene ave — Brooklyn

Press Wheelmen

4 Beamish, Henry E., 91 Pulaski — Brooklyn

Brooklyn Turner C. C.

5 Bohl, Frank, 205 Middleton — Brooklyn
6 Uhlig, Wm., 527 Marcy ave — "

Jeunesse Doree L't'd.

97,437 Allen, Franklin, Hamilton Club — Brooklyn
8 Brewster, Walter S., 139 Joralemon — "
9 Barrie, Alexander, 116 Montague st — "
440 Powers, J. C., 110 Willow — "
1 Yonge, Henry, 110 Willow — "
2 Lovell, F. Hallett, 9 Washington sq. N. — New York

Brooklyn Roadsters

3 Northrop, Prof. H. E., Brooklyn Polytechnic Inst. — Brooklyn

Brooklyn Bi. Club

4 Williamson, R. E., 180 DeKalb ave — Brooklyn

Comrades C. C.

5 Solomon, Arthur A., 300 Hickory — Buffalo

Cornwall C. C.

6 *Cocks, Miss H. S.*, box 26 — Cornwall on Hudson

Mercury W. C.

7 Bell, Frank N., 112 N. Parsons ave — Flushing

Niantic W.

8 Winslow, James Norton, 231 Broadway — Flushing

Hudson Bi. Club

9 Anderson, Geo. W. — Hudson
450 Rockefeller, Claudius — "

Ithaca C. C.

1 Keegan, S. A., care of Williams Bros. — Ithaca

Century Wheelmen

2 Fletcher, Dr. C. R., 148 W. 93d st — New York
3 McLarney, James J., 1958 3d ave — "

Mutual C. C.

4 Weyh, Robert G., Jr., 223 E. 124th st — New York

Morris Wheelmen.

5 Ten Eyck, Robert C., 979 E. 135th st — New York

Harlem Wheelmen

6 Preyer, Oscar A., 536 W. 156th st — New York
7 Henckel, J. W. L., 533 W. 144th st — "
8 Stone, L. B., 1126 Broadway — "
9 Unkles, Edward H., 1126 Broadway — "

Imperial Wheelmen

460 Weiss, Moses L., 1481 Avenue A — New York

Michaux C. C.

1 Suydam, Walter L. — Blue Point
2 Tilford, Wesley H., 1386 Broadway — New York

New Rochelle

3 Van Etten, L. E., 17 Poplar pl — New Rochelle

Oxford Wheelmen

4 Coogan, John G., box 422 — Oxford
5 Gibbon, William E., box 633 — "
6 Hunt, H. A., box 167 — "
7 Skillman, W. D., box 122 — "

Lake View Wheelmen

8 Johnson, L. W. — Rochester

Unattached

9 Bailly, Geo. E., 6 N. Pearl — Albany
470 Elgie, Augustus, Clinton ave — "
1 Phipps, Sam'l, N. Y. State bank — "
2 Shanks, Chas. S., 54 N. Pearl st — "
3 Vanderveer, James N., 145 State st — "
4 Lehman, Ford T. — Argusville
5 Morris, Francis, Jr., Spring and Guy — Amsterdam
6 Messerschmitt, Wm. — Bath
7 Rothschild, Emil — "
8 *Prince, Mrs. M. F.* — Bath Beach
9 Collier, Clinton E., 148 Conklin ave — Binghamton
480 Clements, W. A., 77 LeRoy — "
1 Holmes, E. G., 97 Clinton — "
2 O'Byrne, Chas., 621½ Fayette — "
3 Ackley, J. W., 369 Greene ave — Brooklyn
4 Bligh, John H., 472 16th st — "
5 Barrett, Francis J., 584 Greene ave — "
6 Burke, Thomas, Jr., 675 5th ave — "
7 Clark, H. L., 351 7th ave — "
8 Carlin, Joseph P., 113 Clinton ave — "
9 Carroll, Joseph W., 28 St. James Place — "
490 Cox, A. S., 477 McDonough — "
1 Clayton, Charles A., 784 A Quincy st — "
2 Dimock, J. J., 1318 Dean st — "
3 DeGray, Frederick W., Mansion st — "
4 De Veau, Louis B., 71 Keap — "
5 Giese, Otto E., 202 Warren st — "
6 Hubbard, Elias A., 197 Park pl — "
7 Hanse, Chas. W., 220 Lynch — "
8 Harmon, John, 773 Lexington ave — "
9 Holdsworth, Thompson, 52 Middleton — "
500 Hammond, Howard D., 36 So. Henry st — "
1 Johnson, Robert L., 682 Putnam ave — "
2 Jenks, Almet F., 26 Court — "
3 Kleinteich, Geo., 334 Bedford ave — "
4 Kolle, William F., 267 Prospect ave — "

97,595	LeClear, E. W., 76 St. James pl	Brooklyn
6	*LeClear, Mrs. E. W.*, 76 St. James pl	"
7	Lichtenstein, Oscar R., 132 Amity st	"
8	Lee, William A., Jr., 70 Hooper	"
9	May, John H., 697 Gates ave	"
510	Michaelson, M. T., 99 5th ave	"
1	McCandlass, W. L., 109 Lafayette ave	"
2	*McIntire, Miss M.*, 482 7th st	"
3	Nexson, Ermund, F., 122 Halsey	"
4	Noble, Francis L., 45 Broadway	"
5	Osborn, Henry W., 393 Monroe	"
6	Phillips, John Vincent, Jr., 272 Fulton	"
7	Roberts, John S., 532 State st	"
8	Reynolds, Frank, 01 Cambridge pl	"
9	Reed, Wm. S., 130 Vanderbilt ave	"
520	Sturcke, Albert, 323 Lafayette ave	"
1	Stafford, Arthur N., 435 Quincy st.	"
2	Sanders, W. Elmer, 109 6th ave	"
3	*Steight, Miss Franc L.*, 142 Henry	"
4	Vernon, S. E., 175 Joralemon	"
5	Vernon, Frederick R., 201 Lafayette ave	"
6	Vincombe, James, 499 Fulton	"
7	Verinsky, Maxmilian, 677 5th ave	"
8	West, Geo. E., 387 Lafayette ave	"
9	Young, William H., 703 Decatur	"
530	Liddle, Thomas H., 201 Congress	"
1	Sanderson, John W., Jr., 201 Congress	"
2	Hague, William T., 201 Congress	"
3	Lothrop, Earl P., 153 Delaware ave	Buffalo
4	Merville, A. C., 552 Main st	"
5	Fogelsonger, R. R., 1092 Main st	"
6	Gething, C. G., 20 West Eagle	"
7	Fangelder, Frank H., 380 Eagle st	"
8	Work, J. Leonard, 105 Elm st	"
9	Hornibrook, Geo. W., 70 Heartt ave	Cohoes
540	Fuller, W. P. K.	Cooperstown
1	Lippitt, M. Ernest	"
2	Vandervoort, Guy	"
3	Reeve, Chas. A.	Cornwall-on-Hudson
4	Thompson, Norman J., 178 State st	Elmira
5	Brown, M. J., Rathbun house	"
6	Honley, S. L., 220 West Water	"
7	Camp, E. P., 41 Regent pl	Flatbush
8	Stalker, Fred	Fort Edward
9	Folmsbee, E. E.	Fonda
550	Lynch, John H.	"
1	Kerigan, John J., 16 Second ave,	Greenbush
2	Ostrander, Frank G., Akin ave	"
3	Wood, James W., box 21	Guilderland
4	Voorhis, Henry H.	"
5	Squires, W. D., 17 Genesee pk	Geneva
6	Hall, Alfred E., 130 Forest ave	Jamestown
7	Winfield, Ward, box 368	Montgomery
8	Dunkin, Charles R., Main st	Middleport
9	Arquimbau, Frank M., 178 Water st	New York
560	Bentley, Chas. E., 204 Greene	"
1	*Berger, Miss Carrie*, 288 Rivington	"
2	Ball, Charles, Chelsea sq	"
3	Bowers, William C., 51 William st	"
4	Bliss, Winthrop, 20 West 61st	"
5	Bohde, Geo. W., 105 West 48th	"
6	Betts, G. Lawrence, 153 Cedar	"
7	Behrens, Henry, 241 Greenwich	"
8	Burt, Frederic Percy, 154 Nassau	"
9	Brandon, William E., 2120 8th ave	"
570	Brownell, W. M., 3 East 14th st	"
1	Beard, Curtis J., 5th Ave Bank	"
2	Colby, Harry S., 2132 3d ave	"
3	*Daniels, Gertrude*, 122 Lexington ave	"
4	Darrow, H. Frank, box 2250	"
5	Dohrman, Howard L., 120 Bdwy.	"
6	Dohmann, Louis J., 530 East 84th	"
7	Everett, R. Gordon, 1031 Madison ave	"
8	Elsass, Otto, 466 Broom st	"
9	Eddy, Charles, 32 Bleecker	"
580	Fox, Dr. Geo. H., 18 East 31st	"
1	Fox, M., 32 East 42d	"
2	Glokner, William (Westchester)	"
3	Graefe, F. L., 59 Greenwich ave	"
4	Gilmore, W. W., 29 East 10th st	"
5	Gibson, William J., 66 7th ave	"
6	Hussey, John, 107 West 103d	"
7	Haynes, Geo. A., 59 Wall st	"
8	Hunt, D. Brainerd, 235 Cliff st	"
9	Haines, Charles D., 52 Wall st	"
590	Hoffarth, Adam, 74 1st ave	"
1	Headley, J. T., Jr., 139 West 49th st	"
2	Hartzheim, Fred'k, 49 St. Mark's pl	"
3	Hilyard, W. W., 76 5th ave	"
4	Herrick, F. H., 1 West 53rd	"
5	Harley, Geo., 29 E. 10th	"
6	Haight, Charles C., 111 Broadway	"
7	Harper, John F., 50 E. 55th	"
8	King, Marc T., 113 West 38th	"
9	Kellogg, Edward S., 99 2d ave	"
600	Keyes, Minor H., 278 West 118th	"
1	Lustgarten, Dr. S., 15 East 62d	"
2	Laub, Albert, 356 8th	"
3	Loewi, Joe, 37 Pearl	"
4	Latimer, Charles E., M. D., 102 West 48th	"
5	*Loevenhart, Mrs. J.*, 127 Lexington ave	"
6	Loebenberg, Max, 153 E. 47th	"
7	Loebenberg, Gus, 153 E. 47th	"
8	La Barre, O. H., 147 E. 23d	"
97,609	McDermott, Chas. J., 155 Broadway	New York
610	Mann, J. M., 153 5th ave	"
1	McConnell, Noble, 93 Franklin	"
2	May, Henry, 26 Jones	"
3	Morgan, Norman S., 1883 Vanderbilt ave	"
4	Madison, J. O., 174 West 58th st	"
5	Newman, R. G., Hotel Imperial	"
6	Oats, Geo. A., 374 West 40th	"
7	Erb, Ludwig G. B., 539 East 88th	"
8	Pitman, Clarence A., 33 Union square	"
9	Palen, George, 15 Wall st	"
620	*Payne, Cornelio B.*, 39 West 32d	"
1	Reighley, Fred G., 120 Broadway	"
2	Reidemeister, F., 109 E. 14th st	"
3	Rogers, William G., 76 Wall st	"
4	Rydeheard, James B., 541 Broadway	"
5	Richardson, Bertram A., 39 East 83d	"
6	Rheineck, William, 1620 3d ave	"
7	Schofield, G. F., 68 West 99th	"
8	Sage, C. E., 1408 Madison ave	"
9	Steinway, Charles H., 23 East 38th	"
630	Steinway, Fred T., 15 East 53d	"
1	Shipman, Andrew J., 15 Wall st	"
2	Starr, Alfred Demorest, 78 East 96th	"
3	Safford, R. J., 139 West 49th	"
4	Stanton, Richard J., M. D., 221 East 116th	"
5	Schafer, W. A., 103 W. 43d	"
6	Stearns, Dr. H. S., 21 East 41th	"
7	Stevenson, Chas. A., 1773 Broadway	"
8	Simmons, J. A., 16 East 110th	"
9	Todd, Ambrose G., 11 West 120th	"
640	Tannert, A. P., 476 Broome	"
1	Trotter, Wm., 29 West 33th	"
2	Tamboise, Albert, 249 8th ave	"
3	Ullmann, Joseph, 1127 Park ave	"
4	Van Loan, J. T., 5th ave bank	"
5	Washburn, E. R., box 2101	"
6	Warren, Samuel, 99 Franklin	"
7	Widder, C. A., 635 E. 153rd	"
8	Watts, Ira, 68 West 99th	"
9	Westerfeld, Raphael 2352 8th ave	"
650	Wheeler, Walter P., 553 W. 156th	"
1	Wells, Oliver J., 34 Nassau st	"
2	Walton, L. F., 233 West End ave	"
3	Wentworth, Hon. Thomas F., 40 West 56th	"
4	Wolfe, Harry S., 65 West 102nd	"
5	*Foote, Mrs. H. T.*, box 666	New Rochelle
6	Hansell, F. Storrs, Front st	Owego
7	Porsch, Joseph E.	Orangeburg
8	Serven, William A., Central ave. and Serven st	Pearl River
9	Dayton, R. B.	Port Jefferson
660	Bain, H. N., Nelson House	Poughkeepsie
1	*Bain, Mrs. H. N.*, Nelson House	"
2	Collingund, George, Nelson House	"
3	*Collingund, Mrs. George*, Nelson House	"
4	Strickler, Jac., 34 Conklin	"
5	Nungithroyd, M. C.	Phœnix
6	Watters, W. A.	"
7	Mulrein, J. F., box 385	Rhinebeck
8	Case, Chas. V., 1 Thayer	Rochester
9	Killip, Nicholas T., 238 East Main	"
670	Van Voorhis, Norman, 95 Court	"
1	Quinby, Henry D., Union Bank	"
2	Graff, Alfred T., box 80	Scarsdale
3	Carey, B. R., 814 State st	Schenectady
4	Van Auken, William J., 813 State st	"
5	Northrup, F. W., box 233	Sing Sing
6	Forshay, J. B., 44 So. Highland ave	"
7	Brown, Clark W., 516 Irving	Syracuse
8	Rosenthal, Gustave, 515 Madison	"
9	Quill, W. J., 537 So. Clinton	"
680	Crandall, Louis S., 688 Grand	Troy
1	Freenver, O. A., 58 State	"
2	Humphrey, Fred'k W., 1645 5th ave	"
3	Green, Edward M., 36 1st st	"
4	Green, Griswold, 36 1st st	"
685	Hall, Wellington, box 24	Washington Hollow
6	Adler, John, box 52	Winfield
7	Parsons, W. H., 2 Arcade	Watertown

North California, 25 — 1057

Capitol City Wheelmen

97,688	Dwyer, Francis T., box 607	Sacramento
9	Goethe, C. M., 1011 4th st	"

Riverside Wheelmen.

690	Packard, Guy L.	Riverside

Ariel Bi. Club

1	McGettigan, E.	Vallejo

Pajaro Valley Wheelmen

2	Burbeck, J. Lee, Main st	Watsonville
3	Hollingbery, F. G., Main st	"
4	Hollinbeck, G. B., Main st	"
5	Rodgers, G. Floyd, Lake ave	"
6	Trimble, J. H., 207 Main st	"
7	Williamson, Jno.	"

Lincoln Cyclers

Unattached

97,700	Leckenby, F. B.	Petaluma
1	Baer, Julius, 1726 Bush	San Francisco
2	Carrun, Leon, 220 Sutter	"
3	Cleve, Clarence T., 503 Broderick	"
4	Hughes, Thomas A., 659 Clay	"
5	Schiller, Otto, 2410 Harrison	"
6	Hahn, Otto H., 1008 Market	"
7	Ludlow, G. B., 523 Market	"
8	Oliver, Chas F.	San Jose
9	Beck, A. P., Main st	Watsonville
710	Linscott, J. A.	"
1	Sornborger, Geo., Mansion House	"
2	White, W. A., Main st	"

Ohio, 11 — 996.

Unattached

97,713	Merrill, Frank W.	Caldwell
4	Trum, A. B., 1351 Myrtle ave	Cincinnati
5	Chamberlain, Frank B., 302 W. Martin	East Palestine
6	Meek, J. A., 122 Clark st	"
7	Portz, L. A., Brass and Iron Works	Fostoria
8	Cook, J. W.	Risingsun
9	Dolbeer, Herbert V.	Springfield
720	Harmstead, C. A.	Urbana
1	Holding, Edward W.	"
2	Roberts, Herbert	"
3	Brown, Allen Ward	Willoughby

Oklahoma, 1 — 54

Oklahoma City Wheelmen

97,724	Sparks, George W., box 147	Yukon

Oregon, 6 — 139

O. R. C. C.

5	Burton, L. H., 412 Burnside	Portland
6	Gallien, Charles L., box 807	"
7	Gillett, J. W., 1066 Front	"
8	King, T. J., 7th and Alden	"
9	Mears, E. C., 320 Montgomery st	"
730	Shields, T. E., 280 Washington st	"

Pennsylvania, 240 — 2,673

Mercury Wheelmen

97,731	Anewaldt, Chas. L., 229 N. 9th	Allentown
2	Ellenborgen, Louis N., 731 Hamilton	"
3	Frederick, Frank N., 629 Hamilton	"
4	Slough, Max R., 629 Hamilton	"

McKeesport Cyclers

5	Mitchell, Sam'l, 509 Stockdale ave	Christy Park
6	Gillis, A. J., 302 5th ave	McKeesport

Maple City Wheelmen

7	Gardner, Benj., Jr., East and 14th sts	Honesdale
8	Osborn, Dan C., box 775	"
9	Schuerholz, Frank, Main st	"

N. C. C. C.

740	McKay, J. S., 117 E. Long ave	New Castle

Citizens

1	Silvers, Geo. W., 2003 Jefferson	Philadelphia
2	Howe, E. T. N., 2260 No. 20th st	"

Century Wheelmen

3	McCarthy, E. J., 2106 No. 6th	Philadelphia

Renovo Ramblers C. C.

4	Blackwell, Rush,	Gleasonton
5	Crawford, Geo.	North Bend
6	Gibbs, Harry F., Erie ave	Renovo
7	Law, C., 4th st	"
8	Nash, L. A.	"
9	Per, Max, Erie ave	"
750	Weeks, Chas. W., 6th st	"

Towanda C. C.

1	Means, Eugene D., 422 Main st	Towanda

Brandywine Wheelmen.

2	Black, Howard A., 204 W. Chestnut st	West Chester
3	Graeber, Frank, 126 E. Gay st	"
4	Gillingham, Howell A.	"
5	Gheen, Wm. B., 118 W. Union st	"
6	Guss, Henry R., Jr., 127 E. Barnard st	"
7	Strickland, B. G., 127 W. Market st	"

West Alexander C. C.

8	Armstrong, S. O.	West Alexander
9	Barry, John A.	"
760	Coen, P. A.	"
1	Howell, S. M.	"
2	Moore, W. F.	

York Wheeling Club.

3	Eichelberger, H. L., 203 No. Newberry	York
4	Eisenhart, W. S., 307 W. Market	"
5	Givens, Geo. W., 117 So. Geo.	"
6	Gotwalt, A. P., 107 So. Duke	"
7	Gotwalt, Chas. J., 425 Walnut	"
8	Gibbons, J. Harvey, *Gazette* Printing Office	"
9	Hirsh, J. E.	"
97,770	Leathery, F. S., 207 West York ave	York
1	Lease, J. Warren, 231 E. Market	"
2	Meul, C. D., 606 So. Geo. st	"
3	Polack, Ernest, 210 So. Geo. st	"
4	Polack, Chas., 210 So. Geo. st	"
5	Ptaltzgraff, S. K., M. D., 250 W. Market	"
6	Rebert, H. M., 308 W. Market	"
7	Rice, Dr. C. P., 243 W. Market	"
8	Schenberger, W. S., 240 East King	"
9	Sterner, J. F., 130 No. Hartley	"
780	Stallman, Geo., 141 East Phila.	"
1	Snyder, J. H., 331 West Princes	"

Unattached

2	Taylor, H. J., box 511,	Apollo
3	Appel, W. H.,	Allentown
4	Laughlin, J. Page, 3 Lincoln pl	Allegheny
5	Culley, W. B., box 224,	Burgettstown
6	Sharpless, J. L., Centre	Bloomsburg
7	Shormaker, M. E., box 180,	"
8	Partridge, L. W.	Elmhurst
9	Clampffer, Wm. L., 101 High	Germantown
790	Hall, Edward H., 6225 Chew st	"
1	Price, F. W., 13 E. Johnson	"
2	Rouillot, V. B., 177 Haines	"
3	Stokes, Sam'l E., Wayne & Coulter,	"
4	Allewelt, W. B.	Hanover
5	Allewelt, Curvin H.	"
6	Becker, E. J.	"
7	Ehrehart, C. E.	"
8	Hostetter, E. H.	"
9	Hostetter, A. F.	"
800	Hamm, John D.	"
1	Ptoff, L. G.	"
2	Schmidt, John J.	"
3	Baldrige, T. J.	Hollidaysburg
4	Hewit, O. H.	"
5	Haldeman, Donald C., 219 So. Front	Harrisburg
6	Carlson, G. W., box 6	Ludlow
7	Curtis, D. G., box 8	"
8	Davidson, Edwin H., box 18	"
9	Wild, Turner	"
810	Rice, F. G.	Lopez
1	Kingsley, H. B.	Mansfield
2	Wiegering, Wm., 603 Shaw ave	McKeesport
3	Swiler, David H.	Maytown
4	Gougler, B. F.	Norritonville
5	Augney, Dr. Wm. M., 512 Spruce st	Philadelphia
6	*Brehman, Mrs. J. E.*, 3332 Chestnut st	"
7	Biddle, Arthur, 1821 De Lancey pl	"
8	*Biddle, Mrs. Arthur*, 1821 De Lancey pl	"
9	Cobb, Percy W., 1432 McKean st	"
820	Daugherty, Chas. S., 13 So. 15th st	"
1	*Feurer, Mrs. M. B.*, 2210 Hunting Park ave	"
2	Fogel, Frederick H., 1012 W. York st	"
3	Gowen, C. B. (P. O. St. Simons Mills, Ga.),	"
4	Hardt, C. R., 3406 Powelton ave	"
5	Hieber, Charles, Jr., 2319 N. 17th st	"
6	Jayne, Eben C., 1302 N. Broad st	"
7	*Jayne, Mrs. Harry W.*, 931 N. Broad st	"
8	Master, Geo., 3308 Baring st	"
9	Mehl, Frederick H., 1527 Mt. Vernon st	"
830	Mehl, Theodore A., 1527 Mt. Vernon st	"
1	Phillips, H. M., 1206 Chestnut st	"
2	Platt, Clayton E., 618 Bourse st	"
3	Schenck, Joseph H., Jr., Box 1245	"
4	Shepard, Thomas, 3304 Baring st	"
5	Smith, Horace E., 1113 Spruce st	"
6	Sinpickson, Chas. P., 230 S. 19th st	"
7	Schmidt, Samuel, 519 Poplar st	"
8	Streck, John, 5th and Diamond st	"
9	Summers, S. L., 309 Susquehanna ave	"
840	Savage, Chas. G., 2544 Philadelphia st	"
1	Thomas, Chas. M., M. D., 1023 Arch	"
2	Taber, Geo. H., Jr., 1531 S. Broad st	"
3	Wagner, Wm. M., 843 Darien st	"
4	West, J. W., M. D., 1125 Wallace st	"
5	West, William, 4039 Walnut st	"
6	Wilson, J. Dale, 4059 Spruce	"
7	Acklin, A. M., 108 Market st	Pittsburg
8	Palmer, Thos. A., box 1458	"
9	Walsh, James P., 271 South Main st	"
850	Williams, John E., 530 Winebiddle ave	"
1	Harpster, J. O.	Port Matilda
2	Dyer, Irvin B.	Pottsville
3	Esterly, D. L., 21 North Centre	"
4	Gorsuch, E. C.	"
5	Morrison, H. S.	"
6	Matten, H.	"
7	Moyer, E. A.	"
8	Patterson, Rev. B. F.	"
9	Yuengling, W. G.	"
860	Arms, George T., 133 King st	Pottstown
1	Banister, W. Clayton, 707 Adams st	Scranton
2	Kline, S. W.	Sell Adams
3	Kline, H. W.	"
4	McCormick, Wm. F., 10th st	Tyrone
5	Burke, J. P., 19 E. Wheeling st	Washington
6	Good, J. R., box 1010	"
7	Ennis, J. H., 121 E. Market st	West Chester
8	Hoopes, Chas. R., 421 N. Franklin st	"
9	Koch, Charles H., 764 Union st	West Philadelphia
870	Murray, Robert B., 3818 Aspen st	"
1	Sweeley, William	Williamsport

97,872	Aumiller, E. C.	Wrightsville
3	Birnstock, S. M.	"
4	Drenning, W. L.	"
5	MaGee, Robt. S.	"
6	Warfield, A. J.	"
7	Anderson, Harry	Wyncote
8	*Anderson, Mrs. Ellen H.*	"
9	Amig, W. N., 312 S. Pine st	York
880	Bayler, Chas. A., 112 S. Water st	"
1	Bare, Edward S., 337 W. Princess st	"
2	Brickley, Dr. E. W., S N. George st	"
3	Bacon, Dr. W. F., 26 S. George st	"
4	Billmeyer, Wm. B., 200 E. Market st	"
5	Boll, C. R., 201 W. Jackson st	"
6	*Boll, Mrs. C. R.*, 201 W. Jackson st	"
7	Bond, W. S., King and Hartley sts	"
8	Baird, Thomas B., City Bank	"
9	Bates, Robert F., 211 Walnut st	"
890	Baker, J. E., 305 E. Market st	"
1	Cannon, R. S.	"
2	Deardorff, David, 220 W. Market st	"
3	Dempwolf, C. H., 605 S. George st	"
4	Day, H. T., 422 Park st	"
5	Dick, F. Marion, 324 S. Pine st	"
6	Dempwolf, E. A.	"
7	Engle, Michael, 434 W. King	"
8	Evans, F. J., 17 No. Beaver	"
9	Ebert, Harry S., 126 So. Beaver	"
900	Ehrenfeld, C. H.	"
1	Fisher, M. W., 19 W. Market	"
2	Fulmer, G. W.	"
3	Farquhar, A. B.	"
4	Frank, H. E., 126 N. Duke	"
5	Frick, Chas. C.	"
6	Gross, G. O. W. 222 W. Market	"
7	Gaston, Edw. H., 328 E. King	"
8	Gephart, R. E., 14 E. Princess	"
9	Gibson, Robert F., 12 S. George	"
910	Giessner, James G., 20 W. King	"
1	Gipe, M. E., 6 S. George	"
2	Hantz, U. Grant, 415 W. Market	"
3	Hubley, Dr. B. F., 313 W. Market	"
4	Henise, Lewis J., 324 W. Market	"
5	Hass, Howard J., 320 W. Gay	"
6	*Hersh, Mrs. Grier*	"
7	Hake, Samuel, 347 W. King	"
8	Hess, Wm. T., 132 N. George	"
9	Jessop, S. N., 116 N. George	"
920	Julius, John P., 121 E. Phila.	"
1	Kable, Wm., 521 W. Market	"
2	Koller, W. L., box 5	"
3	King, Dr. H. B., 113 N. George	"
4	Keller, A. S., 137 S. Duke	"
5	Kraft, C. T., City Bank	"
6	Klinedinst, Dr. J. F., 11 S. George	"
7	Kline, Chas. H., Colonial hotel	"
8	Kraber, Henry R., 19 W. Market	"
9	Keller, O. W., 7 W. Phila.	"
930	Keech, Howard E., City hotel	"
1	Loucks, F. B., 406 W. Market	"
2	Loucks, Chas. H., 434 W. Phila.	"
3	Lehmyer, Wm., 5 E. Market	"
4	Leber, Edward	"
5	Lacrone, Sam'l L., 210 Walnut	"
6	Metcalfe, J. K.	"
7	Menough, J. L., 454 W. Phila.	"
8	*Mayer, Miss Helen*	"
9	McConkey, E. K., 323 E. Market	"
940	*McConkey, Mrs. E. K.*, 323 E. Market	"
1	May, N. C., 249 W. Market	"
2	Nez, E. G., 314 E. Market	"
3	Nez, . M., Jr., 314 E. Market	"
4	Peters, Rev. Morgan A., 411 W. Phila.	"
5	*Pfaltzgroff, Mrs. Dr. S. K.*	"
6	Quickel, E. G., 322 S. Duke	"
7	Quickel, A. E., 3 Columbia ave	"
8	Quickel, C. H., 432½ W. Market	"
9	Rohrbach, Elmer E., 234 S. Penn.	"
950	Ruby, Sam'l, 131 S. Queen	"
1	Small, Jas. H., 132 E. Market	"
2	Spahr, C. C., 305 N. West	"
3	Strickhouser, P. A., 312 W. North	"
4	Small, David E., 23 E. Market	"
5	Shadle, Jas. M., 10 W. Maple	"
6	Sharp, John F., 105 S. Queen	"
7	Seiffert, Harry J., 12 N. Hartley	"
8	Schall, J. H.	"
9	Schmidt, John C.	"
960	Spahr, Franklin	"
1	Steacy, E. G., 243 E. Phila.	"
2	Stair, E. P., 519 W. King	"
3	Schall, Michael, 124 N. Beaver	"
4	Swartz, Wm. H., 488 W. Princess	"
5	Throne, W. C., 222 W. Market	"
6	Thomas, H. F., Linden ave	"
7	Thomas, John H., Linden ave	"
8	Tucker, Chas. E., 28 N. George	"
9	Young, Chas. P., 13 N. Newberry	"
970	Zeigler, E. C., 551 Lincoln	"

Rhode Island, 17 — 284

Narragansett

97,971	Ferrin, Frank C., 289 Ohio ave	Providence

R. I. Wheelmen

97,972	Lincoln, Louis M., 25 Ringold	Providence

Unattached

3	Carpenter, J. Waldo	East Greenwich
4	Dunn, Thomas, 20 Kay st	Newport
5	Hodgkins, D. H., 53 Meadow	Pawtucket
6	*Barlow, Mrs. Jennie*, 215 Hawkins	Providence
7	Browning, A. V., 106 Wilson	"
8	Claflin, W. L., 190 Waterman	"
9	Edwards, John G., 13 Gladstone	"
980	Fletcher, Robert C., 36 Plain st	"
1	Guild, Henry T., 3 Weybosset	"
2	Koebig, Franz, 15 Bassett	"
3	Otte, Max, 26 McGregor	"
4	Sumner, Arthur P., 17 Custom House st	"
5	Sawyer, T. W., 351 Friendship st	"
6	Anderson, W. P., (Gilsey House, New York City, N. Y.) Watch Hill	
7	Barsalon, Henry A., 182 Main st	Woonsocket

South California, 5 — 173

East Side C. C.

97,988	Holmes, A. H., 631 South Main st	Los Angeles

Pomona Bi. Club

9	Weiler, R. H.	Pomona

Unattached

990	Bent, A. S., 651 South Broadway	Los Angeles
1	Douglass, R. J., box 37	Needles
2	Butchard, W. E.	Pomona

Tennessee, 4—40

Lincoln C. C.

97,993	Hortsman, Henry, (care Western Wheel Works, Chicago, Ill.)	Memphis

Unattached

4	Condon, Jno., 245 Main st	Memphis
5	Clark, W. A., 180 Main st	"
6	Rogers, Wm. B., 277 Vance st	"

Texas, 2 — 167

Unattached

97,997	Corley, Thos. E.	Ferrel
8	Gee, Hermann S., care H. S. Bettes Hardware Co.	Paris

Vermont, 2 — 35

Hartford C. C.

97,999	Pease, Horace C., box 25	Hartford

Unattached

98,000	Orne, Charles A.	White River Junction

West Virginia, 5 — 30

Unattached

98,001	O'Neal, R. L., Florentine Hotel	Huntington
2	Vinson, L. T., box 419	"
3	Briant, C. A., 612 Market	Parkersburg
4	Jackson, J. M., 1121 Ann st	"
5	Lyon, Paul P., box 72	Sistersville

Wisconsin, 13 — 722

Ladies' Auxiliary N. S. C. C.

98,006	*Pierron, Miss Elsie*, 736 Holton	Milwaukee
7	*Pierron, Miss Tillie*, " "	"

M. C. A. Wheelmen

8	Lundy, Ira D., 413 Grand ave	Milwaukee

Sheboygan C. C.

9	Meyer, Wm., 410 Ontario	Sheboygan
010	Ortmeier, Aug C., 821 Jefferson	"

Unattached

1	Mashek, George M.	Kewaunee
2	Watrous, Austin Smith	"
3	Young, Willis G., care Sterling Cycle Co.	Kenosha
4	Ries, Alfred L., Wis. Marine & Fire Ins. Co. Bank,	Milwaukee
5	*Coe, Miss Mabel M.*	Port Washington
6	*Dennett, Miss Jessie F.*	"
7	*Foster, Miss Annie S.*	"
8	Holden, Chas. D.	"

Mexico, 1 — 2

Unattached

98,019	Nye, T. J., Apartado del Correo, 132 San Luis	Potosi

NEW LEAGUE CLUBS.

661	Troy Bi. Club	Troy, N. Y.
662	Mercury Wheel Club	St. Louis, Mo.
663	Rensellaer County Wheelmen	Troy, N. Y.
664	York Wheeling Club	York City, Pa.
665	Omaha League of Wheelmen	Omaha, Neb.

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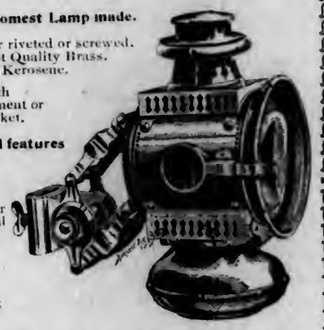
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Parts are either riveted or screwed. Made of Best Quality Brass. Burns Kerosene.

Made with locking attachment or regular bracket.

Has individual features not found on other lamps.



Plain Nickel or Black Japan and Nickel Finish.

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The Brightest Light.

Dealers should send in their orders at once.

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THE Color of Enamel or Racing Records does not add to the durability of a Bicycle, neither does a New Model Name on a '95 pattern make a '96 Wheel.

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'96 Remington Bicycles possess many practical and exclusive improvements; they are modest in appearance, simple in construction, but masterpieces of mechanical ingenuity. Catalogue mailed free. . . . . . .

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BRANCHES:

New York. Brooklyn. Boston. San Francisco.

QUERIES AND ANSWERS

W. E. D., Brookline, Mass.:

Your question was answered under the head of "Numerous Inquiries," on page 447, March 13.

No. 15419:

We cannot spare the space to publish routes that will be of interest to only a few. Consult road books or inquire of local consuls.

H. G. S.:

"Hawkshaw" was the "stage name" adopted and used some years ago by a writer whose legal name was and is Frank A. Egan. He is now one of the editors of the *Wheel* of New York, and lacks very much of being dead.

A Kansas member writes:

I have read instances of wheelmen with one arm making long rides. That may be something of a feat in the rough and rocky East, but in central and western Kansas where we have such fine roads, the suggestion makes us smile. Mr. C. H. Wooley, formerly of McPherson, now of Wichita, Kansas, has one leg amputated above the knee, yet he rides an ordinary wheel as well apparently as anyone does. He has frequently ridden from Salina to McPherson, a distance of forty miles in three and a half hours.

A PROMPT ANSWER.

A witness was asked how he could tell whether a horse was being driven at a greater speed than that allowed by law.

"Easy enough," said he. "I would look at my watch when the horse passed me and then notice what time it was when he got half a mile down the street."

WILSON R. YARD, High Bridge, New York City, writes that on a recent trip he met several hotel men who have been swindled by a man representing himself to be a member of the G. A. R. and L. A. W., who solicits subscriptions and advertisements for a fictitious wheel paper, collecting what money he can. He is a portly, well-dressed man of perhaps fifty years of age. The public is warned to be on the lookout for him. His little game should be punctured.

There's a time for everything, 'tis true.
Now may be when you should renew.

WHAT is your division doing?

Subscriptions to L. A. W. Bulletin expire when L. A. W. membership expires. Look at your ticket.

Chosen by the

Government



The War Department proposes to test the bicycle thoroughly for army use, and recently advertised for proposals for furnishing five bicycles for the purpose. Result: Bids from **$50** to **$85** each for other machines; our bid of **$100** each for Columbias, their invariable price. And the Government selected

Columbia

Bicycles

STANDARD OF THE WORLD

The experts who made the choice decided that Columbias were worth every dollar of the $100 asked for them.

If YOU are willing to pay $100 for a bicycle, why be content with anything but a Columbia?

The handsome Art Catalogue that tells of Columbia and Hartford Bicycles is free from any Columbia agent; by mail from us for two 2-cent stamps.

POPE MANUFACTURING CO.,

HARTFORD, CONN.

Branch Houses and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.

THE L·A·W·BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, April 10, 1896. No. 15

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class Matter.

Price, 5 cents.



ONE OF MANY.

The above picture shows one of the principal streets in a city of 18,000 inhabitants. It really doesn't look inviting, does it? To tell the name of the city would be a poor advertisement for the town. Poor streets and bad roads are a poor advertisement for any town or neighborhood. Good roads cost less and are worth much more than poor ones.

PAID CIRCULATION, 32,053

X Ray Single Tube Tire...

—In the—

BEST SINGLE TUBE TIRE MADE.

THE ONLY TIRE MADE

SMOOTH INSIDE

Repairs made only [illegible]

It being also Cement Coated Inside

Preventing the Blooming of the Rubber

MANUFACTURED BY

Combination Roll & Rubber Co.

BLOOMFIELD, N.J.

NEW YORK BRANCH OFFICE

Miami Cycle & Mfg. Co.

1773 Broadway, N.Y. CITY





(Shows pelvis as it rests on the ordinary saddle.)

Christy... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has hard cushion pads, where pads are needed. Fits as usual to your bicycle, there will be no change. All ease or pressure, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Athletic Clothing. Dealers should send for [illegible]

New York Chicago Philadelphia

[illegible], MASS.

CORRESPONDENCE

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CHARLES R. LAWRENCE, Waterbury, Conn., in writing a word of encouragement to those ladies who wear bloomers, says: "Remember you are doing missionary work the same as your sisters did when they had the moral courage to ride the wheel against all opposition; and lastly the quality or cut of a lady's costume does not make the woman. It is character that tells, a lady is a lady everywhere. My wife is one of those "horrid new women," and I am more thankful every day, for the new is so much better and healthier than the old. I am in favor of skirts, bloomers, or any other ladylike costume that will get our jewels out of doors, where God's sunshine and pure air will bring the blush of health to pale cheeks."

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A SPRINGFIELD, Mass. member, in writing of "road hogs" asks: "Doesn't the term apply as well to the drivers of two-wheel vehicles, as to those of the four-wheel ones?" Drivers will as a rule consider generously the rights of others, to the same extent their rights are considered, and it is far too often that wheelmen set a very bad example in this respect. My observation leads me to believe that of the two classes, wheelmen are the less considerate, not only of the rights of drivers, but also of the rights of other wheelmen. Wheelmen generally are in such an unnecessary haste to 'get there,' they too often neglect due courtesy and the law of the road."

G. & J. OFFER NO. 3

$400.00 in Cold Cash to some Cycling Club.

We will present **Four Hundred Dollars ($400.00) in Gold** to the bicycle club whose members, those riding Rambler bicycles, fitted with G. & J. Tires, shall have to their credit for the eight months, from April 1, 1896, to December 1, 1896, the **greatest aggregate mileage.**

..THIS..

in addition to our offers Nos. 1 and 2, announced last week, i.e.,
$1000.00 Rambler for fastest Rambler mile.
$500.00 to race-meet promoters.

HERE IS A CHANCE TO IMPROVE YOUR CLUB ROOMS AT OUR EXPENSE.

For full particulars, see any Rambler bicycle agent.

GORMULLY & JEFFERY MFG. CO.

CHICAGO.

—BRANCHES—

Chicago Brooklyn Washington New York
Boston Detroit Coventry, Eng

A NEW YORK member who toured in Europe last summer says, "Three dollars a day should be sufficient to cover all contingencies. At one of the principal hotels in Rouen, I paid only $2.20 a day, viz.: breakfast, 30 cents, lunch or whatever name should apply to their mid-day meal, 50 cents; dinner, 70 cents; room, 60 cents; service, 10 cents. The 80 cents required to reach the $3.00 standard would more than suffice to purchase a better grade of wine than is served gratis at the dinner, and such small fees as are customary. Charges in towns and villages were materially less. A record breaker in point of cheapness was a charge of $2.20 for dinner, lodgings (2 rooms), breakfast and transportation to R. R. station, about 2½ miles in a public buss, our two wheels being conveyed in a baggage wagon. The above charge was for two persons."

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NEW YORK UPTOWN AGENTS

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(Shows pelvis as it rests on the Christy Saddle.)



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The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT UNIONDALE FALLS, MASS.

CORRESPONDENCE

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"Any old thing'll do"

for the wheelman who is n't "up to date" — old cushion tires, forty-pound wheels, a dinner bell on the handle-bar, and an unguaranteed Cyclometer. In the mechanical world, the decrees of Fashion are based on the claims of utility joined to beauty, fitness associated with price, and quality fixed by guaranty; and, therefore, Fashion flirted with the other Cyclometer-wooers, but took the guaranteed **"Standard"** to her heart of hearts.

Will you be with the ninety and nine who carry the *right* Cyclometer, or with the lone hundredth man for whom "any old thing'll do"?

The New York Standard Watch Co.

save much car fare by so doing, besides getting the benefit of much healthful exercise. I deem the bell an annoyance to the pedestrian, an annoyance to the wheelmen and of no earthly benefit. The liability of the wheelman for damages in case of accident and the necessity on his part of using due precaution as a matter of self-protection, I fully believe, afford ample protection to the public. My wheel is supplied with a bell, and I sometimes use it. I generally tap it with much emphasis as I spin along whenever I happen to espy one of our worthy city fathers and for his special benefit I keep on tapping it as long as he remains within hearing distance. My experience with the bell is that it startles the pedestrian, he often stands still, not knowing which way to turn, and a collision is imminent, whereas if no bell had been rung, he would have walked right on without stopping, and you could then very readily have regulated yourself accordingly. Another thing I have noticed quite often as I walk along the streets is this: Wheelmen who don't use the bell carefully watch for a chance to pass the street crossing without running into anybody, while those who ring the bell sail right along with apparent heedlessness, as much as saying: "Get out of my way."

H. T. MEAD, Manchester, N. H., wishes the address of some one who will give him the shortest and best route between Nashua, N. H. and Providence, R. I.

A WISCONSIN member writes: "I intend making a trip in a few days, and the excess baggage rate on my wheel to the point I will visit is $3.10. A cabinet maker here will build me a trunk for my wheel for $3, and it is needless to say that the cabinet maker will get the $3 for the trunk, which the railroad company will carry through (with the wheel inside), for $0. Now the question arises, how much is the railroad company ahead on the excess baggage rate?"

No. 86,369 writes that: A good bicycle stand can be made by tilting a chair forward until the edge of the seat and the front of the back touch the ground. Turn the bicycle upside down, hook the handle bar on to the back legs of the chair, allowing the seat to rest on the chair back.

STATE KICKS.

We dislike very much to publish letters which reflect discredit upon the officers of any division, though we are very frequently asked to do so.

We would suggest that those who have reason to complain should write directly to the officers complained of and give them an opportunity to explain or avail themselves of the criticism.

DON'T do makeshift work. Make the roads permanently good.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

APRIL 10, 1896.

CONCERNING SPACE.

Space exists more extensively than anything else. In fact, the distance between the planets, great as it is, is filled with nothing else.

Space in the L. A. W. BULLETIN, however, is somewhat more limited. The size of the paper and its regular number of pages are familiar to our readers. Owing to the exigencies of practical journalism the expense of adding more pages to the L. A. W. BULLETIN is, in view of its large circulation, considerable, and is only warranted by a material increase in advertising patronage, so that the number of pages which we can devote to reading matter is necessarily limited and this is what we would like to talk with you about right now.

The official department must necessarily contain a list of the officers and a list of all new names. In addition to this, certain notices, reports, etc., are absolutely necessary. The reports of State divisions should also be noted in the official department, but in reference to the length of these reports the reader may well have something to say.

Take the Massachusetts division, for instance. When the board of officers meet, about the first business in order is the reading of the records of the last meeting. Without exception there has not been a meeting held in the last ten years at which some one did not move that the reading of the records be dispensed with and that motion is invariably seconded and carried unanimously.

Now, the supposition is that if forty or fifty officers who are directly responsible for those records and presumably much interested in them do not care to listen to their reading, that our hundred thousand regular readers certainly cannot be interested in reading them, and yet they are printed regularly in the L. A. W. BULLETIN. We might incidentally remark that there is no particular reason why they *should* be printed except that they always *have been* and that it puts them into readable form so that the secretary may clip them from the paper and paste in his record book.

Take the case of some division having but a few hundred members. The L. A. W. BULLETIN prints a report of the doings in that State in, this week, thirty-six thousand copies of the paper, which copies go mostly to persons entirely outside that State.

Now, what we are getting at is this. Kindly understand first, however, that the L. A. W. BULLETIN publisher is perfectly willing to print any amount of this matter so far as his personal financial interest is concerned, as it will be obvious to anyone that the expense of setting such matter is no more than the expense of setting the most readable and generally interesting things which we may ever hope to print. It *does*, however, make a very material difference to the average reader.

What we would suggest is this, that all reports of meetings should still be published as at present, except that such reports should be "boiled down" to the last possible extreme, always having in mind that all States will do the same and thus give to *all* the benefit of as much reading matter as possible.

Believing that a movement of this kind, like charity, should begin at home, we publish this week in the official department a report of the Massachusetts division as it was written and sent in by the secretary-treasurer and preceding it we publish the same report abridged. This will enable State officers to see just what we mean by the economizing of L. A. W. BULLETIN space.

As we said before, this is a matter which rests entirely with L. A. W. members. We will print whatever official matter we are requested to, but only ask that this one fact be borne in mind, that for every inch of space saved in the official columns we shall publish one inch of something which is liable to be more interesting to the average reader.

Kindly write your views on this subject to the officers of your state.

Total number printed this week, . . . 36,000
Sent to paid Subscribers, ... 32,053
Samples to Advertisers, Exchanges, etc., 3,947

A man may work and delve and toil
And meet with no surprises
Because he never can "strike oil"
Until he advertises.

THE faster a man lives the less likely he is to keep up with his running expenses.



MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Button Collectors!

We have a few special designs of New Clipper Buttons, which will be mailed during the month of April to any collector who will send us two 2 cent stamps. You will also receive one of our catalogues, under a separate cover. This ad. will not appear again in any paper.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the.

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

INDUSTRY AND PUBLICITY.

"Go to the ant thou sluggard,
Consider her ways and be wise;"
But unlike the ant you certainly can't
Expect to win the coveted "tin"
Unless you advertise.

THE ARMSTRONG BILL.

Present indications point toward the passage of the Armstrong bill in its original form, in spite of the fact that many influences have been at work in the railroad interests. The latter part of that sentence is given in conventional form, although we do not believe for a moment that it is not for the interest of the railroads to carry bicycles as baggage. It is one of those cases, however, which is very much like the force required to induce an ailing child to swallow a dose of something which may, at the time, seem unpleasant. We do not believe there is a railroad man who does not, in his heart, think that bicycles should be carried in place of trunks. As soon as railroads are directed by law to carry wheels, they will *all* admit what a *great many* of them admit now, namely, that it actually brings money into the treasury rather than to cause them any additional outlay.

(Since the above was in type we have received the following telegram from our Albany correspondent and we know that all loyal L. A. W. readers will see the propriety of using the cut of the "gentleman hen.")



[TELEGRAM.]

ALBANY, N. Y., April 8th, 1896.

To Sterling Elliott, 12 Pearl St., Boston: Armstrong bill passed Senate and Assembly to-day without amendment. Assembly vote, 127 ayes, 1 no; Senate vote, 34 ayes, 4 noes.

A soft answer turneth away wrath, but a soft highway——?

BE kind to the poor, they may be rich some day.

PREACH in good deeds as well as in kind words.

A Combination...

of speed with exercise, exercise with pleasure, and pleasure with good health is best secured on a Solid Sterling,

"Built Like a Watch."

No worry with Repairs.

Have you our '96 Catalog?

STERLING CYCLE WORKS,

Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York City.
Jacob Rech & Sons, Philadelphia, Pa.
Logan, Gregg & Co., Pittsburgh, Pa.
Gerwing, Hilton, Kennedy Cycle Co., Denver, Colo.

General Offices,
274-276-278 Wabash Ave.,
Chicago, Ill.

The Foremost Dealers in Foremost Cities our Agents.

GENIUS UP-TO-DATE.

There was a time in the long ago
When the winding path to fame
Led up through the fields of toil, but, oh!
To-day it is not the same.
You can get your name and your picture, too,
In the papers, if you try,
By saying some cure-all pulled you through
When "the doctors said you'd die."

But, oh, it is sad to think that we,
Whose health is good as gold,
Our names in print may never see,
Our pictures ne'er behold.
For health is a sorry thing to claim
Since no one dares dispute
It keeps us from climbing up to fame
By the sarsaparilla route.

BICYCLE TAXATION.

Should a bicycle be taxed? Well, that depends. It is probably a matter of common knowledge that taxation of *something* is necessary and also that the money raised by taxation is really needed to carry on the public business, and that one of the most important branches of the public business is, or should be, the building of roads.

A system of taxation which would divide the expenses of the government fairly among those best able to pay them would be desirable, but unfortunately we do not at present enjoy such a system.

If all vehicles which use the road were taxed to keep the road in repair, we could not object, especially if they were taxed in proportion to the harm they do to the road, but many of the wagons which deserve to be *re-tired* are *entirely* exempt from *any* taxation along with the other "implements" of the farmer. It is now a proper and legal procedure in all States for the assessors to include the bicycle at its proper valuation among the "personal effects" of the taxpayer. This plan is not open to any serious objection unless the assessor does as they do in New Bedford, Mass., and calls them all the same price, no matter how old, but the levying of a *special* tax on wheels is an injustice that is akin to barbarism.

SIZE OF CHAIN WHEELS.

We are asked the following conundrum: Given 28-inch wheels and a 6½-inch crank, which gear will require the greater power, a combination of 7 rear and 14 front sprocket, giving 56-inch gear, or 8 rear and 16 front, giving also 56-inch gear?

Answer. Theoretically, the larger the sprocket wheels, the less friction there will be on the bearings and teeth of the chain wheels. In the case cited we think the 8 and 16 tooth wheels decidedly the better combination.

MECHANICAL contrivances for elevating brick and mortar save much hod work.

. . . THE . . .

Dunlop Detachable Tire

Is especially adapted to Tandems.

It cannot roll out of the rim.

Get our Catalogue.

American Dunlop Tire Company,

504-506 W. 143h St., New York City.

307-309 Wabash Ave., Chicago.
36-38 Lombard St., Toronto.

Pittsburg Stogies

are better than most 5c. Cigars.

I will send you, pre-paid,

100 of my
Seventh Avenue Specials
for $1.50.

Warranted hand-made and long filler.

W. E. MOORE,
902 Liberty Street,
Pittsburg, Pa.

Not so Bad.

He was tarred and feathered from head to feet,
But growled he never a word,
For he looked at his feathery coat complete
And cackled, "I feel like a bird?"

SIDE PATHS.

The question of side paths and how to build them is one that we are very frequently asked. We are able, through the courtesy of the Indiana Bureau of Publications, to furnish this information in printed form, and will gladly do so to any L. A. W. members who ask for it. This might be a good place to remark incidentally, that Wallace Sherwood, who has charge of this bureau, is a very enthusiastic and effective worker in the direction of highway improvement, and also to remark that the President had sufficient presence of mind to appoint Mr. Sherwood on the national highway improvement committee.

BE PATIENT.

Secretary Bassett's office is snowed under with business, and unfortunately for him, two of his most important assistants have been sick, but an increased office force will have everything up to date very soon. Your renewal ticket is coming. Just keep living along and don't worry.

THE early worm gets caught by the bird.

L. A. W. CANADIAN TOURISTS.

A compact is to be made by which League Members may enter Canada without paying duty on their wheels, providing they return by the same port. Other wheelmen will hereafter be charged duty on the retail price of the wheel which they ride.

AN EXPLANATION.

We have received a number of letters inquiring how it happens that, on our front cover of March 27th, the carriage wheels are so deep in the mud, while the horses seem to be standing on hard ground. We are pleased to receive these inquiries, because it shows that there still are people who know very little about mud.

Assuming that some explanation is really necessary, we beg to state that the reason is that the mud was deeper where the carriage stood than under the horses' feet. We trust our readers will appreciate the great amount of grey matter involved in making this explanatlon.

A LAZY MAN'S DEFINITION.

An Illinois wheelman says, "On a smooth road, a little down hill, and with the wind to my back, I am a wheelman. Under circumstances the reverse of the above I am a laboring man." We would suggest a lower gear.

X-traordinary scientific discovery. **X-RAYS**



X-ceedingly clever mechanical construction.

X-clusive re-inforcement peculiar to

Union Bicycles

Our claim of excellence is not an idle dream.

Union Bicycles do not break, they are made on an aristocratic plan. **Cost is ignored.**

BUILT ON A GOLD BASIS

UNION CYCLE MFG. CO.

Philadelphia Branch, 814 Arch St. **Highlandville, Mass.**

FREE LUNCH

is a name given to certain bits of food which are used as a bait to catch purchasers for beer and other "liquid damnation," and this "free" lunch so called is only free in the sense that no separate and specific charge is made for it, but its price is included in the charge made for the beer. Now when a wheelman, say, in Massachusetts goes out to ride he may go all over the State without finding special town laws which conflict with each other, but a single uniform State law governs. This uniform State law was obtained by the direct efforts of the L. A. W. Any wheelman in the State may and does benefit by the law without in any way contributing to the support of the organization which brought it about. This is free lunch without any beer. About six thousand wheelmen are glad to pay

Two Cents Per Week

to keep up the work.

This year an amendment was offered which would enable towns of over thirty thousand to make their own rules; it was defeated by the L. A. W. Thousands of riders are getting the benefit of this work who do not pay the

Two Cents Per Week

which it costs to be a League member.

Another bill was submitted to the legislature, which would have placed a special tax of two dollars on all bicycles.

It was defeated by the L. A. W. The wheelman who is paying the

Two Cents Per Week

necessary to help do these things feels a lot more manly and independent than does the one who is living on *free lunch*.

A bill was also offered and vigorously pushed, which would have compelled every wheelman in the State to carry a lighted lamp after sundown. This also was defeated by the League of American Wheelmen.

Six thousand organized riders can exert much influence in any State, but twelve thousand could do three times as much.

Every wheelman in Massachusetts who is just now saved the trouble and expense of a lamp and all the annoyance incident to such a law, might properly ask himself whether he is satisfied to live on free lunch, or whether he would prefer to pay

Two Cents Per Week,

and board with the L. A. W.

Some of the other States are doing much, and the L. A. W. BULLETIN will be glad to tell the story. Some States are doing nothing. All could do something.

Wheelmen will join the League in proportion to the amount it seems able to do for them except those who prefer to live on *free lunch*.

ADVERSE legislation must be met by organized opposition.

The Right Kind of Tires

For Speed. **No. 75.** Hartford Single Tubes. The standard racing tires. The kind Bald rode in 1895 . .

For Pleasure. **No. 80.** Hartford Single Tubes. The Standard fast road tires, delightful, buoyant, comfortable . . . . . .

For Security. **No. 77.** Hartford Single Tubes. The Standard tires for those who are willing to sacrifice a little speed for greater security from puncture. The ideal tire for tandems . .

For Rough Service. **No. 70.** Hartford Single Tubes. The Standard tires for rocky, hilly country . . . . . .

"IF IT'S A HARTFORD TIRE IT'S RIGHT."

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

BRANCHES:
100 Chambers St., New York 335 Wabash Ave., Chicago
DISTRIBUTING DEPOTS:
370 Atlantic Ave., Boston 503 Market St., Philadelphia
17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES
ARE GOOD TIRES
$50 IN GOLD
SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896.
HOW QUICKLY COULD THEY BE INFLATED
BY HAND AT THIS RATE
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR
ANSWERS WILL BE OPENED MAY 1ST
FIRST CORRECT ANSWER OPENED WINS THE PRIZE
MARK ENVELOPE PLAINLY "FIGURING CONTEST"
PIN THIS AD TO YOUR ANSWER
MORGAN & WRIGHT
CHICAGO
42

THAT PUP.

BY EARL B. BICBIE.

A "spin in the country," I now plainly see,
Is not, my dear sir, what "it's cracked up to be;"
There's the man with the team and the big load of hay,
There's the woman who tries to get out of the way,
But never succeeds, and so you have found
You must either dismount or be thrown to the ground;
There's the sprig with the gig, who plainly delights
In showing the wheelman that he has no rights;
There's the hill and the rut, the stone in the path,
The "kid" and the "guy" to provoke your wrath,
But of all, and all else, the bitterest cup
Is the shrill-barking, low-squatting, pugnacious pup.

IS IT WORTH TWO CENTS

a week to be a member of an organization which has its official eye open for the well-being of wheelmen? Many think it a good thing to do with two cents.

TWO LITTLE GIRLS IN —— BROOKLYN,

write to inquire why an American institution like the L. A. W. should have adopted royal purple for its official color. This is a very important question, and we are glad that it has been asked. On referring the matter to our venerable secretary we received the following answer: At the organization meeting some one moved "that the official color be royal purple." The motion was seconded, put and carried, and we know of no better reason than this, that no particular thought was given to the matter. A motion would be in order, however, to strike out royal purple and insert red, white and blue, which are the colors suggested by the two little girls in —— Brooklyn.

A CALIFORNIA IDEA.

The North California division has issued a very attractive little folder which is sent out to wheelmen of that State. It contains a small amount of advertising, which probably was made to pay the cost of printing. It contains also some excellent arguments to show wheelmen why they should join the League. The following paragraph is a sample:

"It is a fact that every citizen should take an active part in politics, to the end that good government be established and maintained. No man has a right to abstain from participating in politics. If the doctrine that one man may do so is right, then every other person has a right to do so; and if every one so acted, society would perish. Government is the result of politics. It is selfish that one should reap the benefits of political creation and not saddle himself with any of its duties."

If the L. A. W. BULLETIN doesn't print your communication please don't think we wouldn't like to do so. Also if your article which *wasn't* used seems to have been much better than others which *were* used, don't blame the editor for not thinking as you do. He is doing the best he can.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

The Bicycle Manufacturer,
The Tire Manufacturer,
The Rider

are all equally interested in having well-made tires. The first to conserve the reputation of his wheel; the second to keep his guaranty intact; the third so that he may ride home, and not walk. Ill-made tires will harm each one of the three.

Every manufacturer of single-tube tires, or of bicycles shod with them, by communicating with the owner of the Tillinghast patents, will learn facts which directly affect his business. By working under the Tillinghast patents there will be permanent profit for all.

There is no disposition to exclude any manufacturer from the same license now enjoyed by the other licensees.

Exquisite Photographic Catalogue of . .

WALTHAM MFG. CO. ORIENT WALTHAM, MASS.

Orient Cycles

Lead the Leaders.

Price $100

Value $100



Mailed you for two 2-cent stamps.

Address to Main Office

Made in Waltham.

The Waltham Mfg. Co.

BRANCHES:
Boston, Brooklyn, Chicago, New York, Detroit, Omaha, Denver, Cincinnati, Providence, Philadelphia, Waltham, Springfield, Newark, N. J. Lynn, Mass. Kansas City, Buffalo.

240 Broadway, New York.

Factory: Waltham, Mass.

Easy Riding

The charm about riding a bicycle is in spinning along without jolting and jarring. The uneven places in the roadway will be scarcely noticeable if you ride

Palmer Tires

The fabric in Palmer Tires insures great resiliency — greater than in any other kind of pneumatic tires — and that means easy riding. Sticks and stones are passed over without perceptible jolting, and vibration is quite eliminated. Catalogue to any address.

PALMER TIRES

The Palmer... Pneumatic Tire Company

CHICAGO

There are Tires and Tires.



HOSEPIPE AND INNER TUBE.
MINUTE REPAIR KIT MENDS BOTH KINDS ON THE WHEEL
FREE WITH EACH PAIR OF LEAGUE TIRES.
WRITE FOR "POINTERS".

NEW YORK BELTING & PACKING CO. LTD.

MAKERS OF RUBBER GOODS FOR OVER 50 YEARS. 15 PARK ROW. N.Y.

THE STOLEN TROUSERS.

Oh men, men!
Don't you ever again
Like little tin demigods prance:
For we've just now found out
You've been strutting about
In somebody else's pants.

Unless this disposition on the part of women, to find out the truth of things is discouraged and suppressed, it won't be long till man will not have a leg left to stand on.

The wife of a college president in Illinois, who for twenty years has made a careful study of the subject of dress, has determined beyond the peradventure of a doubt that women first invented trousers, and later on men stole their idea.

She sort of clinches her argument by the fact that among the Chinese and other nations of antiquity, the women still wear trousers and the men skirts.

Hence, in her desire to wear the trousers, woman is not seeking to imitate the dress of men, but to recover her natural, original rights which the usurper man has endeavored to deprive her of.

All this is humiliating enough to what has unjustly become known as the trousers-wearing sex, but in the interest of truth-triumphant, bound-to-leak-out truth, it ought to be made known.

But even the meanest of us men won't be bold enough to ever again look a bloomer or knicker-bocker woman in the face and say our soul or our trousers are our own.



Waverley Bicycles.

Are Built in the Largest and Best Equipped Factory on Earth.

LIST PRICE vs. SELLING PRICE

A great many bicycle dealers, especially new ones, seem to think that the bicycle on which they get the greatest discounts are the ones on which they can make the most money. Never was a greater mistake made. Many wheels now are listed far above what their actual worth warrants or what they are expected to sell for, simply for the purpose of quoting a discount that looks enticing. Many bicycles listed at $100 are openly retailed as low as $60, but for more if the buyer is an inexperienced one. In fact, such machines are never capable of commanding list price, and if the dealer can realize sufficient on a sale to come out whole, he may consider himself fortunate.

On the other hand, Waverley Bicycles are listed at $85, which is the very lowest figure at which a strictly high-grade wheel can be placed upon the market. Their quality is such that they readily command list price, regardless of what any other machine is offered for; consequently the agent is never disappointed in the realization of his anticipated profit. What is more, the Waverley Bicycles have the reputation of causing less trouble on account of defects and breakage than any other machines made, and after they are sold to the riders do not have occasion to bother the agent almost to death throughout the season. The multitude of Waverley agents consists principally of dealers who have been in the cycle business for years, and realize the advisability of holding on to a good thing when they get it. The riding season is about here, and it will be to your advantage to get in line at once.

INDIANA BICYCLE CO.

Eastern Wholesale Branch, 339 BROADWAY, NEW YORK.

General Office and Works, **Indianapolis, Ind.**

The hump-backed scorcher we detest
For he reflects upon the rest.

DON'T get your chain too tight.

IT is never too late to mend, but it's best to repair a tire puncture before dark.

THE Middletown (N. Y.) Baseball Association is building a fine one-third mile bicycle track inside of which are grounds for baseball and football.

DON'T expect sunshine all the time. The world grows dark to all of us about every 24 hours.

If the fire-bell rings while the men are at church
Each is certain his home is ablaze,
But if on the seats at the circus they perch
Each is sure 'tisn't his'n, and stays.

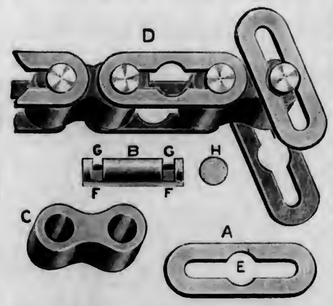
ADJUST your saddle until it is comfortable (or rather until *you* are.)

The world has eyes
And that implies
If you are wise
You'll advertise.

SPARE the repairs and spoil the bicycle.

Captains of Cycling Clubs. Attention!!! We will express you one of the Baldwin Chains free on receipt of a list of the addresses of your club members, also state size wanted.

The Baldwin Adjustable Cycle Chain has Three Points of Superiority.



Strength and Durability. The pin is not headed as in other chains, but is a stud which is hardened equally with the block. This reduces the wear to a minimum, and adds to the strength of the chain. A season's hard use will lengthen it scarcely ¼ of an inch.

Ease of Repair. If the Baldwin breaks on the road, any rider can repair it immediately with the tools ordinarily carried in the saddle-bag.

Adjustableness to Wear. Anyone can adjust this chain to perfect pitch by a simple but effective method after it has been lengthened by wear. This can be done with no other chain. By this process both chain and sprocket-wheels are preserved, friction is reduced, the chain will not run off the sprocket, and it will last as long as the wheel.

The studs cannot turn round nor work loose, and the chain does not weigh more than others. It fits any sprocket with the standard one inch pitch.

We have ½ inch and ⅜ inch in stock.

Local agents wanted everywhere.

ADDRESS **Baldwin Adjustable Cycle Chain Co.**
WORCESTER, MASS., U. S. A.

PRESENT CYCLE QUALITY

The . . .

Wolff-American High Art Cycle

Factory is modern — is new — no old models — no prejudice of the past, only the perfection of the present — the workmen are unhandicapped by styles gone by — its product is not founded upon the mistakes of years ago.

R. H. WOLFF & CO. (Ltd.),

MAKERS,

Factories, 118th, 117th, 116th St. and East River,
NEW YORK CITY.

Distributing Agents: Horace Partridge & Co., Boston, Mass. J. E. Norwood, Baltimore, Md. J. S. Malone, Cleveland, O. Fletcher Hardware Co., Detroit, Mich. Von Lengerke & Antoine, Chicago, Ill.

THAT'S THE POINT

HODGMAN SINGLE TUBE TIRE

Be sure your Tire is a

HODGMAN
SINGLE
TUBE,

Which is perpetually resilient, instinct with "life," tough and effective in resisting punctures, and can be mended quickly, almost instantaneously.

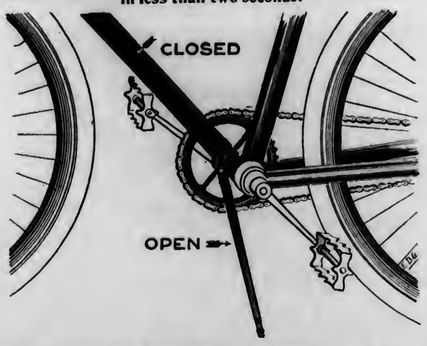
Send for our free Booklet about Tires.....

Hodgman Rubber Company,
459–461 Broadway, New York.
Atwood Building,
Cor. Clark and Madison Sts., Chicago, Ill.

"No matter what your wheel may be,
It will not stand alone."

THE DARRACH BICYCLE REST

Enables the rider to give a perfect support to his wheel in less than two seconds.



Adds less than 4 ounces to its weight.
It is not noticeable when closed.
Never rattles or becomes loose.

For sale by all dealers at $1.50.

Darrach Bicycle Rest Co., 833 Broadway New York.

In ordering, state size of frame tubing.

FROM A FRESH FOUNT.

It is well known to all of us who are up in such things that some of the most beautiful passages in the Latin, Greek and French classics lose much of their beauty when translated into English. No flower blooms so sweetly as on its native heath.

The same thing may be said to hold true, in a lesser sense, regarding the joy to be found in reading the original manuscript copy of a poem rather than one printed from expressionless type. In the manuscript one is permitted to read between the lines so much that has a sweet, haunting interest. He sees so much of the picture not found within the frame of a cold, mechanically-made page.

The translation from the manuscript to type is fatal to much of the subtle beauty. This is true in a general way of all manuscripts but it is particularly true of the following lines forwarded to us by a promising young versifier. We have followed the original as closely as is possible in putting it into type.

The Bicycle Rider.

He sits so erect
And he looks so genteel
As he rides down the
Road on his Bicycle wheel
No distance disters him
Good roads is the Stuff
He laughes at all horses
Their not fast enough
He Flies like the wind
Or as fresh kindled fire
As he roles ore the road
On his New matick tire
Good Roads we nead
And success to the Cycic
lears Incressed be their
speed For it filles up
awant we very much need
And in the mear future
I am sure it will be to
Join the L. A. W. and
good roads you will
see.

14 Models. All Sizes, Styles and Prices.

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below: —

New York State and New Jersey, north of Trenton. The H. & D. Folsom Arms Co., 314 Broadway, New York City.
Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.
Illinois. The Henry Sears Co., Chicago, Ill.
California. Smiths' Cash Store, San Francisco, Cal.
Northern part of Ohio and eastern part of Michigan. A. J. Rummel Arms Co., Toledo, Ohio.
St. Louis, Mo. E. C. Meacham Arms Co.
If outside of this territory, apply direct to the manufacturers.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

The World Famed **Humber Cycles**

Hold every accepted World's Record from 2-3 mile to 1800 miles . . . .

Hold more records than all other makes combined . . . .

Enjoy the most discriminating class of patronage in all parts of the civilized world . . .

Why? Humber Quality.

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director,
WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.
Brooklyn Salesrooms,
545 Fulton St. 1313 Bedford Ave.
Baltimore Salesroom,
111 North Charles Street.
Branches in all parts of the civilized world.

WHY is the fellow who isn't "up in books," like a sick Indian? Because he is not a well red man.

GOOD morning! Have you renewed your membership?

A BICYCLE thief of White Plains, N. Y., has been sent to jail for six months.

LIVE up to your high ideals and you won't have so much to live down.

A hen can lay an egg a day
From which to hatch a chick,
But she could get lots bigger pay
If she knew how to lay brick.

WOOD rims should be thoroughly cleaned and varnished at least once each year. Use coach varnish, not shellac.

Is it worth two cents per week?

Statement of the Condition of the

American Wheelmen's Protective Ass'n, Chicago

1522-1523 Marquette Building,

February 1, 1896. CHICAGO, ILL.

RESOURCES.

Cash on hand and in Bank		$ 4,675.81
Real Estate (improved)		13,000.00
Furniture and Fixtures		350.00
Stationery Supplies, Adv. Matter		1,050.00
Accrued Interest		1,301.71
Bicycles on hand		1,000.00
Loans on Time	$25,500	
Loans on Call	9,000	34,500.00
Stocks, Bonds and Mortgages		71,132.25
Total		$127,009.77

LIABILITIES.

Capital paid up	$100,000.00
Surplus and Undivided Profits	27,009.77
Total	$127,009.77

Only association in the United States affording absolute protection to bicyclists. A new wheel if yours is stolen. Cost only $2.00. 11,068 stolen bicycles reported last year.

509 Stolen Bicycles Replaced, Recovered and Restored to Owners.

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

THE SPENCER BRAKE COMPANY

Are agents for several lines of wheels of standard make, (both high grade and cheap) and on all of them is furnished free of charge

The Wonderful Spencer Brake.

It is invisible. **Weighs a few Ounces.**

Do not Buy Any Wheel until you Investigate This.

It Applies to the Crank Axle.
Works by turning the grip.
It can be applied with infinite graduation or made to lock the wheel absolutely.
Infallible and Unbreakable.
Write to us.

THE SPENCER BRAKE CO.

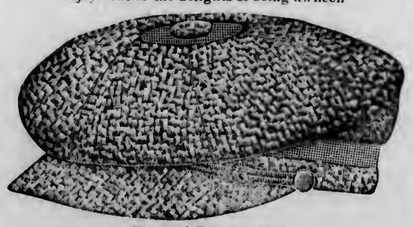
140 Chambers St., NEW YORK.

Keeping Your Head Cool

While riding a bicycle, is a luxury hitherto unknown to wheelmen.

The "Columbia Ventilated Bicycle Cap"

Will afford you that luxury, which means, beside, a clear brain and a more perfect enjoyment of the delights of being awheel.



(Patented Feb. 11, 1896.)

No perspiration to run down from under your hat band, to blind your eyes. A woven wire gauge (guaranteed not to rust) is inserted around the band, and another in the crown, enforcing a perfect circulation of air about the head.

Your dealer WILL furnish them IF YOU INSIST.

Made in all the proper styles of cloth. Manufactured (but not retailed) by

HIRSCHBERG & CO.

15 Waverly Place, New York, N. Y.

THE SUNSET LAND.

Southern California is favored with good wheeling all the year round. In its fifteen "wheeling" towns are six up-to-date, three-lap cycle tracks and twelve or more exclusive cycle tracks of various forms.



The illustration herewith shows the Crown City Cycling Club, of Pasadena, in the annual "Carnival of Roses," Jan. 1, 1896. The photograph was taken by Chas. F. Gates, of Los Angeles, who is one of the leading cycle "cranks" of the Pacific coast.

Oh, wouldn't lots of towns be glad
If roads were good as they are bad?



Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.



BEWARE OF IMITATORS

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows — always leads.

Send for Catalogue No. 72.

Wheeling at night,
With the "Search-Light,"
— is a pleasure.

THE SWEET NEW ENGLAND GIRL.

NIXON WATERMAN.

Let poets sing the praises of the lovely ones of France,
Or pretty Spanish maidens in the mazes of the dance;
Or tell of Turkish harems where on silken couches lie
The comeliest Circassians that the sultan's gold can buy.
All these you'll find are lacking in the charms of form or face;
The women of the Occident alone have perfect grace;
His judgment is distorted and at heart he is a churl
Who would not choose of all her kind, the sweet New England girl.

Her voice! If you have listened to the soothing hum of bees,
Or softly rhythmic whisper of the zephyrs through the trees;
If you have heard the music of the chiming vesper bells
Whose faint and fading echoes strangely linger through the dells,
Then perchance you dimly realize the bliss it is to hear
The ripple of her laughter as it falls upon the ear;
Sweet as turtle doves a-cooing or the brooklet's gentle purl,
Is the soft articulation of the sweet New England girl.

O, isn't she entrancing, with her face so fresh and fair;
What worlds of beauty nestle in her dark or sunny hair!
The smile that twinkles in her eye of black or brown or blue
Is quite enough to thrill the heart and pierce it through and through.
Each little hand a subtle wand to wave you weal or woe,
As gaily trip her pretty feet in paths you long to go.
A charm in every feature, rosy cheeks and teeth of pearl;
The artist's and the poet's dream — the sweet New England girl.

Use thin oil that will not gum.

This is not

A Charmed Circle

but

Elmore and Ixion Bicycles

within it there are words which, properly used, by any wide awake cycle agent are as

Magic with which to Woo the Dollars.

We are the people who appoint the agents. Are you open for an appointment?

EDW. OLIVER & CO.,

23 Park Row, New York.

You don't have to send order direct.

Any dealer will supply it.



THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.

"The Office"

HOTEL AND RESTAURANT
115 North Broad Street,
TRENTON, N. J.

Table d'Hote Dinner.
50 cts. with Claret. From 11.30 to 3 P. M.
Little Neck Clams.
Soup and Fish.
Two Roast, one Entree.
Four Vegetables.
Two Desserts.
Coffee.

Wheelmen's patronage solicited.
Large and airy dining rooms on second floor for Ladies.
We have ample room for the storage of wheels.
G. H. VINCENT,
Proprietor.

CYCLISTS WHO KNOW WHAT'S WHAT
RIDE THE 20th Century HEAD LIGHT.
CYCLE DEALERS WHO KNOW
A Thing or Two
SELL THE 20th Century HEAD LIGHT.

HAVE YOU A CYCLOMETER? If so, is it one of those that register 17 miles when you have only ridden a little over 15 miles? If you would like to find out, ride a mile or two over a bicycle track 18 inches from the pole. You will then see that the AMERICAN has a right to the Championship for Accuracy. If you want a Cyclometer that tells you a surveyed mile, buy the AMERICAN $1.00
American Clock Co.
14 and 15 Tremont Row
Boston, Mass., U.S.A.

Factory Production, 2,000 per Day.



Price, $1
TEN Thousand Miles.
Not ONE Thousand.

CAROLINE COLLISON of Brooklyn has been awarded $325 for personal injuries, and $60 for damages to her bicycle by a jury. A driver swung his team sharply across a street intending to turn into another street when a horse's foot struck the wheel and wrecked it and threw the rider violently. Judge Hurd in charging the jury said: "The right of these parties to the street were equal; one had as good a right to the street as the other, and each was bound to exercise that degree of care and caution that the circumstances invited. Each was bound to see to it that the other had a fair opportunity to pass."

SEE that your bicycle is in good order before starting on the season's ride.

BEARINGS should be clean, properly adjusted and well oiled.

USE thin oil that will not gum.

HE wrote a book of verse, alack!
Of tender verse, but when
The critics ripped it up the back
It was a "guyed book" then.

CLEAN off mud by soaking with water; rubbing it dry will scratch the finish.



SWEATERS
Cleansed or Dyed (any color)
To look like new.

Bicycle Suits For Men, Women and Children . . .

Can be cleansed or dyed and pressed to look almost as fresh as new, and save buying another.
Bundles by mail or express.
IF IT'S WORTH SAVING, send it to

LEWANDO'S French Dyeing and Cleansing Establishment.
MAIN OFFICES:
17 Temple Place, Boston.
479 Fifth Avenue, New York.
Established 1820.
Largest in America.

Ray's Home Trainer and Bicycle Stand



The handsomest, best and cheapest home trainer yet produced.
Invaluable in the club rooms or in the home.
Indispensable in the salesroom.
Any safety bicycle can be used.
Price, $16.00; with pressure scale, $17.50.

Gormully & Jeffery Mfg. Co.
941 Eighth Avenue, New York.
Descriptive Circular mailed on request.

CATALOGUES.

We shall take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

American.

Red, white and blue are the very appropriate colors in which the cover page design of the catalogue describing the "American" wheel is printed. Two of the twenty two-color pages are devoted to the interests of the L. A. W., American B. H. O. and Sewing Machine Co., Philadelphia, Pa.

Waltham Mfg. Co.

The "Orient" and "Saracen" cycles, made by the Waltham Mfg. Co., 240 Broadway, N. Y., are very neatly and accurately described in a 48-page catalogue. The many full page pictures of wheels are reproductions of photographs and show them exactly as they are. The cover page design is good.

Hodgman Tires.

The Hodgman Rubber Co., 459-461 Broadway, N. Y., and corner Clark and Madison sts,. Chicago, has issued a charming little booklet printed in red and green with artistic cover design regarding the Hodgman Single Tube Tire.



Get Your Hooks in...

The Quaker City - $45.00
This is a $60.00 Bike

The Pennsylvania - $50.00
This is a $75.00 Bike

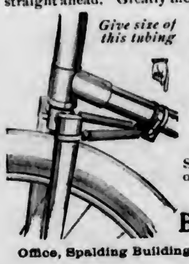
Send us a stamp and we will send cuts of the above.

PENN BICYCLE COMPANY,

H. D. LE CATO, Pres. 1343 Arch Street, Phila.

The Automatic Bicycle Balance

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest. Write for Circular and Trade Prices.



Weighs only 2 ounces. Entirely nickel plated. Adjustable to any bicycle.

PRICE $1.00

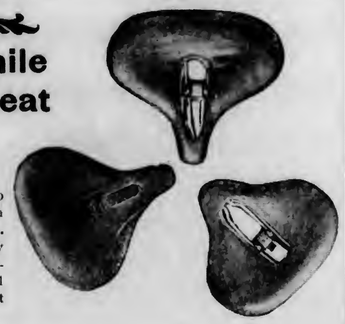
Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

Ray's Fac-simile Cycle Seat



The result of 10 years' experience in the bicycle business. Hygienic, perfectly comfortable, indestructible. Physical injury cannot result from its use.

Price $6.00 each. Agents wanted.

Gormully & Jeffery Mfg. Co.

If you want a descriptive circular, write. 941 Eighth Avenue, New York.

CYCLOIL

The Best Lubricant. The Best Lamp Oil. Odorless and Clear as Crystal.

Prevents rust, cannot gum, burns brilliantly, does not jar out.

25 cents per 8 ounce bottle.

Ask your dealer for it, or write to
McKesson & Robbins, 91 Fulton St., New York.

THE TRANSIT

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.



"Ball-Bearing" Bicycle Shoes

For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,
CHICAGO, ILL.

NEW SHAPE, BETTER THAN EVER.



Sample Stick, 10 Cents.
JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

Two pages of the book are devoted to the interests of the L. A. W.

Record Pedal.

"The Song of the Pedal," is the title of a little brief issued by the Record Pedal Mfg. Co., 243 Columbus ave., Boston, describing in detail the "Record" pedal.

Burns' Saddle.

The Grand Rapids Cycle Seat Mfg. Co., Grand Rapids, Mich., has issued a little brief fully describing and illustrating the Burns' bifurcated spring cycle saddles.

"TOUGHS COLLEGE."

A correspondent says he is attending Toughs college. This is easy to believe but rather indefinite. It is suggested that he may mean Tufts college, which explanation looks more than probable, though we never heard anything about that institution which would warrant this new orthography.

ALL political parties depend upon individual votes and *must* cater to the voters.

IF you can't be a light; be a reflector, don't be a shade.

DON'T carry water on both shoulders unless you are *very* fond of water.



A BICYCLE CRANK

detachable, without key — Sprockets detachable — Handle Bars adjustable while riding and fastened to fork stem without bolt or clamp. That's part of the

.. .. Rialto Bicycle

BETTER INVESTIGATE IT.

CONTINENTAL CYCLE CO.

15th Street and Western Avenue
Chicago .....

A "PNEUMATIC" ORDINANCE.

We are often asked for a form of ordinance which would prevent the throwing upon the highways of articles liable to injure a pneumatic tire. The following has been adopted by a considerable number of towns.

SECTION 1. Any person who shall put or place, or cause to be put or placed, in or upon any street, lane, alley or other public place in a city, any ashes, glass, crockery, scrap iron, nails, tacks or any other articles which would be liable to injure or damage the wheels or tires of bicycles or of any other vehicles which have wheels with rubber or pneumatic tires.

SECT. 2. Any person violating the provisions of the preceding section shall be liable to a fine of not less than two dollars, or more than twenty dollars for each offense.

We would suggest that such an ordinance can be made still more effective and in many cases much easier to pass by making the last of it read as follows:

"Which would be liable to injure the feet of children or animals, or the tires of bicycles or other vehicles.

It is true that the "articles" referred to are just as liable to injure the feet of horses and they are much more liable to injure bare-footed children, than they are to injure the tires of bicycles, consequently it is entirely proper that these reasons should be included.

THERE can be no real harm in asking your friends to join the League.

Trenton Cyclometers



are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

⅔ SIZE MODEL B.

Model C. registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

When ordering your wheels REQUEST that they be fitted with

Hunt

BICYCLE SADDLES
WESTBORO, MASS

U. S. CYCLOMETERS (MODEL '96)

Odometers and Lamp Brackets
For Carriages. Detachable.



FULL SIZE.

ABOVE READS 4652⅞ MILES.

10,000 MILES.
WEIGHS 1¼ OUNCES.
ONE INCH LONG.
Attaches on Right Side.
Repeats or may Easily be Set.
Reads Plainly from Saddle.
Made for 20, 22, 24, 26, 27½, 28, 30 to 46 in. Wheels.
Guaranteed accurate and will be repaired or replaced free of charge in case of accident.

PRICE, $1.50.

U.S. Manufacturing Co.
FOND DU LAC, WIS., U. S. A.

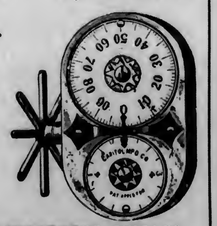
The Climax Ten Thousand .. Mile .. Cyclometer

With Independent Adjustable Trip Indicator.

Is the only Cyclometer that enables the rider to keep track of trips or day runs without bookkeeping or trusting to memory.

Price, only $1.50

Easy to read from saddle. Neat and absolutely correct. Fully guaranteed.



CAPITOL MFG. CO.
125-137 REES STREET, CHICAGO.

The Orange Universal Supporter.

THE BEST IN THE MARKET.



Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot-ball players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R.I. Brockton, Mass.



DODDS' UTILITY **CYCLE SEAT**

BUILT LIKE A CHAIR—AN UPHOLSTERED ONE

IT'S LIKE SITTING ON NOTHING IN CONTRAST WITH SADDLE.

REMOVES ALL POSSIBILITY OF INJURY.

ASK FOR IT OR WRITE

ALEXANDER DODDS, 30 Mill St., GRAND RAPIDS, MICH.

Send $5. If not as recommended, money returned.

PRIZE MEDALS CLUB PINS, ETC.

SEND FOR DESIGNS

JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.



THE BICYCLE

Its Care and Repair.

80 Illustrations. 180 Subjects. 25 cts. Money refunded if not satisfied.

C. Von Culin, Box 20, Delaware City, Delaware.



The Comfort Bicycle Garter

is provided on its inner surface with a rubber lining, having numerous projections, which enter into and engage the meshes of the stocking and prevents **slipping,** without necessitating the great **tension** heretofore required in garters. If your dealer has not them, send us **50c** and we will send you a pair.

Pat. Sept. 17, 1895. No. 546,420

DREYFUS & WATERMAN, 415 B'way, N.Y.

Can Go It Alone.

Oh, woman, woman! naught to you
Can henceforth be denied,
For you've learned to paddle your own canoe,
And pedal your wheel, beside.

Men Not Needed.

To her who can a cycling go,
No days are ever "yellow,"
She doesn't sigh to have a beau,
Since each wheel has a felloe.

To Correspondents.

Write on one side of the paper,
Write your letters large and neat;
And 'twill be the proper caper
If you use but one small sheet.

McCune Cycles...

NONE BETTER,

Send for Catalogue.

EVERETT CYCLE CO.

EVERETT, MASS.

Agents Wanted.

Bicycle Pants, $1.50

FOR MEN AND WOMEN. *Send for samples.*

HALL & DOWNING, 595 Broadway, New York.

RUBBER GOODS BY MAIL

For Men, Women and Children. Catalogue free. Quick Sales. Big Profits to Agents. A. L. Betts & Co., 120 Water St., Toledo, O.

The Ivanhoe is a strictly high-grade wheel, fully guaranteed, and sells for $75.00. Send for catalogue.

V. P. HUMASON,
80 Chambers St., New York.

LOEW 10,000 MILE CYCLOMETER. With Independent Trip Dial. *Price, 90 cts. each.*

CAPITOL MFG CO. - - Chicago, Ill.

"RR" IF YOUR WHEEL IS RUSTY.

Removes Rust and polishes Nickel, Steel, and Brass. Contains no acid. Manufactured by G. W. COLE & CO., 111 Broadway, New York. Send 6 cents for sample.

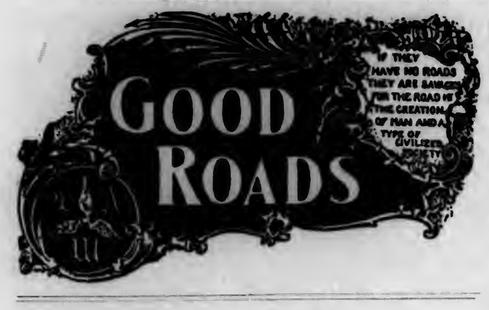
MANUFACTURERS. — Active, young, experienced wheelman will represent bicycle manufacturer during part of his stay in Europe for the next six months. Address, P. O. box No. 817, Philadelphia, Pa.

GOING OUT OF BUSINESS
Famous Scorcher Shoes $1.50
D.E. HOSE SUPPORTES 25¢ PAIR
SENT FREE OF CHARGE, DET. CLEAT CO. 302 WASH. ST. BOSTON

DON'T get oil on rubber, not if you care for the rubber.



THE Detachable Cleat Co., 302 Washington Street, Boston, are going out of the shoe business, and will manufacture their touring bags only. They are closing out their famous Scorcher Shoe at $1.50 per pair, delivered free. This shoe has a reputation of five years' standing.



FINDING THE LEAK.

TIME spent in marketing farm produce is a dead loss.

This loss falls on the crop produced by the farmer. The dappled fields of green and golden wheat know it and the corn leaves whisper it to the lazy pumpkins yellowing in autumn sun.

They know that against them will be charged all the time of horses and men and all the wear and tear of vehicles employed in transporting them to market.

They know that if the road to town is very bad and but half a load can be marketed in twice the time required for marketing a full load with a good road, it will all count against them when the year's business is finished and the books are balanced.

They know that production and consumption are the great contending factors of the farm. Horses and men are consuming the crop while they are producing it. The consumption of it does not end until it is exchanged for its cash equivalent. The fewer the number of horses and men, and the less the amount of time employed in producing and marketing it, the more there will be to credit to the worth of the crop.

The mud tax, or stony-road tax, or the steep grade tax is assessed against the product of the fields.

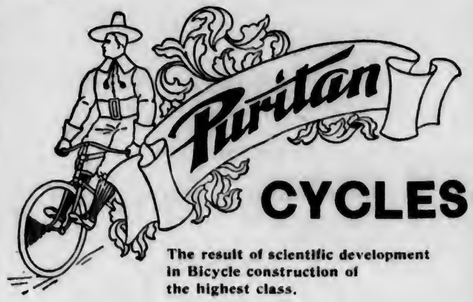
If the farm isn't a paying investment, the "why?" should be looked into.

The farm, itself, may show a profit. The miserable road to market may be the unprofitable part of the business. Roads should be so made that loads can be hauled to market when fields are too wet to work.

Quit charging the fields with the great loss of time, the broken vehicles, the worn-out horses and the many other ills occasioned by poor roads.

NEW HAMPSHIRE will hold a State convention at Concord to consider good roads, on May 13 and 14.

DON'T forget to plant trees along the highways.



CYCLES

The result of scientific development in Bicycle construction of the highest class.

The 20th Century Wheel

.....

O. J. FAXON & COMPANY,

...MANUFACTURERS...

Established 1850. BOSTON, MASS.

NEW YORK STATE AGENCY:

SURPLESS, DUNN & ALDER. 15 Murray St., N Y. City.

Write for territory. Mention L. A. W. BULLETIN.

"Improvement the Order of the Age."

THREE NEW MODEL...



Smith Premier Typewriters

Nos. 2, 3 and 4.

Many improvements heretofore overlooked by other manufacturers.

HAVE YOU EXAMINED THEM?

The Smith Premier Typewriter Co.

31 FRANKLIN ST., BOSTON.

A road that's straight and smooth and level
Proclaims the truth and shames the ——
Farmers who maintain the other kind.

NOW is the time to prepare for active road work.

DRAIN the road. Too much water worketh evil.

MAKE the road in front of your place better than it has ever been before.

SPRING is here and so are the springy country roads.

League of American Wheelmen
Official Department

Boston, April 10, 1896.

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12 PEARL STREET, - - - BOSTON, MASS.

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FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

RENEWAL SEASON.

The renewal season is now open and we are ready to receive the annual dues of those members whose membership expires during April.

(COMBINATION BLANK).

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W.,
12 Pearl Street, Boston, Mass.

Dear Sir:—I enclose One Dollar for which please renew my membership and subscription to the L. A. W. publication for another year.

Number .....

Date of Expiration .....

Name .....

Street and No. or P. O. Box. .....

City ..... **State** .....

City and Division in which my home is and to which I should be attached. .....

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name, ...

Street or Box, ...

City or Town, ...

..... **State,** .....

Cycle Club, ...

References, ...

.....

☞ Write plainly, printing preferred, or enclose personal card.

RACING BOARD.

Sanctions Granted.

June 27—Kings Co. Wheelmen, Brooklyn, N. Y.
April 4—Cycle Club of Brooklyn, Brooklyn, N. Y.
April 11—Cycle Club of Brooklyn, Brooklyn, N. Y.
April 18—Cycle Club of Brooklyn, Brooklyn, N. Y.
April 25—Cycle Club of Brooklyn, Brooklyn, N. Y.
May 2—Cycle Club of Brooklyn, Brooklyn, N. Y.
April 30—Santa Rosa Cycling Park Asso., Santa Rosa, Cal.
May 1 and 2—Santa Rosa Cycling Park Asso., Santa Rosa, Cal.
July 4—North California Division Meet, Petaluma, Cal.
July 3 and 4—Warren Cycle Club, Vicksburg, Miss.
July 4—Chattanooga Athletic Asso., Chattanooga, Tenn.
April 1—University of Pennsylvania Athletic Asso., Philadelphia.
May 16—Federal Cycle Club, Federalsburg, Md.
May 30—R. H. Kain, Tioga, Phila., Pa.
June 16—Bicycle Park Asso., Omaha, Neb.
July 4—Aurora Cycling Club, Aurora, Ill.

Official Handicappers Appointed.

Albert T. Allen, Detroit, Mich.
D. C. Eldredge, York, Neb.
Henry Goodman, Hartford, Conn.
H. D. Crosby, Topeka, Kan.
John C. Wetmore, Elizabeth, N. J.
Charles G. Percival, Boston, Mass.
J. C. Kerrison, Boston Mass.
William C. Watkins, Baltimore, Md.
P. M. Kilroy, Pine Bluff, Ark.
William Jose, Washington, D. C.
A. G. Powell, Philadelphia, Pa.
Trevor F. Myler, Pittsburg, Pa.
E. A. Bloomquist, Minneapolis, Minn.

Declared Professionals.

C. M. Murphy, Brooklyn, N. Y., own request.
Louis A. Callahan, Buffalo, N. Y., own request.
W. A. Terrill, San Francisco, Cal., own request.
W. A. Taylor, Duarte, Cal., own request.
Clyde Washburn, Duarte, Cal., own request.
W. B. Vaughn, San Diego, Cal., own request.
Charles H. Miller, Los Angeles, Cal., own request.
John Jenks, San Diego, Cal., own request.
W. Aldredge, Phœnix, Arizona, own request.
W. W. Hamilton, Denver, Col., own request.
A. B. Stone, Denver, Col., own request.
H. B. Conibear, Denver, Col., own request.
W. W. Needham, San Jose, Cal., clause b.
F. H. Allen, Syracuse, N. Y., own request.
E. W. Swanbrough, Denver, Col., own request.

MEMBERS OF THE NATIONAL RACING BOARD.

G. D. Gideon, chairman, 17 N. 7th st., Philadelphia, Pa.; H. W. Robinson, 89 State st., Boston, Mass.; E. H. Croninger, 153 W 5th st., Cincinnati, Ohio; Fred Gerlach, 56 Montauk Block, Chicago, Ill.; D. W. Robert, 2922 Washington st., St. Louis, Mo.; R. M. Welch, 532 California st., San Francisco, Cal; A. G. Batchelder, 1427 American Tract Society Building, New York, N. Y.

Members of the board have had assigned them the following territory:

District A.—Mr. Robinson in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

District B.—Mr. Gideon in charge of New Jersey, Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, North and South Carolina.

District C.—Mr. Croninger in charge of Ohio, Indiana, Kentucky, Tennessee, West Virginia, Mississippi, Alabama, Georgia and Florida.

District D.—Mr. Gerlach in charge of Illinois, Wisconsin, Iowa, Minnesota, Michigan, Dakota and Nebraska.

District E.—Mr. Robert in charge of Missouri, Kansas, Arkansas, Louisiana, Texas, New Mexico, Oklahoma and Indian Territory.

District F.—Mr. Batchelder in charge of New York State.

District G.—Mr. Welch in charge of California, Nevada, Oregon, Arizona, Utah, Washington, Montana and Idaho.

Special States.

Under the direction of Mr. Gideon, Colorado and Wyoming will be governed by W. I. Doty, Denver, Col.

Note.—Applications for sanctions should be sent to the above named, as in charge of the States in which the races are to be held.

WISCONSIN RECRUITING LITERATURE.

A handsome illustrated recruiting pamphlet has just been issued by our division especially for Wisconsin, and we would like to send copies of them to every member who feels that he can place them to advantage among his friends and fellow wheelmen. Send to the State secretary for a supply. The pamphlet was carefully prepared and gives the advantages of the League in detail, including the inducements offered to members.

M. C. ROTIER, *Sec.-Treas*
505 East Water St., Milwaukee.

UTAH.

The Salt Lake social wheel club, a League club, at their regular meeting March 10, 1896, elected Mr. A. E. Beveredge as their representative upon the division board of officers of the Utah division, L. A. W.

W. S. EVANS, Sect.-Treas.

WHEELS STOLEN. $25.00 REWARD.

The above reward will be paid by the New York State division of the L. A. W. for information leading to the detection and conviction of the thief who stole from John R. Miller, 311 West 178th street, New York, N. Y., on March 30, the following bicycles: One 1895 ladies' Crescent, No. 107,773; one 1895 ladies' Hartford, No. 4,324; one 1895 ladies' Columbia, No. 666T. This last machine was without a saddle. These wheels were stolen at the same time from the apartment house, 311 West 178th street. A reward of twenty-five ($25.00) will be given by his division for the arrest and conviction of the thief.

ISAAC B. POTTER, Chief Consul.

CONNECTICUT DIVISION.

Road Book.

I have been informed that some one is working on an *unofficial* road book and soliciting information from consuls and members of this division. Any one is at liberty to publish a work of this kind; but members furnishing information gratis to them are doing an injury to our own publication.

I hope to have the maps for the *official* book in the hands of the various ones selected for the undertaking within ten days, with question blanks, and shall hope to see in BULLETIN a large increase in renewals, that we may know "where we are at" financially.

Fraternally,

PHILIP W. WESTLAKE, *Chief Consul.*

"REGARDING SPACE."

Read the article under this heading in the editorial department of this number and then read the following *two reports of the same meeting*—if you can spare the time.

MASSACHUSETTS BOARD OF OFFICERS.

Regular quarterly meeting, Young's Hotel, March 11. Chief consul presided. Secretary-treasurer and forty-one other members present. Also ten proxies.

Chief consul's report showed a very satisfactory condition of things. Report accepted.

Committees for 1896 were announced and printed in nearly all the prominent Massachusetts papers next day.

Chief consul tendered his resignation. Resignation not accepted.

Report of secretary-treasurer showed balance on hand Dec. 10, $450.17; receipts, $228.26; total, $1,679.03; total expenses, $1,102.62; balance on hand to-night, $487.41; due from Secretary Bassett to date, $375.42; added to balance on hand shows $832.83. Total membership of the division Dec. 6, '95, 5,927; total membership to last Saturday, 6,168. Division has adopted the card-index system of keeping list of names. Report accepted.

Chairmen of standing committees made reports which were satisfactory and accepted.

Appropriate resolutions were adopted on the recent death of Mr. Fred McDonough, a member of the board.

A vote was taken on a motion to do away with proxies. Proxies are retained by vote of thirty-five to nineteen.

It was voted to extend the hospitality of the Massachusetts Division to all members of the other New England States on May 30. One thousand dollars was appropriated for entertainment on that occasion.

Two hundred dollars was appropriated for prizes to be given for new members.

An amendment to accept League clubs with only seventy-five per cent. League membership was lost.

An amendment to provide for a regular mid-winter meet was carried

A. D. PECK, Sec.-Treas.

MASSACHUSETTS DIVISION.

The regular quarterly meeting of the Massachusetts division L. A. W. was held at Young's Hotel, Boston, Wednesday evening, March 11, 1896.

Chief Consul Sterling Elliott presided, and the following officers were present: A. D. Peck, Chas. L. Barker, W. B. Chipman, Josiah S. Dean, W. S. Dillingham, Warner S. Doane, W. W. Eddy, J. J. Fecitt, A. G. Frothingham, Fred L. Gorton, W. G. Kendall, J. C. Kerrison, Arthr O. Knight, Fred S. McCausland, H. E. Morine, Geo. A. Perkins, Arthur K. Peck, A. W. Swan, J. E. Tippett, Spencer T. Williams, Elmer Renches, A. W. Cutler, G. W. Dorntee, Bertram Harriott, A. M. Lloyd, R. A. Moses, A. W. Norcross, F. M. Miller, C. G. Percival, H. W. Robinson, Ruben S. Swan, N. W. Starbird, J. E. Towne, A. W. Pease, W. C. Toppan, C. P. Jackson, F. H. McKee, J. S. Gray, Geo. E Curtis, A. R. Duryea, W. H. Senter, W. S. McRobert, Geo. A Wilber. Ten other members of the board were represented by proxies.

President Elliott made his report, which was accepted. He told of the bill introduced in the State senate, calling for a tax of $2 on bicycles, also the lantern bill, and stated the efforts which have been and are yet being made to keep the measures from becoming laws. He added that it was his belief that the League of American Wheelmen, as a body of forty thousand persons, should go into politics "with both feet," not "dabble." He believed that its power would be felt, and that great good would result not only to the wheelmen, but to the entire people.

Continuing, he said "Massachusetts had at the close of last year 127 local consuls. So far this month I have appointed 25 new men, and have re-appointed 75. Of those who served last year the number of new names received in Massachusetts for the last two weeks is 125. The total number received last year from January 31 to April 1, was only 62. From January 1 to March 11 the largest number ever received previous to this year was 60, in '94, while the total number received from January 1 to March 11 of last year was 14. During the same length of time this year we have received 275 new members."

He announced the appointments of the different committees for 1896, viz.:

OFFICERS OF THE MASSACHUSETTS DIVISION, L. A. W., FOR THE YEAR 1896.

Chief Consul, Sterling Elliott, Boston; Vice Consul, D. E. Miller, Springfield; Secretary-Treasurer, A. D. Peck, Boston.

Finance Committee. Reuben S. Swan, Brookline; Wm. W. Eddy, Fitchburg; H. E. Morine, Boston.

Rights and Privileges Committee. J. S. Dean, Boston; W. S. Slocum, Boston; Geo. A. Perkins, Boston.

Highway Improvement Committee. Geo. A. Perkins, Boston; Chas. L. Barker, Pittsfield; L. W. Piper, Newburyport; F. H. Shute, Gloucester.

Touring Committee. John C. Kerrison, Boston; G. W. Tarbell, Boston; F. P. Sibley, Boston; G. L. Sullivan, Boston; C. S. Percival, Boston; H. R. Ilsley, Boston.

Transportation Committee. Henry C. Nickerson, Boston; N. W. Starbird, Malden; F. I. Gorton, N. Attleboro.

Racing Committee Henry W. Robinson, Boston; A. O. Knight, Worcester; G. W. Dorntee, Malden; Hoyland Smith, New Bedford; Geo. E. Patton, N. Adams.

Rules and Regulations Committee. Spencer T. Williams, Boston; A. G. Frothingham, 68 Chauncy st., Boston; H. E. Morine, care C. H. Buck, Boston; J. J. Fecitt, care Union Cycle Mfg. Co., Boston; Abbot Bassett, Boston.

Road Book Committee. Arthur K. Peck, Bostor; Stephen D. Field, Stockbridge; John Noble, jr., Cambridge; Allen Swan, New Bedford; W. W. Eddy, Fitchburg.

Guide Post Committee. A. D. Peck, Boston; E. W. McGlenen, Boston; W. C. Toppan, Newburyport; Geo. E. Patton, N. Adams; F. H. McKee, Springfield; T. C. Forbes, Greenfield; John Easeland, Great Barrington.

Concluding, Chief Consul Elliott tendered his resignation as follows:

MASSACHUSETTS DIVISION BOARD OF OFFICERS OF THE LEAGUE OF AMERICAN WHEELMEN:

"Owing to my election to the presidency of the League, an achievement, by the way, which was largely due to your efforts, I find myself placed in the peculiar position of occupying two offices. It would seem that in justice to the other States, and in order that I may not seem to desire more preferment than should properly belong to one man, I hereby tender my resignation, as chief consul of this division.

"It may be proper for me at this time to express my appreciation of the fact that you have twice unanimously elected me to the office, which I now resign, and I thank you for the kindly assistance and encouragement which you have always given me and which has been extremely helpful in the discharge of my duties.

"STERLING ELLIOTT."

Spencer T. Williams made a motion that Mr. Elliott's resignation be positively declined, which was unanimously carried.

The report of the secretary treasurer was read and accepted as follows:

The following is the secretary treasurer's report:

TO THE CHIEF CONSUL AND BOARD OF OFFICERS MASS. DIVISION L. A. W.

The following is a statement of the financial condition of this division.

Balance on hand, Dec. 10, 1895,	$1,450.17
Receipts,	228.86
Total,	$1,679.03
Total expenses,	$1,102.62
Balance on hand to-night,	487.41
Due from Secretary Bassett to date,	375.42
Which with balance on hand, amounts to	832.83

The accounts have been audited to date by the chairman of the finance committee.

The total membership of this division Dec. 6, 1895, was 5,927 members. The total membership up to last Saturday was 6,168, a gain of 241 members, which, taking into consideration the time of the year, when there is no riding, seems to me to be doing remarkably well. Out of the 241 new members only 3 have failed to subscribe to the "BULLETIN." Since the last meeting two new League clubs have been admitted; viz., Berkshire County Wheelmen of Putsfield, and the Blue Hill Wheelmen of Dorchester, both of whom have elected representatives to this board of officers.

The membership having increased sufficiently to allow another representative at large, Chief Consul Elliott has appointed Mr. Elmer Renches of Fall River to the position. The total number of local consuls Dec. 1 amounted to 127. The chief consul and secretary have already appointed and reappointed 153, and there are about 80 more towns to appoint in. Early in January the secretary sent out letters to all the towns that were not represented, asking the postmaster to suggest the name of some wheelman in their town who is actively engaged in cycling, with whom we might correspond with reference to his appointment as an L. A. W. local consul. In this way we secured a great many names to work upon, and in many instances have induced members to join us where there has not been a single L. A. W. member in the town, and these new members have offered

to help the good cause along. During the next month we have over 3,000 members whose membership expires, as all members of this division previous to Mar. 31, 1895, time expires Apr. 1. I earnestly request the delegates present to notify their club secretaries and their club members to renew at once.

This division has adopted the card index system, which enables us to keep a complete list of members for references. The national body have also seen fit to adopt the same.

A meeting of the executive committee was held on Dec. 26 at Young's Hotel to consider matters pertaining to the national assembly and League entertainment, and it was also the sense of the meeting to give $200 in prizes for the ensuing year to members putting in the most new members and renewals, the prizes to be divided as follows: $30, $25, $20, $15, $10; ten at $5 and twenty at $2.50. Two renewals to count as one member. Competition to close Dec. 1, and is open to all members of this division.

As you are all aware the division gave an entertainment on Feb. 29, at the Bijou Opera House, which was free to L. A. W. members. Talent being furnished by the different clubs. The house was crowded and the show far above the expectation of the committee, and was a pronounced success.

A. D. PECK, Sec'y Treas.

Mr. Ruben S. Swan as chairman of the finance committee made a short verbal report that he had examined the books of the secretary-treasurer up to date, and had found them correct.

J. S. Dean as chairman of the rights and privileges committee said he had no report to make.

Perhaps the most interesting report was that of Chairman George A. Perkins of the highway improvement committee, who is also chairman of the State highway commission. Mr. Perkins compared the hearing given on the highway improvement appropriation at the State House yesterday to that given him when, nine years ago, as a State representative, he made the first motion affecting the road improvements in the State legislature. Yesterday, he said, there were between 300 and 400 regularly accredited representatives of towns and cities, all of whom were decidedly in favor of the appropriation of $1,000,000 asked for by the commission. Mr. Perkins said that, if the appropriation were granted, one would be able to ride or drive from Boston to Providence; that the bad portions of the existing roads would be placed in excellent condition, and that there would be 200 miles of State roads at the close of the season. This vote was accepted, and a rising vote of thanks tendered Mr. Perkins.

Spencer T. Williams as chairman of the rules and regulations committee reported progress and stated the division constitution and by-laws would be made to conform with the amendments passed at the national assembly.

Report accepted.

Henry W. Robinson as chairman of the racing committee made a short verbal report calling attention to the delegates to the rules made by the national assembly in doing away with class B and adopting two classes, amateur and professional. Amateurs not to race for any prize over the value of $35. All class B men are now considered as amateurs.

Report accepted.

Arthur K. Peck as chairman of the road book committee reports that it is the intention of that committee to solicit aid and co-operation of L. A. W. members throughout the State, and if any errors in road books to notify him of same, and if any suggestions to make, should be pleased to receive them.

Report accepted.

Owing to the death of Mr. Fred McDonough of the Tiger Roadsters it was voted that the credentials of Mr. Geo. Wilber be accepted as a member of the board.

Carried.

To properly present the matter before the meeting for its decision Mr. Elliott moved that the present system providing for the use of proxies be dispensed with and the use of proxies be discontinued. A proxy vote was taken and the motion was lost by a vote of 35 nays and 19 yeas.

Arthur K. Peck made a motion as follows:

Resolved, That the Massachusetts division L. A. W. extend a cordial invitation to the L. A. W. members of the New England States to accept of their hospitality and join with them in their annual spring meet, May 30, 1896.

After some discussion pro. and con. by Williams, Dorntee, Jackson, Swan, Dean and Knight it was carried unanimously.

Spencer T. Williams moved that a sum not exceeding $1,000 be appropriated for the spring meet on Decoration day.

Carried.

Mr. Ruben S. Swan moved an appropriation of $200 to ratify the sense of the meeting of the ex-committee in offering that amount for prizes for getting new members this year.

Carried.

Fred S. McCausland offered a resolution on the death of Mr. Fred McDonough, a member of the division board of officers, to be spread upon the records, and for the secretary to write the members of his family and send a copy of resolution to them. Resolution as follows:

Whereas, Almighty God has seen fit to remove from our midst Fred McDonough,

Resolved, That this board express its appreciation of Mr. McDonough's worth and faithfulness as a member of this division and of the board of officers, and its sympathy with his bereaved family, and that a copy of this resolution be spread upon the records and sent to the family of the deceased.

Henry W. Robinson brought his amendment before the meeting and moved its adoption, which was to amend Article III, Section 1, and to allow League clubs to qualify with seventy-five per cent. of League members.

After a lengthy discussion by Messrs. Williams, Robinson, Dorntee, Towne, Kerrison, Miller, Frothingham, Jackson and others, the question was put.

Mr. S. T. Williams called for a proxy vote, and amendment was defeated by a vote of 48 no, 5 yes.

Motion was made that the amendment to the by-laws, offered by Albert G. Frothingham. That Article XIII., Section 1, be amended by adding after the word October, "*and a midwinter meet in January or February.*"

Was put and carried.

Mr. Fecitt moved that the meeting adjourn.

Meeting adjourned at 10 P. M.

Immediately after the adjournment Chief Consul Elliott stated that he had received word from Chairman Gideon of the national racing board that J. C. Kerrison and C. G. Percival had been appointed as handicappers for this district.

A. D. PECK, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, April 10, 1896.

Total, 1160—28,387.

Arkansas, 2—194

Ark. Trav. C. C.

98,020 Karns, Fred — Little Rock

Unattached

1 Mitchell, Horace G. — Little Rock

Colorado, 3—259

Denver W. C.

98,022 Taylor, R. S., 1615 Stout — Denver

Unattached

3 Wood, W. S., box 145 — Colorado Sp'gs

4 Stanwood, E. L., 1730 Arapahoe — Denver

Connecticut, 11—309

Rose of N. E., W. C.

98,025 Jones, Isaac S., 161 Main — Norwich

6 Royce, Frank I., 20 Shetucket — "

7 Wells, Wm. A., 44 Hinckley — "

W. L. W. C.

8 Glover, A. W. — Windsor Locks

Unattached

9 Gabler, G. L., Jr., care of Y. M. C. A. — Bridgeport

98,030 Chapman, Chas. Billings, box 475 — Norwich

1 Peck, Eddie G., box 523 — Torrington

2 Lyall, A. S., care of Reid & Hughes — Waterbury

3 Smith, Geo. L., 37 Meadow st — West Winsted

4 Spellman, A. D., box 229 — Willimantic

5 Beck, Geo. H. — West Cornwall

Delaware, 3—32

Unattached

98,036 Broomall, Harl — Yorklyn P. O.

7 Bailey, Henry J., 612 King — Wilmington

8 Thomas, Sterling W., 1505 W. 14th st — "

District of Columbia, 17—90

Wash. Road Club

98,039 Kloman, Edw., 918 M st., N. W. — Washington

Queer W.

98,040 Larrimore, W. K., 315 7th st — Washington

Unattached

1 Adams, Allen R., 1311 Conn. ave — Washington

2 Allen, Walter C., District Bld'g — "

3 Bowie, W. P., 1215 M st. N. W. — "

4 Burr, R. R., 615 12th st — "

5 Cahill, F. S., 1800 Penn. ave., N. W. — "

6 Cox, J. S., 810 14th st — "

7 Espey, Wm. J., 701 14th st — "

8 Franz, F. C., 1807 G st., N. W. — "

9 Greer, Edw. R., 2010 Hillyer pl — "

050 Gironard, A., 115 10 st., N. E. — "

1 Jones, R. C., 615 12th st — "

2 Keyser, Louis P., 2019 Mass. ave. — "

3 May, Henry, 1325 K st. N. W. — "

4 Sefton, A. H., 320 1st st., N. E. — "

5 Tappan, W. R., 1013 Pa. ave. — "

Florida, 1—22

Unattached

98,056 Riden, H. B., box 279 — Tampa

Georgia, 2—16

Unattached

98,057 Weigle, J. Gardiner, 811 Broad — Augusta
8 Haltiwanger, A. J., Jr., 517 Equitable bldg. — Atlanta

Illinois, 7—1037

Danville C. C.

98,059 Daniels, Stanley H., 427 N. Hazel — Danville

Unattached

060 Crackel, W. H. — Browns
1 Hastings, Ira — Cairo
2 McMannaug, C. Vernon, box 500 — Chillicothe
3 Johnson, Wm. B. — Dixon
4 Du Mars, H. E. — Elmwood
5 James, W. A. — Sheldon

Indiana, 38—368

Elkhart C. C.

98,006 Demarest, M. U., Pigeon st — Elkhart
7 Evans, R. W., 317 Jefferson — "
8 Turnock, R., 318 Washington — "

Wabash C. C.

9 Splaty, Geo. W., 330 N. 4th st — Terre Haute

Unattached

070 Smith, A. C., 115 N. Harrison — Alexandria
1 Bartlett, Ralph — Ambia
2 Carpenter, John P. — Anderson
3 Wright, T. W., 515 N. Meridian ave. — "
4 Carpenter, Robt. H. — Angola
5 Robinson, J. E. — "
6 McCallum, I. A. — Clinton
7 Swinehart, F. L. — "
8 Blair, D. V., 215 S. Green — Crawfordville
9 Coss, Omer, 214 E. Main — "
080 Dennis, L. E., 312 W. Main — "
1 Gregg, Chas. M., 12 N. Water — "
2 Gregg, Fred M., 12 N. Water st — "
3 Hill, I. D., 401 S. Water — "
4 Hack, Ed., 201 W. Market — "
5 Kelley, M. A., Main st — "
6 Myers, Iven, 121 Washington — "
7 Swearingen, Walter, 513 Wabash — "
8 Somerville, W. K., 702 Buiford — "
9 Tinsley, Campbell, 121 S. Wash. — "
090 Voris, Cliff D., 214 E. Main — "
1 Willite, E. F., 103 W. College — "
2 Warner, Lee S., 101 Washiington — "
3 Cooper, Garrett D., box 43 — Greencastle
4 Henderson, Chas. K., 307 Central ave — Indianapolis
5 Hunter, W. G. 403 N. Delaware — "
6 Jones, Will E., 707 N. Illinois — "
7 Meyer, Edw. H., 163 E. St. Joe — "
8 Bodenstein, John F., 110 E. Maple — Jeffersonville
9 Hubbard, Frank H., 24 S. Broadway — Pern
100 Jackson, Victor S., care First National Bank — "
1 Worden, C. M., Post Office — "
2 Frankel, J. W., 116 W. Washington — South Bend
3 Salisbury, Joseph M., 41 Union — Valparaiso

Iowa, 35—701

K. C. C.

98,104 Allen, Frank A., Union Depot — Keokuk
5 Bevering, Edw. J., 1103 Franklin st — "
6 Johnson, F. C., 318 Main st — "
7 Lourie, R. B., 607 Franklin st — "
8 McElroy, J. A., Jr., Keokuk Savings Bank — "
9 Temp, Louis, Jr., 418 Blondeau st — "

Des Moines L. A. W. Club

110 Irish, Walter, Court House. — Des Moines

K. K. K.

1 Johnston, J. U. — Sigourney
2 Weller, A. J. — "

Unattached

3 Andrews, Chas. B. — Ackley
4 Ahrens, G. R., First st — Belle Plaine
5 Frank, B. F., Jr., Beech street — "
6 Hosmer, C. P., First st — "
7 Wilson, J. D., Jr., box 195 — "
8 Eikenberry, Will A. — Chariton
9 Gillilan, G. D. — Central City
120 Sawyer, Geo. L. — "
1 Williams, H. B. — Centerville
2 Martin, C. H., Peoples Sav. Bank — Des Moines
3 Nicklin, I. W., box 230 — Eldon
4 Bauer, Geo. M. — Ladora
5 Betz, C. H. — "
6 Snavely, W. H. — "
7 York, Fred — "
8 Dooley, W. E. — Moulton
98,129 Waiii, Howie — Moulton
130 Asquith, S. A. — Waterloo
1 Aldrich, Louis — "
2 McCartney, F. H. — "
3 Mitchell, Henry — "
4 Miller, E. D. — "
5 Taylor, Harry — "
6 Wenham, Frank — "
7 Eden, Will J. — Winterset
8 Sackett, Frank — "

Kansas, 9—432

Emporia Cyclers.

98,139 Stevenson, W. C. — Emporia
140 Sodon, Justin R. — "
1 Yearout, P. F. — "
2 Jones, Tom — "

T. A. A. W.

3 Myers, Curtis W., 1325 Tyler — Topeka
4 Huber, H. A., care C. R. I. & P. Ry. Co. — "

Unattached

5 Wyckhoff, C. V. — Burlington
6 McFarland, John S., 1100 Harrison ave — Topeka
7 Morris, H. F., care C. R. I. & P. Ry. Co. — "

Kentucky, 37—324

M. B. C.

98,148 Hendricks, Edgar L. — Madisonville
9 Hollinger, W. C. — "

Osceola C. C.

150 Patrick, Harry F., 10th and Magazine — Louisville

Mystic C. C.

1 Lowe, George S., 1114 6th st — Louisville
2 Sharp, F. H., 1231 2nd st — "
3 Strain, B. Webb, 23rd and High — "

Paducah C. C.

4 McCarty, C. C. — Paducah

Unattached

5 Honhorst, H. E., 30 Ward ave — Belleville
6 Williams, W. W., 104 Main — Henderson
7 Zimbro, Jacob, 104 Main — "
8 Elgin, L. L., box 327 — Hopkinsville
9 Smith, C. B., box 207 — "
160 Leathers, Dr. C. A., box 135 — Lawrenceburg
1 Atkins, Dr. H. S., Main st — Lexington
2 Allison, Y. E., 505 W. St. Catherine — Louisville
3 Bennink, Henry, 2507 W. Grayson — "
4 Browne, Henry, 342 E. Onshy — "
5 Beirach, J. E., 1112 17th st — "
6 Castleman, B., Columbia bldg. — "
7 Groeschel, Edw., 546 E. Jefferson — "
8 Lupton, John T., 444 W. Main — "
9 Thompson, Hite, 1434 First — "
170 Thomas, Geo. H., 1158 Ruters ave — "
1 Tinsley, E. B., 104 W. St. Catherine — "
2 Midderdorff, H. W., 1022 6th st — "
3 Wickliffe, J. J., 1023 W. Chest. — "
4 Thompson, A. H. — Maysville

Louisiana, 1—12

Unattached

98,175 Broussard, N. F. — Scott

Maine, 7—222

Unattached

98,176 Fogg, S. L., Front st — Bath
7 Klippel, Wilson P., Front st — "
8 Kennison, H. L. — Blue Hill
9 Thompson, Weston — Brunswick
180 Smith, S. M., box 637 — "
1 Small, Fred K. — Lisbon Falls
2 Little, F. H., 122 High — Portland

Maryland, 14—390

Century C. C.

98,183 De Fontes, A. F., 308 N. Gay st — Baltimore

Park C. C.

4 Gittings, John S., North and Fayette sts — Baltimore

Unattached

5 *Becker, Mrs. Henry C.*, 936 E. Eager — Baltimore
6 Brown, Wm. P., 1703 N. Calvert — "
7 Cary, John R., 605 Lennox st — "
8 Deaver, Thos. A., 822 N. Central ave — "
9 Hull, Jas. D., German & Paca — "
190 Knipp, Walter, 2510 Druid Hill ave — "
1 Matthews, Geo. Mc, 709 Portland st — "
2 Russell, Wm., 1212 Homewood ave — "
3 Warner, John C., 711 Portland st — "
4 Wachsmann, Wm., 437 S. Paca st — "
5 Wells, Chas. G., 237 E. Main — Elkton
6 Anderson, G. Minor — Rockville

Massachusetts, 209—3478

Mass. Bi. Club

98,197 Blodgett, Fred S., 100 Kingston — Boston
8 Locke, Herbert Stetson, 162 State — "
9 Rogers, R. D., 501 Boylston — "
200 Downes, Moses H., 22 Chapman pl — "
1 Wilson, Geo. A., 73 Essex — "

Suffolk Bi. Club

2 Herrmann, Julius, 230 A Blue Hill ave — Boston

Press C. C.

3 Jordan, W. H., 152 W. Newton — Boston
4 Cohn, R. H., St Bradstreet ave — Beachmont
5 Broderick, J. A., 184 Eustis st — Roxbury
6 Cahill, A. E., box 892 — Reading

Clover Y. & C. C.

7 Morton, Dan. O., 30 Park sq — Boston
8 Wilson, Chas. H., 30 Park sq — "
9 Ladd, Edw. O. — Everett
210 *Bate, Marion* — Waverly

Rovers C. C.

1 Burbeck, Edw., 78 Chauncy st — Boston
2 Burton, L. D., Essex st — Charlestown

Shoe City W.

3 Hatch, Rupert O., 203 Main — Brockton
4 Thayer, W. B. — Avon

Dorchester W.

5 Urquhart, Rob., 167 Bowdoin — Dorchester

Q. P. C.

6 Schwartz, Herman M., box 109 — Florence
7 Peck, Henry S., 38 Paradise Road — Northampton

Stearns Rovers

8 Wood, Robt. E. L., 85 Chace st — Fall River

Haverhill C. C.

9 Bartlett, Jas. C., 3 Union st — Haverhill
220 Pettengill, Geo. W., 30 Fleet — "

Hyde Park Rovers

1 Baker, Wallace H., 89 Fairmount ave — Hyde Park

Spindle City W.

2 Caldwell, Chas., 339 Pawtucket — Lowell

G. C. W.

3 Barrows, C. F., 181 Charlesbank Road — Newton
4 Hahn, F. C., box 118 — "
5 Thomas, Frank, 67 Pearl st — "

D. A. C. C.

6 Davis, Wm. W., Norfolk House — Roxbury

Massasoit C. C.

7 Cook, F. C., Meekins, Packard & Wheat — Springfield

S. Bi. Club

8 Sargeant, W. H., box 1074 — Springfield

Conn. Valley W.

9 Baker, A. G., 300 Main st — Springfield
230 Gowdy, Wm. H., box 1247 — "
1 Lester, Wm. M., 121 Harvard st — "
2 Stock, Thos. H., 14 Hawley st — "
3 Webster, E. A., 503 Main st — "
4 Wheeler, P. B. — Mittineague
5 Dexter, E. J., 27 Heigh — Springfield
6 Henck, Henry, 8 Hampden — "

Stockbridge C. C.

7 Hall, Geo. R. C. — Stockbridge

Arlington B. C.

8 Hopkins, Roland G., Pleasant st — Arlington

W. C. C.

9 Carter, Geo. O., 8 Crescent st — Waltham

Malden B. C.

240 Moran, J. W., 8 Magnolia — Malden

Towanda C. C.

1 Holdridge, A. L., 421 Main st — Woburn

Warren B. C.

2 Chandler, G. W., box 333 — Warren
3 Cunningham, J. T. — "
4 Horton, Chas. — "
5 Martin, Geo. E. — "

Unattached

6 Coenen, Frank — Adams
7 Higham, Harvy, box 883 — "
8 Shaw, Dr. Henry, 311 Cambridge — Allston
9 Rosa, A. E., — Amherst
98,250 Barry, Charles G., box 281 — Arlington
1 Crosby, A. D. — Attleboro
2 Luther, Wm. J., 153 Pleasant — "
3 Wilmarth, H. P. — "
4 Cole, W. W., box 248 — Auburndale
5 Merrill, E. C., box 24 — "
6 Pickard, Chas. D., Berkely pl — "
7 Angier, A. E., 23 Irvington st — Boston
8 Barnes, Wm. W., 87 Milk st., room 51 — "
9 Briggs, Edward C., 125 Marlboro st — "
260 Blossom, Irving A., 87 Milk st — "
1 Bennett, Edward E., 140 Massachusetts ave — "
2 Creed, W. A., 109 Kingston st — "
3 Denny, Clarence B., 30 Bedford st — "
4 Francis, H. S., 59 Atlantic ave — "
5 Garmon, F. C., 700 Washington st — "
6 Harding, Albert E., 301 Congress st — "
7 Hill, Arthur K., 375 Columbus ave — "
8 Hammett, Edward E., 80 Tuttle st — "
9 Hurd, J. E. Irving, Hotel Chatham, Washington st — "
270 Houghton, Arthur L., 103 West Springfield, station A — "
1 Luce, Matthew, Jr., 138 Federal st — "
2 Nash, Luther B., 507 Shawmut ave — "
3 Morse, J. T., Jr., 10 Fairfield st — "
4 Manning, Francis H., 138 Federal st — "
5 Roberts, H. W., B. A. A. — "
6 Starrett, D. W., 11 Hamilton pl — "
7 Storey, F. G., 67 Milk st — "
8 Smith, Stanley W., 55 High st — "
9 Smith, F. Langdon, 504 Atlantic ave — "
280 Upham, A. B., 201 Columbus ave — "
1 Upson, Alvin L., City Hospital, — "
2 Webster, Henry E., 20 Appleton st — "
3 Wright, Geo., 344 Washington st — "
4 Yont, A. E., box 33 — "
5 *Balch, Mary L.*, 55 Marion st — Brookline
6 *Balch, Anna M.*, 55 Marion st — "
7 Cook, J. F., 27 Thorndike st — "
8 Cook, F. H., 27 Thorndike st — "
9 Lee, G. W., Mountfort st — "
290 Russell, W. F., 80 Vine st — Brockton
1 Clough, W. L., 107 Court st — "
2 McAdams, John F, Hayward ave — Campello
3 Kinchington, Jas. D., 2 Trowbridge Terrace — Cambridge
4 Price, Raymond B., 151 Austin st — "
5 Silveira, A. J., 44 Baldwin st — "
6 Wade, G. K. B., 13 Winthrop Hall — "
7 Fryett, Chas. T., 56 Addison st — Chelsea
8 Taylor, W. W., 103 Beacon st — "
9 Reed, Chas. E., 1 Franklin ave — "
300 Dupee, Wm. Arthur — Chestnut Hill
1 Guimond, J. Omer, M. D., 164 Centre st — Chicopee
2 Perkins, Emory G., care Carter & Spaulding — "
3 Page, Irving H. — Chicopee Falls
4 Howe, George R. — Cohasset
5 Reamy, Milton H., — "
6 Bigelow, Joseph S. — "
7 Elton, Wm. J., 2 Marlowe st — Dorchester
8 Shippen, Eugene R., 713 Dudley st — "
9 Mann, C. A., 52 Linden st — Everett
310 Peabody, R. C., 55 Buckman — "
1 Peabody, Harold P., 55 Buckman — "
2 Holland, Bert E., box 39 — E. Dennis
3 Vander Burgh, J. Frank, 320 Rock st — Fall River
4 Farrar, Chas. E., 35 Boutelle st — Fitchburg
5 Morse, Waldo S., box 339 — Franklin
6 *Cumner, Mrs. Arthur B.*, Salem st — Framingham
7 Luce, C. W., Elm st — Gloucester
8 Gaines, B. E., 4 Ft. 89 — Greenfield
9 Leach, Arthur E., 18 Sixth ave — Haverhill
320 Childs, Fred, 11 E. Dwight — Holyoke
1 Brooks, W. B., Jr. — Hingham
2 Gunnison, Geo. H., box 7 — Hyde Park
3 Knight, Joe King, 145 W. River — "
4 Perkins, Albert S., 137 E. River — "
5 Bolton, Walter E., 70 Arlington st — "
6 Williams, Jos. S., 27 Elliot — Jamaica Plain
7 Joplin, W. A., 173 Essex — Lawrence
8 Stahl, Robt., 237 Essex — "
9 Ashey, E. J. — Leicester
330 Bisco, Herbert H., box 437 — "
1 Denny, Walter J., box 424 — "
2 Estabrook, Francis S., box 17 — "
3 Lyon, Geo. F., box 105 — "
4 Marsh, F. J., box 10 — "
5 Midgley, Herbert, box 284 — "
6 Sibley, Arthur A., box 172 — "
7 *Sargent, Mrs. Annie T.*, box 416 — "
8 *Smith, Mrs. Hettie L. H.*, box 153 — "
9 Waite, C. L. — "
340 Waite, Geo. H., box 274 — "
1 Watson, J. Clarence, box 63 — "
2 Waite, Edw. D., box 125 — "
3 Way, Fred'k W., 28 Tyler — Lowell
4 *Smith, Mrs. Clara B.*, 120 Colburn st — "
5 Dunn, Jas. H., 811 Western ave — Lynn
6 Ingalls, J. F., 605 Western ave — "
7 Topping, Thos. H., 92 S. Common st — "
8 Adams, Stephen F., 506 County st — New Bedford
9 Butts, Joseph M., 17 Newton st — "
350 Howland, Henry B., 28 Punchall st — "
1 Howland, Chas. S., box 45 — "
2 Swift, Geo. B., 83 Milk st — "
3 Patterson, W. A., 504 Centre st — Newton

98,354 Pike, William, Washington st — Newton
5 Pratt, Wm. W., 1 Channing st — "
6 Shapley, Geo. H., Nevada st — Newtonville
7 McNeil, W. J., Jr., Eagle st — North Adams
8 Learned, Jas. T. — Northborough
9 Hanson, J. M., box 117 — N. Billerica
360 Fisher, W. E., box 467 — N. Brookfield
1 Pecot, A. K., box 301 — "
2 Harding, Clark S., Elizabeth st — Pittsfield
3 Wilbur, Arthur M., Robbins ave — "
4 Payne, Chas. A., lock box 33 — Randolph
5 Pfaff, Frank C., 38 Kittredge — Roslindale
6 Murphy, Chas. J., 12 Judson — Roxbury
7 Mitchell, E. L. R., 8 Julian — "
8 *Macfarlane, Mrs. F. J.*, 1Rockland — "
9 Templeman, W. R., 6 Alpine — "
370 Gifford, Harry P., box 322 — Salem
1 Thayer, Percy B. S., 20 Gilman — Somerville
2 Berry, Walter A., 52 Brastow ave — "
3 Grover, Nelson H., 20 Oxford st — "
4 Parker, F. W., 65 Boston st — "
5 Clarke, W. H. — Stockbridge
6 Day, E. L. — "
7 Bleakley, J. R. F., 328 E st — S. Boston
8 Caldwell, W. N., 20 Ridgewood pl — Springfield
9 Porter, Wm. E., Meekins, Packard & Wheat — "
380 Wallace, Wm., Meekins, Packard & Wheat — "
1 Ogden, Benj. F., 72 Oak st — Taunton
2 Barker, Geo. L., 15A Adams st — Waltham
3 Barnes, John L., Elgin house — "
4 Friedman, Henry M., 117 Moody st — "
5 Jones, D. Edward, 63 Cherry st — "
6 Towle, Eugene A., 61 Vernon st — "
7 Dawson, Chas., box 743 — Westboro
8 Aiken, Frank, box 144 — West Boylston
9 Connoly, Timothy, box 86 — "
390 Putnam, E. C., box 181 — "
1 Phillips, Herbert, box 114 — "
2 Snow, Joseph, box 144 — "
3 Dingley, Wm. E., 27 Lincoln st — West Medford
4 Poole, Fred J., 54 Jerome — "
5 Fetts, C. H. — West Upton
6 Brown, Thomas, box 7 — West Chelmsford
7 Garlick, Wm. F., Salem st — Woburn
8 Jones, Carroll Q., Salem st — "
9 Bushnell, Leon P., box 633 — Warren
400 Lincoln, Elmer A., box 35 — "
1 Bacon, Francis H., Highland ave — Winchester
2 *Black, Mrs. C. A.*, 35 Bancroft — Worcester
3 Cook, Leroy, 2 Channing — "
4 Deshayes, J. N., 604 Main st — "
5 Hall, Geo. L., box 503 — Whitman

Michigan, 20 — 322

Detroit W.

98,466 Leskey, W. H., 191 Woodward ave — Detroit
7 Sharer, G. C., Nelson, Morris & Co. — "

Michigan C. C.

8 Cowlbeck, Frank — Kalamazoo
9 Griffin, William — "
410 Goldberg, Isaac — "
1 Lilienfeld, E. D. — "
2 Mitchell, F. W. — "
3 O'Neill, M. J. — "
4 Phettaplace, Fred — "
5 Reeg, F. L. — "
6 Robinson, H. W. — "
7 Russell, G. V. — "
8 Reed, H. C. — "
9 Root, Fred — "
420 Stuart, G. D. — "
1 Scivers, Chas. — "
2 Welch, Eugene A. — "

Unattached

3 Eaton, Chas. H. — Ovid
4 Woodworth, Wm. W. — "
5 Veneklasen, Gerrit — Zeeland

Minnesota, 4 — 148

Barnard School C. C.

98,426 Irvine, H. H., 677 Dayton ave — St. Paul

Unattached

7 Linquist, Wm. A. — Dassel
8 Whitney, H. E., box 612 — Faribault
9 *Hubbard, Margaret T.*, 301 Guar. Loan Bld'g — Minneapolis

Missouri, 34 — 1310

Orchard City W.

98,430 Wallace, B. F., box 152 — Independence

Century Road C.

1 Laux, Jos., 16th and Clark ave — St. Louis

Unattached

2 Condie, Herbert D. — Ferguson
3 Duval, Isaac — Richmond
4 Dougherty, J. C. — "
5 Green, Chas. — "
6 Buckeridge, B. — Rich Hill
98,437 Brimmer, Frank, 24 N. 4th st — St. Louis
8 Bennett, Geo., 4131 Finney ave — "
9 Balmer, Chas., 1900 Arsenal st — "
440 *Balmer, Mrs. Chas.*, 1900 Arsenal st — "
1 Davis, Jno. D., 51 Vandeventen pl — "
2 Duffy, Jas. J., 5150 Wells ave — "
3 Glover, J. A., 2904 Gamble st — "
4 Grotzek, Chas. Ed., 3135 Meramoc st — "
5 Gould, A., 6th and Locust st — "
6 Heneman, F. W., 2201 Cherokee st — "
7 Howarth, S., 4330 N. 21st st — "
8 Hunt, Louis, 3518 S. Jefferson ave — "
9 Hanson, T. H., 1110 N. Channing st — "
450 Jameson, M. C., 5823 Plymouth ave — "
1 Laughlin, R. H., 4170 Lindell st — "
2 Maulhardt, E. W., 1098 Cherokee st — "
3 Mueller, E. A., Jefferson ave — "
4 Meier, A. J., Nat. Lead Co. — "
5 Peters, F. R., 3808 Delmar ave — "
6 Parkes, J. J., 1307 A Bard ave — "
7 Rebstock, Chas. 200 S. Main — "
8 Stone, J. K., 717 Wainwright bldg — "
9 Schroeder, John H., 1733 Wash. st — "
460 *Valli, Isabella Bodine*, 3331 Wash. ave — "
1 Valli, P. Barkeau, 3331 Wash. ave — "
2 Proctor, J. H. — Sturgeon
3 Shepard, E. M., 1403 Benton ave — Springfield

Nebraska, 5 — 169

Unattached.

98,464 Martin, A. D. — Central City
5 Anderson, Wm. O. — Columbus
6 Gerrard, C. L. — "
7 Phillips, L. F. — "
8 Sullivan, D. M. — "

New Hampshire, 4 — 148

Unattached

98,469 Gordon, Delmont E., School st — Hillsboro
470 Howe, Jas. F., 128 Sagamore — Manchester
1 Uhlig, E. J., 41 Hanover — "
2 Coolidge, Chas. F. — Troy

New Jersey, 115 — 1,846

Arlington B. C.

98,473 Riley, Harry — Arlington
4 Stephens, Edw. C. — "

Owl B. C.

5 Beldon, Sam'l W. — Bordentown
6 Ford, Ernest C. — "

Bloomfield C. & A. A.

7 Johnson, T. Howell — Bloomfield
8 Macdonald, E. M. — "
9 Suffern, H. W. — "

Hamburg Road Imp. & B. C.

480 Sparks, Edw. G. — Hamburg

Mercury C. C.

1 Reinecke, Wm. T., Hoboken P. O. — Jersey City

Hudson Co. W.

2 Banks, Geo., 103 Clendenny ave — Jersey City
3 Schnitzer, Edw. C., 80 Clerk st — "

Madison W.

4 Arkman, R. K. — Madison
5 Fagan, Thos. F., Main st — "
6 Frenz, Edw. F., lock box 139 — "
7 Long, C. A., lock box 254 — "
8 Miller, Edw., lock box 228 — "

Sahodalica W.

9 Burrell, Jas., Water st — Morristown
490 Frapwell, Wm. Henry, Morris st — "
1 Partrey, Wm. L., Atno ave — "

Vim C. C.

2 Grieb, Chas., 569 Broad st — Newark
3 Jones, Ufford C., 8 Millford — "

Nutley W.

4 Much, Edward — Nutley

Aluminum C. C.

5 Fisher, Richard, box 118 — Sayreville
6 Gildersleeve, Chas., box 95 — "

M. C. W.

7 Roberson, Elmer, box 87 — Stockton

Unattached

8 Ackerman, Edgar D. — Bloomfield
9 Maier, Wm. J. — Butler
500 Witterk, Paul — Camden
1 Shackelford, J. LeRoy, 44 West st — Cranford
2 *Stewart, Helena* — Demarest
3 Archilles, Edw. — "

98,504 Simpson, F. T., Prospect st — Dover
5 Beers, Ralph, 17 Railroad ave — E. Orange
6 Palser, Albert Rae, 44 Amherst st — "
7 Rollo, Thomas L., 23 S. Arlington ave — "
8 Rollo, Guy W., 23 S. Arlington ave — "
9 Crane, John J., 347 Greer ave — Elizabeth
510 Curtis, Leonard E., Hillside st — Englewood
1 Humphrey, Geo. G., King st — "
2 Phelps, Sheffield — "
3 Sims, H. P. — "
4 Carlson, Oscar (P. O. foot of W. 130 st, New York), — Fort Lee
5 Godstrey, Wm. C., box 48 — "
6 Signell, John V. (P. O. foot W. 130th st, New York) — "
7 Rouband, Millard, 50 Hillside — Glen Ridge
8 Larison, S. C. — Hackettstown
9 Neighbour, M. S. — "
520 Mattheis, Wm., 266 10th st — Hoboken
1 Brinkerhoff, Henry, Jr., M. D., 419 Bergen ave — Jersey City
2 Evans, Sam'l W., 257 8th st — "
3 Hedglon, D., 170 Pavonia ave — "
4 Hague, Frank B., 56 Clerk st — JerseyCity
5 Haskell, C. S., 133 Clerk st — "
6 Lommatzsch, A., 145 Franklin — "
7 Lehman, Chas., 970 Summit ave — "
8 *Murphy, Cornelia*, 138 Van Winkle st — "
9 Perkins, Fred'k G., 215 7th st — "
530 *Shepard, Mrs. C. C.*, 311 York st — "
1 Stephenson, John J., 72 Graham st — "
2 White, Thomas, 100 Newark ave — "
3 Heislitz, Adolph E., 505 Palisade ave — Jersey City Heights
4 Greer, Wm. D., box 340 — Madison
5 Pierson, Chas., box 425 — "
6 Rathbun, Chas. A., box 28 — "
7 Reed, Stuart H. — "
8 Toenery, M. J. — "
9 Whitaker, Harriet F., 122 Pine st — Millville
540 Smith, Grover D., (39 Courtland st., N. Y. C.) — Montclair
1 Jeffries, G. G. — Mountain View
2 Parker, John V. C., Park pl — Morristown
3 Swartwout, A. Evans — "
4 Barker, Louis H., 2 Saybrook pl — Newark
5 Brooks, Emerson, 39 Division st — "
6 Felder, Rudolph, 60 West st — "
7 Heding, Wm., 278 Orange st — "
8 *Hartman, Miss Alice*, 36 Coes pl — "
9 Hubing, Louis, 280 Plane st — "
550 Johnson, Walter T., 406 Broad st — "
1 Johnson, Wm. V., 10 Orleans st — "
2 Lerch, Geo. F., 127 5th ave — "
3 Muller, Fred, 133 5th ave — "
4 Porter, Nathaniel R., 41 Bleecker st — "
5 Porter, Wm. B., 41 Bleecker st — "
6 Scriven, H., 186 Garside — "
7 Wickenhueter, A. L., 52 13th st — "
8 Runyon, Theo. V., 2 Baldwin st — New Brunswick
9 Hawes, Frank S., 118 Alden st — Orange
560 *Kingsley, Mrs. Philip*, 4 Hurlburt — "
1 Yeomans, O. L., 17 N. Jefferson — "
2 Allen, F. R., box 415 — Paterson
3 Huber, Chas., 59 Carroll — "
4 Labaugh, Fred, 056 E. 20th st — "
5 Laubert, S. S., 675 E. 24th st — "
6 May, Chas. H. — "
7 Murray, D. H., box 254 — "
8 Van Dinsen, Thos. D., 572 E. 25th — "
9 Allen, Walter F. — Perrineville
570 Barker, Horseley, 332 W. Front — Plainfield
1 Crone, Arthur E., care City National Bank — "
2 Smith, H. C., 42 Chestnut — Rutherford
3 Prendegast, J. F., box 113 — Salem
4 Sheppard, W. W. — Shiloh
5 Allen, Yorke — South Orange
6 Annin, Robt. E. — "
7 Baird, Wm. Torrey — "
8 Cameron, Rev. Lewis — "
9 Chew, P. P. — "
580 Comstock, Benj. S. — "
1 Feindt, Louis E. — "
2 Martin, Henry G. T. — "
3 Osborne, Walter D. — "
4 Wynkoop, Rev. Asa — "
5 Rindle, V. M. — Walpack Centre
6 Britton, W. Ogden, 125 Perry — Trenton
7 Mills, Franklin S., 179 S. Broad — "

New York, 431 — 9645

Albany Bi. Club

98,588 McGarvey, David, 1030 Madison ave — Albany

Albany Triangle Cyclers

9 Texter, Joseph W., 57 DeWitt — Albany

K. C. W.

590 Wood, Albert J. L., 504 Gates ave — Brooklyn

Logan Wheelmen

1 Tappey, W. H., 422 1st st — Brooklyn

Waverly Bi Club

2 *Quinn, Miss Honore*, 209 Hopkinson — Brooklyn

L. I. Wheelmen

3 Dillingham, F. W., 378 Herkimer — Brooklyn

B'klyn Bi. Club

98,591 Powell, A. J., 99 McDonough — Brooklyn

So. Brooklyn Wheelmen

5 Beggs, E. J., 122 2nd pl — Brooklyn
6 Denninger, H. E., 214 19th st — "
7 Girard, J. P., Jr., 50 Pearl — "
8 Purdy, J. C., 117 Prospect Park — "
9 Sibley, W. K., 40 Douglass — "
600 Trauerts, H. L., 440 7th ave — "
1 Young, P. S., 303 Union — "
2 Shanks, L. H., box 2747 — New York

Ballston Spa Wheelmen.

3 Ingersoll, S. R., box 338 — Ballston Spa
4 Quinn, W. H. — "
5 Briggs, Edward J. — "
6 Feeney, Richard, box 883 — "
7 Garrett, R. N. — "
8 Grose, C. H. — "
9 McCreedy, G. S. — "
610 Rood, Milton W., box 857 — "

Binghamton L. A. W.

1 Adams, Frank M., 50 Exchange — Binghamton
2 Hugg, W. P., 112 Court — "
3 Racklyeft, Wesley, 6 Katherine — "
4 Southworth, H. R., care *The Leader* — "

Kanaueola

5 Wilkinson, M. F., care Barker, Rose & Gray — Elmira

Alle Co. Wheelmen

6 Simons, C. A. — Friendship

Geneva Cyclers

7 Henry H. L., Elmwood pl — Geneva

Mt Vernon

8 Closter, C. E. — Mt. Vernon
9 Christmas, Edwin T., 120 So. 4th ave — "
620 Westervelt, P., 61 E. 2d — "

Michaux Club

1 Myers, George Lawrence, 21 W. 40th — New York
2 *Russell, Miss H. M.*, 109 West 41st st — "
3 *Hadley, Miss Mary K.*, 15 W. 75th — "
4 *Clarke, Mrs. E. W.*, 142 E. 40th — "
5 Freeman, George A., 27 E. 20th — "
6 *Wilson, Miss B.*, 200 W. 53d — "

N. Y. A. C.

7 McGourkey, S. D., 435 Produce Exchange — New York

Harlem (Y. M. C. A.) Cyclers

8 Gennerich, Herman C., 330 Greenwich — New York

Century Wheelmen

9 Mead, Spencer P., 80 Broadway — New York
630 Emsetler, Geo. A., 310 W. 53d — "
1 McGrane, Hugh J., 132 W. 66th — "
2 McGrane, John J., 132 W. 66th — "

N. Y. Turn Verein Wheelmen

3 Liepmann, Adolf, 85 Ave. B — New York

White C. C.

4 Prentiss, Amos M., 273 Bleecker — New York

Chelsea Wheelmen

5 Weinman, Oscar K., 08 7th ave — New York
6 Whitten, William, 0 7th ave — "
7 Wheeler, Frank R., 130 W. 29th — "

Oakhurst Ramblers

8 Lancaster, N. D., 118 W. 58th — New York

Riverside Wheelmen

9 Chandler, E. O., 141 W. 80th — New York
640 Clarke, T. M., 105 W. 95th — "
1 Dyer, Chas. W., 414 E. 84th — "
2 Mosher, W. E., 930 2d ave — "
3 Merchant, James M., 58 W. 66th — "
4 Maspero, B., 88 University pl — "
5 Williams, F., 90th and Riverside sts — "

Fortnightly Club Wheelmen

6 *Clark, Miss Mary H.*, 100 West 5th st — Oswego
7 Place, C. C., Ontario Bi. Co. — "
8 Tanner, Charles N., 171 West 1st — "

Queens Co. Wheelmen

9 Baudch, H. P. — Ozone Park

Ironsides B. C.

650 Shea, Timothy J., 217 Richmond Terrace — Port Richmond
1 Newkirk, A. J., Columbia st — West Brighton

Windsor Bi. Club

2 Streitle, George, 10 Cleveland — Rochester

S. Co. Wheelmen

3 Benedict, Charles H. — Schenectady
4 Patton, J. L. — "

Rensselaer Co. Wheelmen

5 Herron, Rexter L., 201 8th st — Troy
6 Marsh, A. C., 881 River st — "

98,657	Phelps, Sidney C., care G. P. Ide Co.	Troy
8	Shaver, Chas. E., Glen ave	"
9	Young, Albert E. L., 177 3d st	"
660	Scott, Ed, 260 3d ave	Lansingburgh

Unattached

1	Mac Dowell, S. D., 18 Maple st	Addison
2	Burdick, L. K.	Alfred
3	Bantin, A. J., Jr., 118 Lark st	Albany
4	Dodds, Frank E., 132 South Swan	"
5	Holmes, B. W., 30 North Pearl	"
6	Keeler, Albert, 138 Elm st	"
7	Robe, John W., 508 Broadway	"
8	Simmons, F. D., 87 1st st	"
9	White, Fred J., 95 Lancaster	"
670	Allen, Geo. H.	Black River
1	Ash, J. Walter, 192 Chenango	Binghamton
2	Freeman, H. C., 30 Henry	"
3	Ford, Francis C., 108 Oak	"
4	Rose, C. C., 18 Murray	"
5	Reid, Willard P.	Babylon
6	Brown, Clarence J., Bay 20th st	Bensonhurst
7	Andrews, John, Jr., 10 Court st	Brooklyn
8	Arndt, Aaron, 64 Gerry	"
9	Applegate, H. H., 302 Clifton pl	"
680	Boncock, Rev. Wm. H., 905 Flatbush ave	"
1	Buswell, H. G., 856 Park place	"
2	*Baxter, Minerva T.*, 17 Eldert st	"
3	Betts, Fred'k L., 587 Greene ave	"
4	Bonyon, A. L., 1014 Butler	"
5	Caemmerer, Alfred, 759 Carroll st	"
6	Chase, Frederick H., 189 Montague st	"
7	Chambers, R. H., 120 Summit	"
8	Chittenden, C. E., 96 Doscher	"
9	Cronk, W. H., 137 Lynch	"
690	Cleary, Thos. F., 824 Summit	"
1	Cohn, Richard, 1034 Myrtle ave	"
2	Corlies, Geo., 655 Bedford ave	"
3	Conklin, G. W., 30 Honson pl	"
4	*Devne, Miss M.*, 401 Tompkins ave	"
5	Donohue, George W., 5 Hansom pl	"
6	Delany, Joseph H., 409 2d st	"
7	*Erickson, Marion G.*, 821 Lafayette ave	"
8	Folkins, M. S., 30 Honson pl	"
9	Glover, George B., 80 Greene ave	"
700	Gref, Morris H., 487 2nd st	"
1	Hennion, C. Oscar, 370 Herkimer	"
2	Hanxhurst, John T., 655 Lorimer	"
3	Jenkins, Frank, box 80, station W	"
4	Kitching, John H., 60th st and 19th ave	"
5	Kunemund, O. C., 563 Quincy st	"
6	Koehl, A. W., 491 Monroe	"
7	Kirchhoff, C., 409 2nd st	"
8	Lockwood, Wm. R., 205 7th ave	"
9	Lincoln, H. W., M. D., 113 Hancock	"
710	Linnekin, Sidney H., 402 Jefferson ave	"
1	Mead, Martin B., 20 Monroe place	"
2	*Morton, Mrs. E. N.*, 1370 Pacific	"
3	McMahon, John, 174 Pearl	"
4	McGee, James F., 97 Mt. Vernon ave	"
5	Mulligan, John G., 178 56th st	"
6	Megie, S. M., 725 Monroe	"
7	MacKay, Frederick Brittan, 47 Madison	"
8	Myers, C. W., 373 Tompkins	"
9	Marsh, Charles J., 130 Montague	"
720	Marrin, Edward E., 440 Sackett st	"
1	McGrane, Joseph M., 533 Madison st	"
2	Newman, C. Glen, 401 Tompkins ave	"
3	Niles, Morgan L. R., 227 Van Buren	"
4	Nelson, E. H., 322 President	"
5	Noble, H. M., 1423 Fulton st	"
6	Price, Dr. Sherman B., 47A Willow st	"
7	Russell, Geo. M., 151 Baltic	"
8	Ross, John D., 126 Palmetto	"
9	Schoudel, Albert H., 272 Stuyvesant ave	"
730	Smith, Wayland, 825 Nostrand ave	"
1	Sherwood, William J., 40 Lefferts pl	"
2	*Thompson, Miss C. B.*, 398 4th st	"
3	Turton, J. H. K., 209 DeKalb ave	"
4	Walker, F. B., 31 Lafayette ave	"
5	Weekes, Francis W., 131 Ashland pl	"
6	West, Henry Cope, Mansion House	"
7	Wood, Arthur W., 454 8th ave	"
8	Weeks, Archibald C., 182 Park place	"
9	Whittaker, Benj., 363 Lafayette ave	"
740	Ramsdell, Homer C.	Brookfield
1	Durand, Wm. B., 109 Prospect ave	Buffalo
2	Durand, Geo. R., 109 Prospect ave	"
3	King, Arthur E., 561 So. Division	"
4	Lewis, Harry A., 21 St. Johns pl	"
5	Marsh, Clifford B., 556 Franklin	"
6	Metcalfe, Francis E., 329 Franklin	"
7	Van Peyma, P. W., M. D., 445 Williams	"
8	Wheeler, Hobart W., care Erie Co. Savings Bank	"
9	Dill, Harry H.,	Burnside
750	Constant, W. S., Jr., Ovington ave	Bay Ridge
1	*Lowe, Mrs. E. W.*, Ovington ave	"
2	Lowe, Edward W., Ovington av	"
3	McKean, Edward W., Ovington ave	"
4	Oppikofer, A. L., P. O., Bath Beach	"
5	Whitefield, James M., 74th st	"
6	Whitefield, Fred G., 74th st	"
7	Whitefield, Arthur H., 74th st	"
8	Brooks, George,	Cooperstown
98,759	Potter, Phillip H.,	Cooperstown
760	*Clarke, Miss Laura E.*, 15 Hubbell st	Canandaigua
1	*Terry, Miss Grace B.*, 41 W. 25th N. Y. C.	Charlotte
2	Wells, Raymond P., 30 Fountown	Clinton
3	Adee, S. F.	Delhi
4	Colman, Royal C., 4th st	Dunkirk
5	Cullinan, John, 51 W. Clarkson	Flatbush
6	Brown, Ed.	Fort Hunter
7	Hoffman, E. L.	"
8	Wrighter, Gilbert L., Jr., box 89	Floral Park
9	Allen, Carl D.	Franklin
770	Hine, Stephen	"
1	Fink, H. R., 58 Geneva	Geneva
2	Bell, Carlos J., 92 Broadway	Greenbush
3	Nusbaum, Wm., 101 3d ave	"
4	McCoy, Marshall,	Hartford
5	Meyle, William, post office	Hicksville
6	Wakeman, B. B., M. D., 73 Main	Hornellsville
7	Brough, A. E.	Hammondsport
8	Smeltz, Jas. H., box 68	"
9	Rand, George C.	Lawrence
780	*Rand, Mrs. George C.*,	"
1	Rand, George C., Jr.	"
2	*Rand, Miss Ethel*,	"
3	*Rand, Miss Marian D.*	"
4	Story, W. C.	"
5	Fiske, A. C., Beach ave	Larchmont
6	Fiske, John A., Beach ave	"
7	Anderson, W. E., 550 Main	Little Falls
8	Birdsall, Joel M., care Queen's Co. bank	Long Island City
9	Mapes, Berton C.	Mapes
790	Crouse, Lee, box 21	Memphis
1	Marscher, A. H.	"
2	Blake, Eugene, box 54	Maybrook
3	Pulver, Homer J.	Millerton
4	Lane, James Y., 134 South 11th ave	Mt. Vernon
5	Barnes, A. H., 91 Park ave	Mechanicville
6	Haight, Frank W.	"
7	Johnson, Arthur W., 86 Park ave	"
8	Palmer, F. A., 28 Hazel	New York
9	Armstrong, Geo. E., 205 W. 57th	"
800	Adams, Clinton, 85 W. 68th	"
1	Angelo, Valli, 39 Macdougal	"
2	Altmayer, A. B., care of R. H. Wolf	"
3	Allen, W. S., 117 W. 63d	"
4	Brown, James M., 32 E. 35th st	"
5	Bracklow, R. L., 84 William	"
6	Bowns, Walter V., 320 Lenox ave	"
7	Boice, Walter B., 102 Broadway	"
8	Barron, James S., 320 W. 77th st	"
9	Butler, Geo. T., 314 W. 20th st	"
810	Bailey, John, 188 7th ave	"
1	Bird, Geo. E., 179 6th ave	"
2	Barry, George, Jr., 261 Broadway	"
3	Buel, C. C., 33 E. 17th	"
4	Busselle, Alfred, 116 E. 40th	"
5	Baker, James B., 1 W. 20th	"
6	Beck, Fred L., 808 3d ave	"
7	Bingham, Robt. M., 386 W. 32d st	"
8	Bennett, Aubrey, 111 Water	"
9	Bradley, E. A., Spring, cor. Hudson	"
820	Blake, E. J., 16 E. 42d st	"
1	Beal, A. R., 1 W. 121st	"
2	Cohn, Joseph A., 3 Mitchell pl	"
3	Conklin, Peter H., 109 West 56th	"
4	Cameron, D. E., 309 Broadway	"
5	Chasse, Raphael, 55 Vesey	"
6	Cooper, Howard L., 301 W. 14th	"
7	Contant, Harry, 161 W. 83d	"
8	Crowe, William L., 287 4th ave	"
9	Cook, James G. 936 Broadway	"
830	Clarke, S. M., "*Sun*" Office	"
1	Calman, Henry L., 18 E. 23d	"
2	Duneka, Fred. A., 222 W. 50th	"
3	Dunk, Walter M., 149 Church	"
4	deGersdoff, Carl A., 128 E. 24th	"
5	Davis, Irving P., 2 Powell pl., Morris Heights	"
6	Drew, Thomas M., 442 Broome	"
7	Driscoll, James B., 253 Broadway	"
8	*Driscoll, Mrs. James B.*, 368 W. 117th	"
9	Drummon, Jos. E., Jr., 150 5th ave	"
840	Durfey, W. J., 17 Maiden Lane	"
1	Davison, F. J., 7 W. 44th	"
2	Davis, Frank, 408 Broome	"
3	Davis, Dr. W. J., 653 E. 152d	"
4	Edmonds, John Worth, 128 E. 44th	"
5	Freedman, E. I., 64 W. 88th	"
6	*Fay, Miss Mary I.*, 109 W. 10th	"
7	Ferguson, R. W., 48 W. 59th	"
8	Garcia, Juan, 35 W. 11th	"
9	*Gilder, Miss Jeannette L.*, 117 E. 27th	"
850	Garfield, Geo., 16 East 128th	"
1	Groth, H., 307 W. 126th	"
2	Grace, Joseph A., 170 Worth	"
3	Giegerich, Lewis, 1026 2d ave	"
4	Graham, T. B., 26 W. 50th	"
5	Gennerich, Henry C. N., 243 E. 84th	"
6	Gibbs, Herbert H., 10 Wall st	"
7	Hammond, F. P., 38 Park Row	"
8	Hurley, John H., 49 Cliff st	"
9	Hecksher, John G., Union Club, 5th ave, and 21st st	"
860	Helmrath, Albert, 91 Gold st	"
1	Hepper, William T., 47 Lafayette pl	"
2	Hillhouse, James, 170 W. 78th	"

98,863	*Hillhouse, Mrs. James*, 170 W. 78th st	New York
4	Hart, Arthur B., 58 W. 72d st	"
5	Hotchkiss, Henry D., 315 W. 75th st	"
6	Heck, Otto Wm., 140 E. 42d	"
7	Jones, Frederic P., 47 Madison	"
8	Klein, Geo. C., 60 Leonard	"
9	Lahey, P. E., 243 E. 26th st	"
870	Lewis, Orrando B., Market & Fulton Nat'l Bank	"
1	Livermore, Chas. F., 100 5th ave	"
2	Levick, H. G., 59 Wall st	"
3	Lowenthal, Alfred, 152 W. 94th st	"
4	Librowiz, Julius, 42 Vesey	"
5	Lansing, Egbert P., 87 Pearl st	"
6	Lambert, Henry W., 147 E. 92d st	"
7	Lambert, Edward A., 131 E. 82d st	"
8	Lambard, J. E., M. D., 1075 7th ave	"
9	Lee, James S., 104 W. 55th st	"
880	Lieb, Dr., Edward S., 101 W. 84th st	"
1	Mullaney, Jas. F., 408 Broome	"
2	Miller, A., 408 Broome	"
3	Merritt, Gordon, 164 E. 84th st	"
4	MacKenzie, Henry R., 195 Broadway	"
5	Murgatroyd, John E., 2081 3rd ave	"
6	Manice, DeForest, 267 5th ave	"
7	*Matthews, Miss E. V. Brander*, 121 E. 18th st	"
8	*Matthews, Mrs. Brander*, 121 E. 18th st	"
9	Matthews, Brander, 121 E. 18th st	"
890	McManus, Nicholas A., 10 Morris	"
1	Nolan, J. V. K., 81 Horatio	"
2	Offelsmeyer, G., box 3075	"
3	Otis, David D., 490 W. 52nd ave	"
4	Paulson, Olof, 30 E. 30th st	"
5	Prendergast, Patrick, 145 W. 84th st	"
6	Pine, Elias J., 219 E. 57th st	"
7	Palmer, P. F., 43 Harrison	"
8	Piffard, Mrs. H. G., 10 W. 35th st	"
9	Roberts, Geo. I., 471 4th ave	"
900	Rufler, Charles, 317 Greenwich	"
1	Ryno, C. H., Jr., 408 Broome	"
2	Renwick, Edward B., 19 Park pl	"
3	Richards, Albert B., 46 W. 62d st	"
4	Rockwood, Geo. G., 289 W. 88th st	"
5	Russell, Everitt W., M. D., 104 W. 93th st	"
6	Russell, E. S., 253 Broadway	"
7	Sherwood, H. E., 70 Beekman	"
8	Scott, Francis M., council to the corporation	"
9	Sim, William, 66 W. 106th st	"
910	Swinburne, George Knowles, 48 E. 26th st	"
1	Salt, Walter S., 20 Broadway	"
2	Simon, Theadoe Max, 135th st and 5th ave	"
3	Syme, Sydney Allen, 533 Manhattan ave	"
4	Sickle, Isaac, 243 E. 52d st	"
5	Siedler, E. W., 128 W. 124th st	"
6	Schanz, Gustave, 1342 Amsterdam ave	"
7	Spanton, H. J., 19 Maiden lane	"
8	Shiland, Andrew Jr., 80 Broadway	"
9	Shepard, G. R., 1200 2nd ave	"
920	Scheuber, A. A., 65 Bedford st	"
1	Twyford, A. E., 409 5th ave	"
2	*Tighe, Miss Emily*, 27 St. Marks pl	"
3	Taller, C. E., 35 South W.	"
4	Taylor, C. W., 251 W. 103d	"
5	Thourot, Frederick, 205 W. 10th st	"
6	Van Zandt, Theo. F., box 2375	"
7	Victorius, A. V., 721 Broadway	"
8	Worster, Willard Parker, M. D., 210 W. 84th st	"
9	Wall, E. Berry, 125 W. 44th st	"
930	Werfelman, Wm. H., 83 W. 125th st	"
1	Wood, Hal T., 52 Wall	"
2	Wilson, Geo. R., 26 W. 50th st	"
3	Wills, Chas. T., 1 W. 20th st	"
4	White, Frank H., 175 W. 81st st	"
5	Whitaker, Edward G., 200 W. 78th st	"
6	Williams, William A., 353 W. 54th st	"
7	*Williams, Florence Irene*, 29 Clinton pl	"
8	Wachenheim, Frederick L., M. D., 122 E. 79th st	"
9	Walker, Rudolph, 70 Sherriff st	"
940	Woodruff, A. M., 107 Wall st	"
1	*Weichmann, Miss Amy*, 117 W. 82d st	"
2	Zim, Martin, 670 Hudson	"
3	Thomas, Lewin H., Central ave	New Brighton
4	Thomas, Wethered B., Central ave	"
5	McKinney, W. M.	Northport
6	Michie, T. J.,	"
7	Andelfinger, Chas. G., 169 W. 7th	Oswego
8	Wallace, Frank H., 80 E. 2d	"
9	Pumpelly, G. H.	Owego
950	Benjamin, Chas. W., 131 Union	Olean
1	Mundt, F. W., 67 Washington	"
2	Palmer, Geo. C., box 275	"
3	Smith, Charles W., 72 Clinton	"
4	Holmes, Geo. S., box 35	Pawling
5	Dunham, Edward M., care of R. B. & W.	Port Chester
6	Case, Geo. W., 30 Jersey ave	Port Jervis
7	DeWitt, John W., 43 E. Main	"
8	Flanagan, Peter, Front and Sussex	"
9	Norris, C. V., Ball & Sussex	"
960	Donald, W. A., box 4	Poughkeepsie
1	Lloyd, Percival M., 278 Main	"
2	Harris, Robert A.	Quoque
3	Jessup, Lester B., Main st	"
4	*Bottum, Mrs. F. M.*, 138 S. Fitzhugh	Rochester
5	Brayton, Miss Mary H., 208 East ave	"
6	Elston, H. K., 311 Cax bl'dg	"
7	Laidlaw, Charles R., 16 Caroline	"
98,968	Lee, Wm. B., care of M. Co. Sav. b'k bl'dg	Rochester
9	Matthewson, G. E., 12 Oak st	"
970	Patrick, Henry T., 16 Bartlett	"
1	Selden, Arthur R., 42 Gibbs	"
2	*Shuart, Miss Gertrude*, 208 East ave	"
3	*Shuart, Miss Stella*, 208 East ave	"
4	*Kenyon, Ruth D.*, 130 Spring	Saratoga
5	Button, J. Scott	Schenectady
6	Benedict, H. A., care G. E. Co.	"
7	Berg, E. J., 53 Washington ave	"
8	Barry, J. G., 31 North Ferry	"
9	Berggren, E. J., 400 Union st	"
980	Cutler, Edward D., box 528	"
1	Curtiss, W. B., 101 State	"
2	Clark, W. S., 4 Union	"
3	Dawson, Wm. F., 126 Lafayette	"
4	Dempster, T., 252 State st	"
5	Dunning, C. O., 29 Lafayette	"
6	Grant, J. E., 510 Union	"
7	Lovejoy, J. R., Union st	"
8	Minkle, G. F., 227 Nott Terrace	"
9	McClellan, Frank W., 414 Warren	"
990	Murday, Edward, 36 Barrett	"
1	Mosman, Charles T., 406 Union	"
2	Madigan, William, 319 Schenectady	"
3	McGlashan, Andrew J., 601 Union	"
4	Simpson, J. S., 212 Union st	"
5	Van Slyck, Chas. H., 7 South Church	"
6	Smith, Fred W.	Scottsville
7	Morgan, Van V.	Silver Springs
8	Eckert, Chas. C.	Springfield
9	Beaton, H. A., 2257 6th ave	Troy
99,000	Darling, F. E. B., 228 8th	"
1	Iler, Warren B., Campbell's highway	"
2	Nash, C. Howard, 110 2d	"
3	Wing, H. Verner, 325 River	"
4	Surguy, Fred	Tuxedo Park
5	Graff, P. E., 86 Fayette	Utica
6	Tower, F. S., box 18	Waterville
7	Dill, Edgar A.	Washingtonville
8	Beekman, Albion, Union ave and Harlem rd	Westchester
9	Harrington, Thomas Henry	"
010	Hanna, Eugene, 1617 Broadway	West Troy
1	Jones, Thomas D., 1539 Broadway	"
2	Miller, Walter W.	"
3	Kitto, Albert H., 30 7th	Williamsbridge
4	Kitto, Aug. H., 30 7th	"
5	Kitto, Wm. C., 30 7th	"
6	Burger, E. T.,	Westbury
7	*Lawrence, Miss Valentine*, 107 Buena Vista ave	Yonkers
8	Rose, A. M., Warburton ave	"

North California, 22 — 1079

Acme Club Wheelmen

99,619	Frey, A. J., 1306 Railroad ave	Alameda
20	Hansen, F. L., 515 33rd st	Oakland
1	Revali, R. E., 310 California ave	San Francisco

Humboldt Wheelman

2	Marchall, L. J.,	Eureka
3	Wells, W.	"

Capitol City Wheelmen

4	Atwater, Chas. J., 500 K st	Sacramento
5	Gee, John W., 721 11th st	"
6	Urmson, Frank A., 917 I st	"

Olympic Cyclers

7	Coffroth, James W., New City Hall	San Francisco
8	Conroy, Geo. W., 313 California	"
9	Chapman, E. K., 315 Montgomery st	"
30	Olmstead, F. L., 315	"
1	Herbst, Wm. F., Box 42	San Mateo

Garden City Cyclers

2	Benson, V. A.	San Jose

Unattached

3	Ramsay, Joseph A.	Gonzales
4	Foster, Frank H., 564 34th st	Oakland
5	Berryman, F. M., Jr., 405 California	San Francisco
6	Catz, M., 738 Post st	"
7	Charles, Max., 113 Kearney	"
8	Ewen, J. Sangster, 3 California	"
9	Farley, N. S., Custom-House	"
040	Jacobs, D. S., 126 Kearney	"

North Dakota, 3 — 32

Grand Forks W.

99,041	Baumgartner, Fred. P., 15 N. 3d st	Grand Forks

Unattached

2	Heath, Frank	Grand Forks
3	Lindsay, John L.	St. Thomas

Oklahoma, 2 — 53

Perry Wheel Club.

4	Lobsitz, James	Perry
5	McCandless, H. A.	"

Ohio, 7 — 994.

Chillicothe Wheelmen.

99,046	Howson, Walter H., 225 Church st	Chillicothe

Fostoria Bi-Club.

7	Baird, Ralph D.	Fostoria

Valley C. C. C.

8	Ginn, Robt. W.	Sidney
9	Stoeser, Ed. J., Box 784	"

Unattached.

99,050	Atherton, Chas. H., 2638 Elmwood ave	Cincinnati
1	*Walworth, Mrs. Wm. P.*, 42 White ave	Cleveland
2	Green, Henry M., 134 W. Crocker	Fostoria

Oregon, 7—146

Oregon Road Club.

3	Cawston, E. A. S., 689 Glesan	Portland
4	Kernan, W. B., 130 6th	"
5	Lombard, J. P., 100 3d	"
6	Pittock, H. L., 115 West Park	"
7	Stanley, C. C., 53 Randolph	"
8	Vanduyn, F., 795 Lovejoy	"

Unattached.

9	Tate, R. H., 80 6th st	Portland

Pennsylvania, 83—2,091

Mercury Wheelmen

99,660	Rapass, Louis H., 29 South 5th st	Allentown

Union Wheelmen

1	Mixsell, Austin D., 28 North Main st	Bethlehem
2	Schmid, James R., 30 Wall st	"

Pannancussing

3	Sine, Howard B.	Carversville

Arrow C. C.

4	Arnold, W. D., 25 Main	Du Bois
5	Hanson, Chas. E., 228 South Brady	"
6	Kerr, W. W., 6 Highland	"
7	Ross, C. Scott, 22 Brady	"
8	Peifer, S. A.	"

Harrisburg Wheel Club

9	Miller, Wm. B., 104 Boas st	Harrisburg

McKeesport Cyclers

070	Scott, E. M., P. & L. E. R.R.	McKeesport
1	Smith, John S., 215 5th ave	"

Flying Dutchman

2	Frese, Carl, M. D., German Hospital	Philadelphia
3	Wilbert, Martin I., " "	"

Olympian

4	Kratz, Edwin S.	Souderton

Unattached

5	Nelson, J. N.	Apollo
6	Young, Robt., 95 Western ave	Allegheny City
7	Wilford, Lt. H. H., box 106	Bangor
8	Zoyer, Thos. W., box 312	"
9	Schwartz, H. C., box 39	Bennet
080	Giering, Frank, 62 Main st	Bethlehem
1	East, J. M.	Bellevue
2	Schaty, Chas.	"
3	Lehnan, George K., 23 Loudon st	Chambersburg
4	Beck, Francis H., Jr., 2 South State st	DuBois
5	Boyles, C. J., 17 North Brady	"
6	Custer, Geo. W., 21 Long ave	"
7	Carter, Walter H., 5 Long & Brady bldg	"
8	Easterbrooks, B. F.	Girard
9	*Myers, Mrs. S. Horace*, 5438 Morris st	Germantown
090	Engle, Sylvester, Jr., box 712	Hazleton
1	Hoagland, Henry W., 200 North Laurel st	"
2	Hargest, William M., box 4	Harrisburg
3	Hall, Frank, 108 Walnut st	"
4	Hamsher, Will R., 1736 North 3d st	"
5	Kurzenabe, Harry J., 1204 North 3d st	"
6	Roberts, Alex. H., 10 South Market st	"
7	Stamm, A. C., box 487	"
8	Milberg, Erick	Irwin
9	McCreery, J. S.	Kermoor
100	Longaker, Abram	Linfield
1	Gerson, Louis Jay, box 85	Lansdowne
2	Shea, J. L., Mt. Alton	McKean
3	Mullineaux, Joseph, 3d, Merion and Haverford ave	Narberth
4	Van Horn, David G., 131 W. Montg. ave	North Wales
5	Bent, Ward H., 511 Chestnut st	Philadelphia
6	Breed, J. Howard, 7 South 21st st	"
7	Barry, Thomas, 2328 E. Lehigh st	"
8	Cross, Howard M., 1837 Bucknell	"
9	Cross, William E., 1837 Bucknell	"
110	Cocking, C. H., 1930 Nicholas	"
1	De Klyne, Theo. Y., 2553 North 18th	"
2	Evans, Dorrance, 131 North 19th	"
3	Evens, Whitton, 9 North Front	"
4	Freshcoln, Charles L., 3712 Spruce	"
5	Gabel, John C., 329 Chestnut	"
6	Keen, Walter, 4210 Walnut	"
7	Kite, Nathan, 723 North 44th	"
8	McCarty, Thos. H., 803 South 12th	"
9	Mahoney, D. A., 10th and Chestnut	"
120	Newsham, Stanley P., M. D., 1640 South 5th	"
1	Packard, Chas. S. W., 517 Chestnut	"
2	Ritter, Sheldon P., 1340 Chestnut st	"
3	Stahl, Wm. S., 925 North 8th st	"
4	Stahl, Louis C., 925 North 8th st	"
5	Schroeder, Adelbert, 2038 E. York st	"
6	Wessels, Louis D., M. D., 1918 North 22d	"
99,127	Batchelor, E. S., 703 Whitney ave	Pittsburg
8	Hooper, Charles H., Frankstown & Braddock ave, E.E.	"
9	Lewis, M. W., 1800 5th ave	"
130	McCall, Chas. B., 6123 Penn ave	"
1	Harpster, J. H.	Port Matilda
2	Fulmer, Jno. J., 1520 Mineral Spring road	Reading
3	Fulmer, Edgar L., 1520 Mineral Spring road	"
4	Black, M. A.	Sheffield
5	Buell, Walter H., 243 Jefferson ave	Scranton
6	Barner, Geo. S., box 101	Shippensburg
7	Fallon, Christopher, box 65	Wayne
8	Sharwood, E. R., 32th and Spruce	West Philadelphia
9	Buckman, Elmer, E., box 511	Wilkes Barre
140	Williams, J. E., 313 East Market	York
1	Jessops, Roland, 100 South Duke	"
2	Kain, G. H., 24 West Market	"

Rhode Island, 12—282

R. I. W.

99,143	Mink, A. G., 344 Westminster	Providence

Narragansett Wheelmen

4	Exberg, Axel L., 76 Franklyn ave	Providence
5	Hayes, Edward, 594 Prairie ave	"

Unattached

6	Noyes, Arthur H., 43 Congdon st	Providence
7	Pettee, Chas. S., box 393	"
8	Phillips, G. W., 112 Wilson st	"
9	Sharpe, Henry D., 130 Angell st	"
150	Saunders, M. L., 97 Chester ave	"
1	Smith, Frederick L., 114 State st	"
2	Ralph, Geo. W.	Phenix
3	Steere, William V., Main st	Wickford
4	Hope, W. E. 315 Main st	Woonsocket

South California, 2—175

San Diego Wheelmen

99,155	Parker, C. L., 930 6th st	San Diego

Unattached

6	Schofield, Harry E., 413 North Main st	Los Angeles

Texas, 1—167

Unattached

99,157	Rawlins, B. L.	Dallas

Vermont, 1—36

Unattached

99,158	Kinsman, Carroll E., 216 So. Union	Burlington

Virginia, 3—71

Unattached

99,159	Stone, Orren W.	Martinsville
160	Wilde, Wm., box 368	Newport News
1	Wilkel, Wm. C., box 61	"

Washington, 1—59

Unattached

99,162	Newton, W. E., 935 Tacoma ave	Tacoma

West Virginia, 6—36

Mercer

99,163	Feiser, W. J., Dearing,	Bluefield
4	White, H. N., Princeton ave	"

Unattached

5	Dickey, Wm. O., 1451 3d ave	Huntington
6	Meade, F. A., box 48	Hinton
7	Crogan, P. J.	Kingwood
8	Parkhurst, W. B.	"

Wisconsin, 11—675

Kaukanna C. C.

99,160	Reese, George, North Kaukanna	Kaukanna

L. C. C. W.

170	Collier, Frank W., 805 Rose st	La Crosse

Appleton C. C.

1	Bodine, John F., Tel. Co.	Appleton
2	Voecks, Emil, 482 North st	"

Unattached

3	Williams, Fred E.	Augusta
4	Larson, Fred C., box K	Delavan
5	McBurney, Dr. E. S.	"
6	Cordes, Jos. E., 83 Garfield ave	Milwaukee
7	Peirce, Samuel J., 158 West Water	"
8	Gove, C. H., box 62	Winneconne
9	Litturno, Joe L.	"

NEW LEAGUE CLUB.

666 Oregon Road Club Cyclers.

THE LIGHT THAT NEVER FAILS

Comes from the Tally-Ho Bicycle Lamp

The Handsomest Lamp made.



"Now ready for delivery. Dealers should send in their orders at once."

The Bridgeport Gun Implement Co., 313-315 Broadway New York.

It has often been said "There is nothing so certain as history."

Remington History

REMINGTON ARMS COMPANY,

313-315 Broadway, New York City.

BRANCHES:

New York Brooklyn

Boston San Francisco

QUERIES AND ANSWERS

Frank Lane, Detroit:

Don't scorch. Just amble along at an easy pace and look comfortable.

"Century," Buda, Ill.:

A. A. Hanson of Minneapolis, Minn., is credited with having ridden 21,653 miles during 1884, a record that remained unbroken during 1893.

Marvin Graves, Omaha:

W. A. Raby, Louisville, rode 40,000 miles last year, the largest number on record.

No. 72,673:

See L. A. W. BULLETIN of March 27, for directions for shrinking sweater.

James Nesbitt, Chicago:

Most of the long distance track records are held in France, the middle distance ones in England, and the short ones in America.

Cameron Mclean, Chicago:

It is claimed that the first road century ever ridden in the United States in one day was made by two Louisville wheelmen, Henry Schimpeler and Orville Anderson, the course being from Louisville to Frankfort and return.

J. M. P., Rankin, Pa., writes:

I would like to have the advice of some of your experienced wheelmen on the most suitable clothes to be worn for ordinary road runs. I find when taking a run of twenty miles with cotton underwear under ordinary bicycle suit, that one soon gets chilly when resting. What I wish to know is what is best to wear next the skin?

Elmo B. Fox, St. Louis, writes:

As many readers of the L. A. W. BULLETIN have expressed themselves on the "only way" to wash a sweater without shrinking it, can not some of the well informed explain how to stretch a sweater that did shrink. I have a sweater that came back from the "wash" in an envelope, and if some of your readers will state how it may be made serviceable again, they will confer a favor which will be greatly appreciated.

Some people wait for fine weather years,
I pass over to the lee shore and live.

Unattached.

99,050	Atherton, Chas. H., 2638 Elmwood ave	Cincinnati
1	*Wadsworth, Mrs. Wm. F.*, 42 White ave	Cleveland
2	Green, Henry M., 134 W. Crocker	Fostoria

Oregon, 7—146

Oregon Road Club.

3	Cawston, E. A. S., 689 Glesan	Portland
4	Kernan, W. B., 130 6th	"
5	Lombard, J. P., 100 3d	"
6	Pittock, H. L., 115 West Park	"
7	Stanley, C. C., 53 Randolph	"
8	Vanduyn, F., 795 Lovejoy	"

Unattached.

9	Tate, R. H., 80 6th st	Portland

Pennsylvania, 83—2,091

Mercury Wheelmen

99,060	Rapass, Louis H., 29 South 5th st	Allentown

Union Wheelmen

1	Mixsell, Austin D., 28 North Main st	Bethlehem
2	Schmid, James R., 30 Wall st	"

Pannancussing

3	Sine, Howard B.	Carversville

Arrow C. C.

4	Arnold, W. D., 25 Main	Du Bois
5	Hanson, Chas. E., 228 South Brady	"
6	Kerr, W. W., 6 Highland	"
7	Ross, C. Scott, 22 Brady	"
8	Peifer, S. A.	"

Harrisburg Wheel Club

9	Miller, Wm. B., 104 Boas st	Harrisburg

McKeesport Cyclers

070	Scott, E. M., P. & L. E. R.R.	McKeesport
1	Smith, John S., 215 5th ave	"

Flying Dutchman

2	Frese, Carl, M. D., German Hospital	Philadelphia
3	Wilbert, Martin I., " "	"

Olympian

4	Kratz, Edwin S.	Soudertown

Unattached

5	Nelson, J. N.	Apollo
6	Young, Robt., 95 Western ave	Allegheny City
7	Wilford, Dr. H. H., box 106	Bangor
8	Zoyer, Thos. W., box 312	"
9	Schwartz, H. C., box 39	Bennet
080	Giering, Frank, 62 Main st	Bethlehem
1	East, J. M.	Bellevue
2	Schaty, Chas.	"
3	Lehnan, George K., 23 Loudon st	Chambersburg
4	Beck, Francis H., Jr., 2 South State st	DuBois
5	Boyles, C. J., 17 North Brady	"
6	Custer, Geo. W., 21 Long ave	"
7	Carter, Walter H., 5 Long & Brady bldg	"
8	Easterbrooks, B. F.	Girard
9	*Myers, Mrs. S. Horace*, 5438 Morris st	Germantown
090	Engle, Sylvester, Jr., box 712	Hazleton
1	Hoagland, Henry W., 200 North Laurel st	"
2	Hargest, William M., box 4	Harrisburg
3	Hall, Frank, 108 Walnut st	"
4	Hamsher, Will R., 1736 North 3d st	"
5	Kurzenabe, Harry J., 1204 North 3d st	"
6	Roberts, Alex. H., 10 South Market st	"
7	Stamm, A. C., box 487	"
8	Milberg, Erick	Irwin
9	McCreery, J. S.	Kerrmoor
100	Longaker, Abram	Linfield
1	Gerson, Louis Jay, box 85	Lansdowne
2	Shea, J. L., Mt. Alton	McKean
3	Mullineaux, Joseph, 3d, Merion and Haverford ave	Narberth
4	Van Horn, David G., 131 W. Montg. ave	North Wales
5	Bent, Ward H., 511 Chestnut st	Philadelphia
6	Breed, J. Howard, 7 South 21st st	"
7	Barry, Thomas, 2328 E. Lehigh st	"
8	Cross, Howard M., 1837 Bucknell	"
9	Cross, William E., 1837 Bucknell	"
110	Cocking, C. H., 1930 Nicholas	"
1	De Klyne, Theo. Y., 2553 North 18th	"
2	Evans, Dorrance, 131 North 19th	"
3	Evens, Whitton, 9 North Front	"
4	Freshcoln, Charles L., 3712 Spruce	"
5	Gabel, John C., 320 Chestnut	"
6	Keen, Walter, 4210 Walnut	"
7	Kite, Nathan, 723 North 44th	"
8	McCarty, Thos. H., 803 South 12th	"
9	Mahoney, D. A., 10th and Chestnut	"
120	Newsham, Stanley P., M. D., 1640 South 5th	"
1	Packard, Chas. S. W., 517 Chestnut	"
2	Ritter, Sheldon P., 1340 Chestnut st	"
3	Stahl, Wm. S., 925 North 8th st	"
4	Stahl, Louis C., 925 North 8th st	"
5	Schneder, Adelbert, 2038 E. York st	"
6	Wessels, Louis D., M. D., 1918 North 22d	"
99,127	Batchelor, E. S., 703 Whitney ave	Pittsburg
8	Hooper, Charles R., Frankstown & Braddock ave, E.E.	"
9	Lewis, M. W., 1800 5th ave	"
130	McCall, Chas. B., 6123 Penn ave	"
1	Harpster, J. H.	Port Matilda
2	Fulmer, Jno. J., 1520 Mineral Spring road	Reading
3	Fulmer, Edgar L., 1520 Mineral Spring road	"
4	Black, M. A.	Sheffield
5	Buell, Walter H., 243 Jefferson ave	Scranton
6	Barner, Geo. S., box 101	Shippensburg
7	Fallon, Christopher, box 65	Wayne
8	Sharwood, E. R., 39th and Spruce	West Philadelphia
9	Buckman, Elmer, E., box 811	Wilkes Barre
140	Williams, J. E., 313 East Market	York
1	Jessops, Roland, 100 South Duke	"
2	Kain, G. H., 24 West Market	"

Rhode Island, 12—282

R. I. W.

99,143	Mink, A. G., 344 Westminster	Providence

Narragansett Wheelmen

4	Exberg, Axel L., 76 Franklyn ave	Providence
5	Hayes, Edward, 594 Prairie ave	"

Unattached

6	Noyes, Arthur H., 43 Congdon st	Providence
7	Pettee, Chas. S., box 393	"
8	Phillips, G. W., 112 Wilson st	"
9	Sharpe, Henry D., 130 Angell st	"
150	Saunders, M. L., 97 Chester ave	"
1	Smith, Frederick L., 114 State st	"
2	Ralph, Geo. W.	Phenix
3	Steere, William V., Main st	Wickford
4	Hope, W. E. 315 Main st	Woonsocket

South California, 2—175

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Unattached

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Unattached

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Vermont, 1—36

Unattached

99,158	Kinsman, Carroll E., 216 So. Union	Burlington

Virginia, 3—71

Unattached

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160	Wilde, Wm., box 368	Newport News
1	Wilkel, Wm. C., box 61	"

Washington, 1—59

Unattached

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Mercer

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4	White, H. N., Princeton ave	"

Unattached

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7	Crogan, P. J.	Kingwood
8	Parkhurst, W. B.	"

Wisconsin, 11—675

Kaukanna C. C.

99,169	Reese, George, North Kaukanna	Kaukanna

L. C. C. W.

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Appleton C. C.

1	Bodine, John F., Tel. Co.	Appleton
2	Voecks, Emil, 482 North st	"

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8	Gove, C. H., box 62	Winneconne
9	Litturno, Joe L.	"

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THE LIGHT THAT NEVER FAILS

Comes from the Tally-Ho Bicycle Lamp

The Handsomest Lamp made.

Parts are either nickeled or screwed. Made of Best Quality Brass. Burns Kerosene.

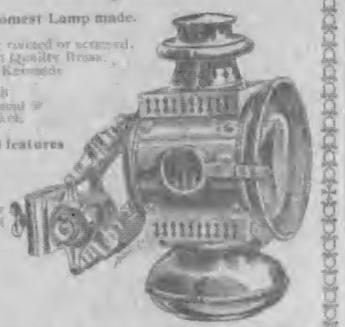
Made with locking attachment to regular bracket.

Has individual features not found on other lamps.

Plain Nickel or Black Japan and Nickel Plated.

The Widest Light.

The Brightest Light.



"Now ready for delivery. Dealers should send in their orders at once."

Send for descriptive Booklet—"Everything for the Bicycle."

The Bridgeport Gun Implement Co., 313-315 Broadway New York.

It has often been said "There is nothing so certain as history."

Remington History

commenced in 1816, and for 80 years Remington products have been chronicled as standards of excellence.

Be guided by history and reputation, and purchase the Remington—a bicycle that is a certainty, not an experiment.

Catalog free.
Agents we now bring arranged.

REMINGTON ARMS COMPANY,
313-315 Broadway,
Factories, Ilion, N. Y. New York City.
BRANCHES:
New York Brooklyn
Boston San Francisco

QUERIES AND ANSWERS

Frank Lane, Detroit:

Don't scorch. Just simmer along at an easy pace and look comfortable.

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Marvin Graves, Omaha:

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Now minds that for true comfort yearn,
From coal to ice begin to turn.

Consider the Nameplates:



How They Multiply!

At the 1895 Cycle Shows they said the new and very striking nameplate on *Columbia Bicycles* was absurd and meaningless and would be changed within the year.

At the 1896 Cycle Shows there was not a bicycle that did not have a conspicuous nameplate of some kind, and our attorneys reported seventeen direct infringements and thirty-nine more that showed clear intention to imitate.

Now, why this unanimous imitation of a meaningless symbol?

Manifestly in the hope that some of the favors showered upon Columbia excellence might fall to the imitators.

But imitations are not Columbias, as the public well knows.

And as for Columbia nameplates—

You See Them Everywhere

Reserve 805

THE L·A·W·BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, April 17 1896. No. 15

B. P. L. Rec'd APR 18 1896



THE DIFFERENCE.

Whene'er we see a road like this,
Through which the horse must go,
We know his wisdom is amiss
Or he'd not leave it so.
But the horse is an imperfect beast,
This no one will refute,
But the man who whips him through the mud,
Oh, he is a perfect brute.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts.

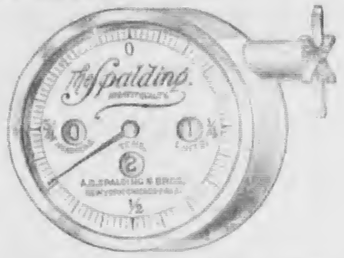
Entered at Boston Postoffice as Second-class Matter.

Price, 5 cents.

PAID CIRCULATION, 34,595

Spalding Cyclometer

Its Name
its Guarantee



Costs more than some inferior ones and worth more. The Spalding Cyclometer has been tested for years. Strong, reliable and the only perfect Cyclometer that is made or offered for sale. Registers 1,000 miles and repeats; dial divided into 1-100 of a mile and visibly records each revolution of the wheel, and can be plainly read from the saddle; is perfectly noiseless and dust-proof, and can be easily attached to any bicycle. Send for illustrated catalogue. Price, $1.50.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

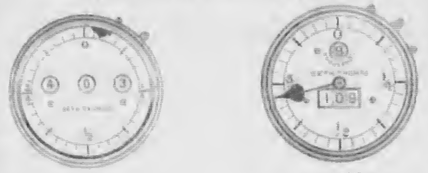
NEW YORK. CHICAGO. PHILADELPHIA.

FACTORY AT CHICOPEE FALLS, MASS.

SETH THOMAS

CYCLOMETERS

POSSESSING FEATURES FOUND IN NO OTHER CYCLOMETER.



1,000 Miles.
DIAMETER 1¾ INS.
Price, $1.00.

10,000 Miles.
DIAMETER 1¾ INS.
Price, $1.50.

LIGHT, STRONG, ACCURATE, DURABLE, SHAPELY, COMPACT AND EASILY READ.

Registers 1,000 or 10,000 miles and repeat.
Can be set at any time without the use of special tools.
Will not register when motion is reversed; thus a rider can spin his wheel backward when oiling, etc., without disturbing index.

SETH THOMAS CLOCK CO.,
Makers of Clocks and Watches.
Address all correspondence to THOMASTON, CONN.
49 Maiden Lane, New York.
149 State Street, Chicago.
121 Sutter Street, San Francisco.

Bicycle Suits for Men...



One of the most remarkable offerings of the season.

They are made of excellent grade mixed cloths, sewed throughout with silk, and are among the most perfect fitting Bicycle Suits on the market. The bloomers have two hip, two side and two watch pockets, and are reinforced. The coat has four patch pockets and the seams are piped.

We have made an extraordinary effort to provide an exceptionally good suit at the very low price of

$3.75 EACH

We will send a Booklet, containing samples of materials, to any address upon request.

STRAWBRIDGE & CLOTHIER,

PHILADELPHIA.

CORRESPONDENCE

WHO CAN PRESCRIBE.

EDITOR L. A. W. BULLETIN:

I am interested in the letter from a New York member who writes to you in reference to the inconvenience of profuse perspiration, from which I am also a sufferer. The temperature seems to make no difference to me, for the necessary change of clothing makes up for it. With the mercury slightly above the freezing point I have thoroughly saturated my underclothing, which is of light weight, in a ride of from three to four miles with very light grades. In the summer time my saddle becomes so wet as to make riding very uncomfortable. I have been riding four years and am enthusiastic, but my enjoyment would be greatly increased were it not for this drawback. I cannot go for the shortest distance of an errand without a change of clothing on my return. I envy friends who go out with standing collars looking spick and span, while my clothing needs to be put through the wringer. There are so many of the medical profession in our ranks, that it seems as though some of them must have had practical experience with this trouble and are able to suggest, at least, a means of alleviation.

With the hope of attracting the attention of such an one I beg space for this communication in your valuable journal. No. 40,450.

HANDSOME SOUVENIRS

AWARDS OF MERIT.

C. & J. Offer No. 6

Here's an easy one for **all** cyclists. To every rider who covers 3,000 miles on a Rambler Bicycle, fitted with G. & J. Tires, between April 1, 1896, and Dec. 1, 1896, we will present a

Handsome Souvenir.

COSTLY ENOUGH TO BE VALUED.

ARTISTIC ENOUGH TO BE PROUD OF.

C. & J. Offer No. 7

To show that we are interested in riders of G. & J. Tires (though not on Rambler bicycles) we will present a beautiful souvenir — of a little less value than the Rambler souvenir, but yet one which will be highly prized— to each rider who shall cover

3,000 Miles on Any Bicycle

other than the Rambler, but fitted with G. & J. Tires, during the same time as stated in offer No. 6.

"THE BOYS WILL LIKE THOSE SOUVENIRS."

For full particulars, see any Rambler agent. Ask him about offers Nos. 1, 2, 3, 4, 5.

EDITOR L. A. W. BULLETIN:

The April 3d number of the BULLETIN contains a letter from a member in Missouri, under the title of "Perspiration and Pleasure." I cannot believe that he read my communication which appeared two or three weeks ago in your excellent publication. I had no thought of so ignorantly and foolishly flying against the very nature of things, as to ever dream of prompting the L. A. W., or any other organization "to start a crusade to abolish perspiration;" therefore, the Missouri member will have no opportunity, as far as I am concerned of enforcing his threat to resign from the L. A. W. I simply sought information for myself and a number of other riders, who found bicycling exceedingly pleasurable, only that in our cases, it is accompanied by the disagreeable feature of the perspiration bath. Moderate perspiration, is of course, healthy; but how about immoderate perspiration, where you are so bathed in it that it trickles down your nose and neck in great streams, even to the extent of making your saddle "soggy." This is what I refer to.

If there are readers of your paper, perhaps physicians, who have passed through this experience and overcome it, I am certain that I am but one of a number who would be glad to hear from them.

No. 86,926.

47 W. 72 St., N. Y.

EDITOR L. A. W. BULLETIN:

I notice in a recent issue of the BULLETIN an inquiry as to some remedy for excessive perspiration, and in the next issue I find a flippant reply that does the inquirer no good. Every one knows that a certain amount of perspiration is necessary for health. Every one also knows (if he is sensible) that *excessive* perspiration is very weakening. To be bathed in perspiration after or during any ordinary exertion, is not only uncomfortable, but bad for the system. I think if the sufferer will take an ordinary dose of elder flower tea, three or four times a day, he will get relief. This may need to be kept up all summer. It can do no harm. If preferred, he can go to a homeopathic drug store and get the *mother tincture* of sambucus. This is made from elder flowers. Mix five drops in a glass of water and take a large swallow of it three or four times a day. Keep the glass covered. DIANA SNOW.

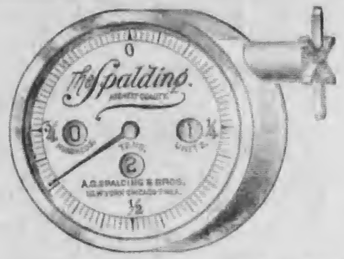
LOWELL, MASS.

EDITOR L. A. W. BULLETIN:

In answer to the question of A. S. Shaw, relative to cramps in the calf of the leg, I offer a suggestion which may or may not be of value. I have suffered in the same way when I wore high

Spalding Cyclometer

Its Name
its Guarantee



Costs more than some inferior ones and worth more. The **Spalding Cyclometer** has been tested for years. Strong, reliable and the only perfect Cyclometer that is made or offered for sale. Registers 1,000 miles and repeats; dial divided into 1-100 of a mile and visibly records each revolution of the wheel, and can be plainly read from the saddle; is perfectly noiseless and dust-proof, and can be easily attached to any bicycle. Send for illustrated catalogue. Price, $1.50.

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Bicycle Suits for Men ...



One of the most remarkable offerings of the season.

They are made of excellent grade mixed cloths, sewed throughout with silk, and are among the most perfect fitting Bicycle Suits on the market. The bloomers have two hip, two side and two watch pockets, and are reinforced. The coat has four patch pockets and the seams are piped.

We have made an extraordinary effort to provide an exceptionally good suit at the very low price of

$3.75 EACH

We will send a Booklet, containing samples of materials, to any address upon request.

STRAWBRIDGE & CLOTHIER,

PHILADELPHIA.

CORRESPONDENCE

WHO CAN PRESCRIBE.

EDITOR L. A. W. BULLETIN:

I am interested in the letter from a New York member who writes to you in reference to the inconvenience of profuse perspiration, from which I am also a sufferer. The temperature seems to make no difference to me, for the necessary change of clothing makes up for it. With the mercury slightly above the freezing point I have thoroughly saturated my underclothing, which is of light weight, in a ride of from three to four miles with very light grades. In the summer time my saddle becomes so wet as to make riding very uncomfortable. I have been riding four years and am enthusiastic, but my enjoyment would be greatly increased were it not for this drawback. I cannot go for the shortest distance of an errand without a change of clothing on my return. I envy friends who go out with standing collars looking spick and span, while my clothing needs to be put through the wringer. There are so many of the medical profession in our ranks, that it seems as though some of them must have had practical experience with this trouble and are able to suggest, at least, a means of alleviation.

With the hope of attracting the attention of such an one I beg space for this communication in your valuable journal. No. 40,450.

EDITOR L. A. W. BULLETIN:

The April 3d number of the BULLETIN contains a letter from a member in Missouri, under the title of "Perspiration and Pleasure." I cannot believe that he read my communication which appeared two or three weeks ago in your excellent publication. I had no thought of so ignorantly and foolishly flying against the very nature of things, as to ever dream of prompting the L. A. W., or any other organization "to start a crusade to abolish perspiration;" therefore, the Missouri member will have no opportunity, as far as I am concerned of enforcing his threat to resign from the L. A. W. I simply sought information for myself and a number of other riders, who found bicycling exceedingly pleasurable, only that in our cases, it is accompanied by the disagreeable feature of the perspiration bath. Moderate perspiration, is of course, healthy; but how about immoderate perspiration, where you are so bathed in it that it trickles down your nose and neck in great streams, even to the extent of making your saddle "soggy." This is what I refer to.

If there are readers of your paper, perhaps physicians, who have passed through this experience and overcome it, I am certain that I am but one of a number who would be glad to hear from them.

No. 86,926.

47 W. 72 St., N. Y.

EDITOR L. A. W. BULLETIN:

I notice in a recent issue of the BULLETIN an inquiry as to some remedy for excessive perspiration, and in the next issue I find a flippant reply that does the inquirer no good. Every one knows that a certain amount of perspiration is necessary for health. Every one also knows (if he is sensible) that *excessive* perspiration is very weakening. To be bathed in perspiration after or during any ordinary exertion, is not only uncomfortable, but bad for the system. I think if the sufferer will take an ordinary dose of elder flower tea, three or four times a day, he will get relief. This may need to be kept up all summer. It can do no harm. If preferred, he can go to a homeopathic drug store and get the *mother tincture* of sambucus. This is made from elder flowers. Mix five drops in a glass of water and take a large swallow of it three or four times a day. Keep the glass covered. DIANA SNOW.

LOWELL, MASS.

EDITOR L. A. W. BULLETIN:

In answer to the question of A. S. Shaw, relative to cramps in the calf of the leg, I offer a suggestion which may or may not be of value. I have suffered in the same way when I wore high

HANDSOME SOUVENIRS

AWARDS OF MERIT.

G. & J. Offer No. 6

Here's an easy one for **all** cyclists. To every rider who covers 3,000 miles on a Rambler Bicycle, fitted with G. & J. Tires, between April 1, 1896, and Dec. 1, 1896, we will present a

Handsome Souvenir.

COSTLY ENOUGH TO BE VALUED.

ARTISTIC ENOUGH TO BE PROUD OF.

G. & J. Offer No. 7

To show that we are interested in riders of G. & J. Tires (though not on Rambler bicycles) we will present a beautiful souvenir — of a little less value than the Rambler souvenir, but yet one which will be highly prized— to each rider who shall cover

3,000 Miles on Any Bicycle

other than the Rambler, but fitted with G. & J. Tires, during the same time as stated in offer No. 6.

"THE BOYS WILL LIKE THOSE SOUVENIRS."

For full particulars, see any Rambler agent. Ask him about offers Nos. 1, 2, 3, 4, 5.

The "Cost-more,-and-therefore" argument.

Because another Cyclometer "*costs more to make*" than the Standard, it does not follow that it furnishes *as good a value* as the Standard. Consider: *What* MAKES *Cost?*

A Cyclometer that is made up in "slow, laborious ways," costs more to make than the 'Standard,' which is made by wonderful automatic machinery, in a great factory that was specially built for making instruments of precision. A Cyclometer that is made in a small way, to meet a feeble demand, costs more to make than the 'Standard,' of which a half million or more are needed to supply the 1896 demand. And the 'Standard' is *best* for the same reasons that it is *cheapest*—an enormous output justifying the employment of best materials and highest skill, which always seek the largest user. The "cost-more,—and—therefore" argument is spoken to the deaf ear of common sense.

The New York Standard Watch Co.

shoes, but never when I wore low ones. I think high shoes impede the motion of the ankle, and thus increase the labor of the muscles of the calf.

No. 6377S.

CHARLES FREEMAN JOHNSON, of San Francisco, is writing a series of good roads letters for a newspaper syndicate, and a special article for the *Overland* Monthly, all of which will help along the good cause.

THE citizens of Knox Township, Jefferson County, Ohio, have voted to issue bonds to the extent of $55,000, for the building of twenty-five miles of new limestone and brick pike. The vote carried by about five to one.

THE Hudson (N. Y.) Bicycle Club is going to actively push the work of putting up sign boards.

THE Sacramento wheelmen are arranging to build a cinder path to Stockton.

MINNESOTA has formed a permanent good roads association.

THE Pacific states are pushing ahead in the organization of good roads' clubs. Portland, Ore., has one with a membership of over two hundred business men, and clubs are forming all over the state.

THE Schenectady County Wheelmen are arranging to complete their cinder path to Albany. They are making a path four feet wide. The cinders are three inches deep (two after rolling) thus one load (one and a half cubic yards) of cinders gives twenty-seven feet of path. In places the path may be made but two feet wide.

To Mrs. ——.

BY NIXON WATERMAN.

The world is so lonely without you,
So wearywise when you're away;
There's something entrancing about you
That gladdens the dreariest day.
Your smile is the dew in the flower,
Your voice is the song of the birds;
My heart is athirst for the shower
Of joy woven in with your words.

Amid all the bitter of being,
You come as a flagon of wine;
Amid all of winter's decreeing,
Your love is the summer and shine.
As bees in the bloom of the clover,
Glean sweets till the set of the sun,
You'll keep me forever your lover,—
My wife and my sweetheart in one.

THE letter-carriers of Port Jervis, N. Y., employ eight bicycles in the delivery of the mails.

ALLEGHANY county, Pa., will invest $240,000 in good roads this year.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

APRIL 17, 1896.

Total number printed this week, . . . 37,500
Sent to paid Subscribers, ... 34,595
Samples to Advertisers, Exchanges, etc., 2,905

VICTORIOUS POTTER.

It is especially in harmony with the "fitness of things," that we publish on this page a portrait of Isaac B. Potter, encircled by the suggestive laurel. It is hardly necessary to say to American wheelmen that Mr. Potter is chief consul of the largest division of the L. A. W. (which has been made so by his exertions), chairman of the national highway improvement committee, chairman of the local organization committee, the principal factor in the passage of the famous "Liberty Bill," and he has again covered himself with glory by his persistent and successful management of the Armstrong Baggage Bill. This latest achievement was rendered all the more conspicuous and creditable by the fact that from the start the odds were very largely against him. We had reason to expect success, in view of the remarkable efforts which were being made, but when we learned that the vote was practically unanimous, our surprise and pleasure can hardly be imagined.

There are many others who have ably assisted Mr. Potter, while the work done by Mr. Geo. R. Bidwell, chairman of the national transportation committee, was extremely important from a political standpoint, and had much to do with the large number of votes in excess of a majority.

Mr. Potter's reputation as a League worker has been most conspicuous for a number of years. He is the most persistent and effective "hustler" that the L. A. W. has today. We all know that it is common, when a head is seen above the crowd, for some one to "throw a brick at it." Mr. Potter has not escaped this common tendency. It will always be true, as it is in his case, that jealousies and misunderstandings will arise, which will permit more or less mud to attach itself to the wheels of progress. All men are not constructed with minds broad enough to take in the general good, and work in harmony with those who are in the front ranks. It is not to be expected that all



ISAAC B. POTTER.

men should rise above their personal pessimism and look beyond the littleness which surrounds them, to the more important possibilities. Mr. Potter has made enemies; so has every man who has done his duty. A man without an enemy is usually a man without a record.

Mr. Potter is not as old as might be inferred by a single glance at his "dome of thought." A head like Mr. Potter's has better business than the raising of hair. Our best wish for the L. A. W. is that Mr. Potter may continue his enthusiastic work, and our best wish for Mr. Potter is that his enemies may be no more successful than in the past.

Here's to Isaac B. Potter, "May he live to eat the hen that scratches over his grave."

THE cyclometer of Progress will mark a great advance in the use of the bicycle, this year.



There is no Bicycle

sold at the same price that is the equal of the Clipper. This is a plain statement. We mean every word of it, and we are willing to stand by it. We repeat it: there is no wheel of equal price that is as good as the Clipper. If anybody tells you there is, they are mistaken. You can buy wheels for less money; if you do you will make a mistake. If you buy below the lowest Clipper price, you lose **safety** — there is no bicycle sold at a lower price than the Business Clipper that has not a weak spot in it some place. The lower you go in price, the more weak spots you find. It costs nothing to examine the Clipper; failure to do so may cost you the price of a bicycle. If you buy before you see the Clipper, you are jumping in the dark — your knowledge is not complete. The bicycle you get may be the one you want; but you cannot tell until you see the Clipper.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the.

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

There are Tires and Tires.



NEW YORK BELTING & PACKING CO. LTD.

MAKERS OF RUBBER GOODS FOR OVER 50 YEARS. 15 PARK ROW. N.Y.

Commercial Health.

Roads are the veins of trade through which
Glad Commerce pours its flood,
And no land can be glad nor rich
Whose veins are clogged with mud.

THE NATIONAL MEET.

The '96 Meet Club of Louisville, has selected the week August 10th to 18th for the national meet of the L. A. W. A programme that will attract visitors from everywhere is being arranged. It will include short tours, a century run over the first century course, excursions to Mammoth Cave, smokers, a watermelon feast, an old-fashioned barbecue, a parade, a manufacturers' pageant that will eclipse anything ever seen in the United States, steamboat excursions, and, of course, races on Fountain Ferry track, at which all the national championships will be run. The chairmen in charge of various departments of the work for the '96 Meet Club are as follows:

President, J. W. Brigman; secretary, Chas. P. Craig; finance, John Colgon; entertainment, Gen. John B. Castleman; races, M. J. Fleck; press and advertising, G. E. Johnson; transportation, C. P. Atmore, L. & N. R. R.; accommodations, J. M. Clatterson; membership, R. F. Maxwell.

Headquarters, room 46 Board of Trade building, to which all communications should be addressed.

G. E. JOHNSON.

You should see how the orders for

'96 STERLINGS *"BUILT LIKE A WATCH"*

are coming in! Factory running twenty hours daily.

STERLING CYCLE WORKS,

Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.
Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York City.

274-276-278 Wabash Ave., Chicago, Ill.

FREE ENTRY OF WHEELS INTO CANADA.

The New York State division, through the kind offices of Charles L. Bullymore, local consul at Buffalo, has arranged with the Canadian controller of customs at Ottawa, to admit all touring members of the League of American Wheelmen crossing the Canadian border without payment of customs duties and without the usual "deposit." The customs regulations now in force provide that the amount of duty leviable on the retail value of the wheel in charge of each tourist shall be deposited when the tourist enters Canadian territory. The controller of customs writes to Mr. Bullymore stating that members of the L. A. W. will be admitted *without a deposit*, the right being reserved by the collector of customs to take a careful description of each wheel so entered. To avail ourselves of the privilege thus accorded it will be necessary that each member of the League take with him his membership ticket when crossing Canadian border and to bear in mind that in exchange for the courtesy accorded us by the customs authorities of Canada, the officers of the League have vouched for the honorable regard of our League and its members for the Canadian revenue laws.

I. B. POTTER, *Chief Consul.*

THE peacock's beautiful feathers don't seem to improve its voice very much.

EXTRACT No. 2.—*From a Hosepipe Manufacturers' Catalogue.*

"When you have found the puncture burn it out with a hot wire." Now, how the dickens can a fellow carry a hot wire with him? Buy a **Dunlop Detachable Tire** and throw away your hot wires, umbrella plugs, vulcanizers, pliers, gas tongs, buck-saws, squirt-guns, and swear words. Buy Dunlops, and when you go to repair them, you will need nothing more than



your ten little fingers.

AMERICAN DUNLOP TIRE COMPANY,
504-506 W. 14th St., New York City.
307-309 Wabash Av., Chicago. 36 & 38 Lombard St., Toronto.

Dealers, drop us a postal for one of our display cards. White "enamel" letters on blue. It is handsome and attractive.

American Electric Heating Corporation, *Sears Building, Boston, Mass....*



Call attention to their **New 1896 Vulcanizer for repairing bicycle tires.** The great success of our **Electric Vulcanizer** last season has made it necessary that we add a new and improved form for the smaller repair shops. The **Electric Vulcanizer** is acknowledged by rubber men to be the only device which will permit a fractured tire to be repaired, so that it is as good as new.

As a bicycle is superior to all other road vehicles, so the Electric Vulcanizer is superior to all other vulcanizers. **No skill required to perfectly repair tires without the possible danger of burning the rubber.** By using the Electric Vulcanizer you have **no dangerous gas or gasolene; no dangerous steam pressure; no dangerous torches; no dirt; no smoke; no increased fire risk; and a good job every time.** Nothing like it for the work. Two styles for the year 1896. Made for either direct or alternating current, 52, 100 or 110 volts. Write for circulars.

American Electric Heating Corporation,

Sears Building, BOSTON, Mass.

Havemeyer Bldg., NEW YORK. *CHICAGO.*



L. A. W. EMBLEMS.



35 cents.



20 cents.

We often have call for electros of L. A. W. emblems. These will be sent post-paid on receipt of prices given.

They are pneumatic tired and up to date.



25 cents.



30 cents.

A ROAD isn't likely to be too long if it isn't too deep.



Yes, reinforcements have come slowly and surely to the front; starting in with 16 B. W. G. years ago, we have finally reduced the tubing to brown paper thinness; thereby reducing the weight of the finished result, very materially. Frames were always breaking when 16 gauge tubing was used because they were not reinforced; or, when they were, the reinforcing was very unsatisfactorily arranged.

With our **X-CLUSIVE REINFORCEMENT** we have demonstrated that frames can be built on featherweight lines and by skilful reinforcing become eternally strong.

UNIONS are built for eternal service.

Catalogue for the asking.

UNION CYCLE MFG. CO.

Highlandville, Mass.

To the L. A. W. Local Consul.

The year of 1896
Will be the largest yet,
For new members we are working,
And good roads are sure to get.

RELATION OF CRANK TO GEAR.

We are frequently asked how much higher gear can be used with a certain additional length of crank? Or, how much longer crank would be necessary to balance a certain increase of gear?

We assume that it is understood that any given safety geared to, say 60 inches, for instance, is the equivalent of a wheel 60 inches in diameter and having the crank attached directly to it without the use of chain or sprocket wheels. This being the case, a correct statement of the problem would be as follows, using even figures to make it more easily understood.

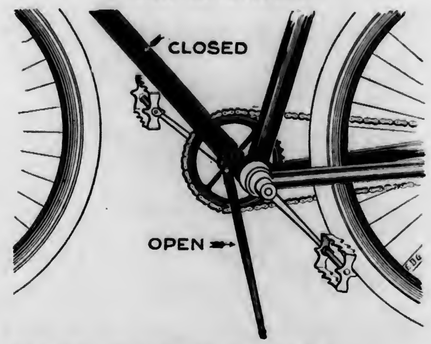
Suppose a safety bicycle to be geared to 60 inches and having a crank 6 inches long. As the crank measures entirely from one side of its axle, it is proper to consider but one side of the wheel, which would be 30 inches. Now, if a crank 6 inches long is used to propel a wheel 60 inches in diameter, it is the equivalent of a lever 6 inches in length working against one of 30 inches.

In the case cited, the longer lever, represented by one-half the diameter of the gear, is five times the length of the crank, or, in other words, the crank is one-tenth of the full diameter of the gear.

"No matter what your wheel may be,
It will not stand alone."

THE DARRACH BICYCLE REST

Enables the rider to give a perfect support to his wheel in less than two seconds.



Adds less than 4 ounces to its weight.
It is not noticeable when closed.
Never rattles or becomes loose.

For sale by all dealers at **$1.50.**

Darrach Bicycle Rest Co., 833 Broadway New York.

In ordering, state size of frame tubing.

"It's Economy to buy the best."

HARTFORD SINGLE TUBE TIRES

A wise maxim, truly. Applies to bicycle tires with tremendous force. Think of the annoyance that comes from a poor pneumatic tire. Think of the buoyant pleasure and satisfaction you have with

HARTFORD SINGLE-TUBE TIRES

The Standard Single Tubes.

There's a guarantee of quality and proper construction with our tires that you get with no others.

"IF IT'S A HARTFORD TIRE IT'S RIGHT."

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

BRANCHES:
100 Chambers St., New York 178 Wabash Ave., Chicago
DISTRIBUTING DEPOTS:
370 Atlantic Ave., Boston 503 Market St., Philadelphia
17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

$50 IN GOLD

SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896
HOW QUICKLY COULD THEY BE INFLATED
BY HAND AT THIS RATE
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR
ANSWERS WILL BE OPENED MAY 1ST
FIRST CORRECT ANSWER OPENED WINS THE PRIZE
MARK ENVELOPE PLAINLY "FIGURING CONTEST"
PIN THIS AD TO YOUR ANSWER

MORGAN & WRIGHT
CHICAGO
42

SWEATERS



Cleansed or Dyed
(any color)
To look like new.

BICYCLE SUITS

For Men, Women and Children,

Can be cleansed or dyed and pressed to look almost as fresh as new, and save buying another.
Bundles by mail or express.
IF IT'S WORTH SAVING, send it to

LEWANDO'S French Dyeing and Cleansing Establishment.

MAIN OFFICES: W. L. CROSBY, Manager.
17 Temple Place, Boston.
479 Fifth Avenue, New York.
Established 1820.
Largest in America.

Now any greater length of crank would bear the same relation to the gear, provided that the gear was increased in the same ratio. A 6-inch crank to a 60-inch gear would require exactly the same pressure on pedal as would a 7-inch crank to a 70-inch gear, intermediate lengths being, of course, a mere matter of mathematics. It might be proper to state, as we have done before, that the length of crank should be determined entirely according to the length of the leg joints. It is poor economy of one's strength to use a crank shorter than the longest length which can be worked comfortably, and after determining the length of crank which is most satisfactory, the gear then becomes only a question of the strength of the rider, and should in no case be higher than can be ridden comfortably over such roads as the rider is obliged to travel.

THE CONNECTICUT RACING BOARD

Has arranged a State circuit, which will begin the first week in June and end October 1st. There will be eighteen separate race meets, each occurring on a Saturday.

DID YOU?

I never knowingly told a lie till I had first considered the truth, neither have I ever spoken the truth except I thought it a good thing to do.

F. J. H.

FOOD FOR REFLECTION.

That the former owners of the Tillinghast patents believed in their strength is shown by the fact that they brought them into Court, notably against the Boston Woven Hose & Rubber Co. That the present owner believes in them is evidenced by the fact that he purchased them rather than defend a suit to final issue, being advised so to do by counsel who stand at the head of the bar in patent causes. That others believe in them, witness the list of licensees, who are today making three-quarters of all the single tubes sold in this country.

Now, if the Tillinghast patents are sustained, and that they will again come into Court is beyond doubt, every manufacturer who, unlicensed, has made single-tube tires, will be cast in damages to the extent of all the profit he has made or by reasonable diligence might have made on all such tires — say $2.00 a pair. And we know that many a patent which by outsiders has been pronounced "not worth the paper it was written on" has been sustained by the United States Courts. *Teste* the barbed-wire case, the brake-shoe case, the collar-button case, and numberless others.

On the other hand, we know that many a so-called bottom patent, one which has been considered "gilt-edged," has been declared invalid by the Courts. Suppose the Tillinghast patents should be voided, what would happen? Let us see.

Today, manufacturers are selling at a price which affords them a reasonable, though by no means an exorbitant profit; but this suffices, if the tire is good and the percentage of seconds and returns is not too great, to pay a fair expense account, a liberal amount of advertising and drumming, and leave a balance to the good. Now, if the Tillinghast patents are declared invalid, what will happen? Every one may make hose-pipe tires; many manufacturers with small capital will launch out on this industry, and the price will be crowded down. The large manufacturers, with abundant means and facilities, can sell tires and make 10% profit at a figure which is less than cost to the small man: the result will be that the latter, to keep his head above water, must cheapen his stock to compete with his richer neighbor. Vast lots of ill-made tires will flood the market, to the damage of all. The manufacturer will make no suitable profit; the newspapers will get no more liberal advertisements; the dealer's commissions will be lowered; and the rider, who after all is the one most to be considered, will hardly know where to get a good tire, and will constantly break down, much to his discomfort and danger. With poor tires on the market, indeed, the insurance companies will be justified in calling cycling extra-hazardous and cancelling his policies.

It is not as if the price of tires was made excessive by the Tillinghast patents. It is merely a question whether the wheelman shall pay a couple of dollars extra for a pair of good tires. The owner of the Tillinghast patents receives only 25 cents a pair royalty; but he so issues licenses that only good tires shall be produced by his licensees.

On the whole then, is not a manufacturer quite as well off to pay 25 cents royalty to insure himself against a possibly big bill of damages, and to provide for some permanency and profit in the tire business? Is not the dealer better off with a larger commission? Does not the press benefit by the well-paid advertising pages? Is not the cyclist safer and happier on his daily ride?

Every one must answer these questions for himself.

The following are the only licensed companies:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose & Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.

They all say that for . .
ORIGINALITY and BEAUTY the

Orient Catalogue

LEADS the LEADERS.....



Send two 2-cent stamps if you have not yet had one.

Made in Waltham.

The **Waltham Mfg. Co.**

BRANCHES:
Boston, Chicago, Detroit, Denver, Providence, Waltham, Newark, N. J. Kansas City, Brooklyn, New York, Omaha, Cincinnati, Philadelphia Springfield, Lynn, Mass. Buffalo.

Main Office,
240 Broadway,
New York.

Factory:
Waltham, Mass.

Easy Riding

The charm about riding a bicycle is in spinning along without jolting and jarring. The uneven places in the roadway will be scarcely noticeable if you ride

Palmer Tires

The fabric in Palmer Tires insures great resiliency — greater than in any other kind of pneumatic tires — and that means easy riding. Sticks and stones are passed over without perceptible jolting, and vibration is quite eliminated. Catalogue to any address.

The Palmer...
Pneumatic Tire Company
CHICAGO

How is your...

Eye-to-Business?

If it's in good condition, use it to take a look at

THE RIALTO...

You'll see more good points in it than most wheels show. Riders and dealers have no difficulty in seeing that it's a winner.

Continental Cycle Co.

Send for Catalogue.

15th Street and Western Avenue, Chicago.

THE TRANSIT

A bicycle that is way up in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.

A Safer Thing.

Yes, "presence of mind" may be good in its way,
When one is with danger oppressed,
But when we consider, we're willing to say
That "absence of body" is best.

COMMITTEE ON LOCAL ORGANIZATION.

At the last meeting of the assembly it was voted to establish a committee on local organization, which committee should consist of the chief consuls of all states having one thousand or more members. At that date eight states were qualified, and their chief consuls were asked to vote for a chairman of their committee. The result was the election of Mr. Isaac B. Potter, Chief Consul of New York. Other members of the committee are as follows: Samuel A Boyle, Pennsylvania; Robert Gentle, New Jersey; Parker G. Reed, Ohio; Robert Holm, Missouri; W. A. Brown, Wisconsin; L. C. Jaquish, Illinois; Sterling Elliott, Massachusetts.

Mary had a little goat,
Its fleece was fine as silk,
But it was not the one, please note,
That gave the butter-milk.

MINISTER—"So you say that you saw some boys out fishing Sunday, Bobbie. I hope you did something to discourage them." Bobbie—"O yes, sir; I stole their bait."—*Harlem Life.*



Waverley BICYCLES.

Are Built in the Largest and Best Equipped Factory on Earth.

LIST PRICE vs. SELLING PRICE

A great many bicycle dealers, especially new ones, seem to think that the bicycle on which they get the greatest discounts are the ones on which they can make the most money. Never was a greater mistake made. Many wheels now are listed far above what their actual worth warrants or what they are expected to sell for, simply for the purpose of quoting a discount that looks enticing. Many bicycles listed at $100 are openly retailed as low as $60, but for more if the buyer is an inexperienced one. In fact, such machines are never capable of commanding list price, and if the dealer can realize sufficient on a sale to come out whole, he may consider himself fortunate.

On the other hand, Waverley Bicycles are listed at $85, which is the very lowest figure at which a strictly high grade wheel can be placed upon the market. Their quality is such that they readily command list price, regardless of what any other machine is offered for; consequently the agent is never disappointed in the realization of his anticipated profit. What is more, the Waverley Bicycles have the reputation of causing less trouble on account of defects and breakage than any other machines made, and after they are sold to the riders do not have occasion to bother the agent almost to death throughout the season. The multitude of Waverley agents consists principally of dealers who have been in the cycle business for years, and realize the advisability of holding on to a good thing when they get it. The riding season is about here, and it will be to your advantage to get in line at once.

INDIANA BICYCLE CO.

Eastern Wholesale Branch,
339 BROADWAY, NEW YORK.

General Office and Works, **Indianapolis, Ind.**

The Daws Aren't In It.

No more their hearts upon their sleeves
So very high and wide,
The ladies wear, for each perceives
There's lots more room inside.

CAMERA WANTED.

We often have inquiries from readers who would have us recommend some camera suitable for the use of bicycle tourists.

We believe there are a number of good cameras for this purpose, but cannot undertake to recommend any particular one through these columns. Several camera manufacturers have signified their intention of advertising in the L. A. W. BULLETIN and will probably do so shortly.

CHICAGO letter carriers use 109 wheels, and the number used by the employees of the Chicago post-office for private purposes is about 700. The postal Telegraph Co., of that city has 40 mounted messengers; the Western Union has a large number, and the A. D. T., quite a few. The United States Express Co. and others use tricycle delivery carts, as does 25 of the leading Chicago business houses.

THE International Park and Amusement Co., of Washington, will open a new third of mile bicycle track on Decoration Day.



The Crank Bicycle Pump Is a little wonder
Only 4 inches long
As powerful as a foot pump.
For sale by Jobbers and Dealers
S. E. Howard's Son & Co., Sales Agts
21 & 23 Mercer St., New York

McCune Cycles...

NONE BETTER,

Send for Catalogue.

EVERETT CYCLE CO.

EVERETT, MASS.

Agents Wanted.

Wolff-American High Art Cycles

Guaranteed and warranted to be the highest grade of cycle manufactured. Drop a postal for full description of these superlative wheels, and all about the

Original Duplex

The only side-by-side double cycle made.

R. H. WOLFF & CO. (Ltd.),

MAKERS,

Factories, 118th, 117th, 116th St. and East River,

NEW YORK CITY.

Distributing Agents: Horace Partridge & Co., Boston, Mass. J. E. Norwood, Baltimore, Md. J. S. Malone, Cleveland, O. Fletcher Hardware Co., Detroit, Mich. Von Lengerke & Antoine, Chicago, Ill.

INTERESTING READING

"It's made of Rubber."



THE literature of the Bicycle is interesting to all intelligent riders. There is much to relate of interest about the

HODGMAN SINGLE TUBE TIRE,

and it is tersely told in our booklet just issued, which will be sent free on request.

The Hodgman Rubber Company,

459--461 Broadway, New York.

Atwood Building, Chicago, Ill.

135 Essex Street, Boston, Mass.

"Gendron" Bicycles

Truest Bearings Most Rigid Frame

Much Hard Pedaling

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy Running

Gendron

Send for Catalogue.

Gendron Wheel Co.

Toledo, Ohio.

When ordering your wheels REQUEST that they be fitted with

Hunt

BICYCLE SADDLES

WESTBORO, MASS.

But Can He?

The grandest boast of power
A preacher can desire,
Is to assert he can convert
The members of his choir.

THE RELATION OF GEAR TO POWER.

HENRY CLYDE.

The greater the speed to be attained in a given time, the greater is the pushing force in pounds to be applied to the pedal, whatever the gear.

Suppose one revolution of the sprocket per second. For each revolution, with a 63 gear, the 28-inch rear wheel makes $2\frac{1}{4}$ revolutions and the cycle moves 197.82 inches. With a $66\frac{1}{2}$ gear, the rear wheel will make $2\frac{3}{8}$ revolutions, and the machine will move 208.81 inches.[1] It is evident that it requires more power to move a body (whether a bicycle or anything else) 208 inches in a given time than to push the same body 197 inches in the same time.

Thus, *gear never creates power;* it merely enables the rider to apply, at the expense of his muscles, more power to his work during a given time; and, with the same number of sprocket revolutions per minute, the higher the gear the more work must be done by the rider.

Thus the increase in gear is of advantage only so far as it does not outstrip the measure of force which the rider is able, without discomfort, to apply to his pedals.

The power necessary to drive a wheel a given distance in a given time may be applied in either of two ways. If two revolutions of the sprocket in a high-geared wheel will send the cycle as far as three revolutions of a low-gear sprocket, then the rider of the low-geared wheel, in order to keep up with his companion, must pedal one and one half times as fast; but, as has been shown, the pressure, in pounds, which he must apply at each push is less in the inverse proportion; and, at the end of the given distance, each rider will have applied an equal amount of foot-force, in pounds, to the doing of his work. (In these calculations, the element of friction is disregarded).

So suppleness of muscle and consequent quickness in pedalling will enable a rider to outstrip another of greater absolute muscular power, but, comparatively, slow-motioned and clumsy. As the number of amateur riders who combine great muscular strength and suppleness is small, it follows that a medium gear is best suited to the great majority of wheelmen. With the reduction of weight and friction to the miminum, such as is attained in the high-grade wheels of 1896, what was once a "high" may now be considered a "medium" gear, and a gear of from 66 to 68 is now as easily manageable as the 59 gears of three years ago. But, in the writer's opinion, not one amateur rider

[1] See "Something about Gears," L. A. W. Bulletin, March 27, 1896.

14 Models. All Sizes, Styles and Prices.

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below:—

New York State and New Jersey, north of Trenton. The H. & D. Folsom Arms Co., 314 Broadway, New York City.

Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.

Illinois. The Henry Sears Co., Chicago, Ill.

California. Smiths' Cash Store, San Francisco, Cal.

Northern part of Ohio and eastern part of Michigan. A. J. Rummel Arms Co., Toledo, Ohio.

St. Louis, Mo. E. C. Meacham Arms Co.

If outside of this territory, apply direct to the manufacturers.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

The World Famed **Humber Cycles**

Hold every accepted World's Record from 2-3 mile to 1800 miles . . . . .

Hold more records than all other makes combined . . . . .

Enjoy the most discriminating class of patronage in all parts of the civilized world . . .

Why? Humber Quality.

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director,

WESTBORO, MASS.

New York Salesrooms,

318 Broadway Fifth Ave. and 42d St.

Brooklyn Salesrooms,

545 Fulton St. 1313 Bedford Ave.

Baltimore Salesroom,

111 North Charles Street.

Branches in all parts of the civilized world.

Statement of the Condition of the

American Wheelmen's Protective Ass'n, Chicago

1522-1523 Marquette Building,

February 1, 1896. CHICAGO, ILL.

RESOURCES.

Cash on hand and in Bank		$ 4,675.81
Real Estate (improved)		13,000.00
Furniture and Fixtures		350.00
Stationery Supplies, Adv. Matter		1,650.00
Accrued Interest		1,301.71
Bicycles on hand		1,000.00
Loans on Time	$25,500.00	
Loans on Call	9,000.00	34,500.00
Stocks, Bonds and Mortgages		71,132.25
Total		$127,009.77

LIABILITIES.

Capital paid up	$100,000.00
Surplus and Undivided Profits	27,009.77
Total	$127,009.77

Only association in the United States affording absolute protection to bicyclists. A new wheel if yours is stolen. Cost only $2.00. L. A. W. members half price. 11,068 stolen bicycles reported last year.

509 Stolen Bicycles Replaced, Recovered and Restored to Owners.

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

THE SPENCER BRAKE COMPANY

Are agents for several lines of wheels of standard make, (both high grade and cheap) and on all of them is furnished free of charge

The Wonderful Spencer Brake.

It is invisible. **Weighs a few Ounces.**

Do not Buy Any Wheel until you Investigate This.

It Applies to the Crank Axle.
Works by turning the grip.
It can be applied with infinite graduation or made to lock the wheel absolutely.
Infallible and Unbreakable.
Write to us.

THE SPENCER BRAKE CO.

140 Chambers St., NEW YORK.

A LINE

of
Elmore & Ixion Bicycles
in a cycle store is proof
that the proprietor knows
what's what — that he will
please his patrons with profit
to himself.

Take the hint?

EDW. OLIVER & Co.,
23 Park Row, New York.

in ten can ride with advantage, in ordinary roading, the best machine geared higher than 68.

Suppleness and quickness of action are the qualifications to be sought for by the amateur rider, as well as by the racing man. A very competent authority says: "It has come to be understood that muscles which are simply hard are not the kind to be desired in the attainment of speed, but the suppleness and free action is a part of the form of strength which is a necessity." (Zimmerman, "Points on Training," page 151.) These are to be obtained, not by an exhausting push on a very high-geared wheel, but by the quickest possible pedalling on a gear which always leaves some reserve muscular power "up the rider's sleeve" to be used only in emergencies.

THE man who is willing to share in the good results achieved by the L. A. W., and yet does not join the League is ungrateful, unkind, uncharitable and a whole lot of other "uns" which are crowded out for lack of space. He is bad 'un, generally.

OF all the things to grieve the soul,
The worst that man has tried
Is to have to pay, in June, for coal,
He burned at Christmastide.

REGRET is the dregs left in the bottom of yesterday's cup of pleasure.



Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

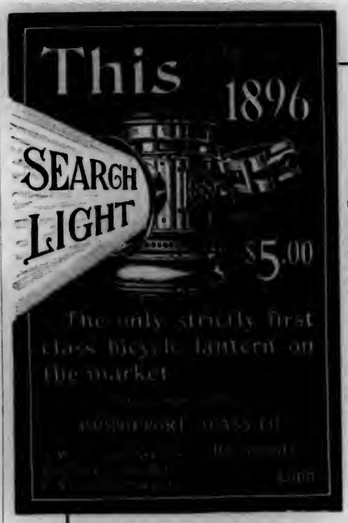
Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.



BEWARE OF IMITATORS

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows — always leads.

Send for Catalogue No. 72.

Wheeling at night,
With the "Search-Light,"
—is a pleasure.

WHO CAN ANSWER THIS?

"If all the trans-Atlantic steamship companies combine to charge $2.50 for transportation on a crated bicycle (as they have done this year) whether the *total* amount of "baggage" come within the cubic limits or not, and the owner desires to avoid payment by packing said wheel in a trunk which meets the requirements as to size, how much "extra" duty will the custom-house officer levy, on account of a standing understanding with the purser, when this fact is shown up on opening the trunk upon the deck of the steamer — at Rotterdam for instance." The gentleman who asks the above is an astronomer, but he doesn't seem to have been able to "read his answer in the stars."

DON'T try to jam every nice bit of pure, sweet silence full of meaningless noise.

FIRE engines, attempting to reach a fire in a Long Island village, a few nights ago, failed because the roads were so bad that the engines became stalled in the mud and could not be moved. This is what is liable to happen in any place which is full of bad roads and unimproved streets, and the loss occasioned by one such failure as this is liable to be greater than the total cost of making a road of some length. Bad roads do not pay, no matter how you view them.—*Jersey City Journal.*

U. S. CYCLOMETERS (MODEL '96)
Odometers and Lamp Brackets
For Carriages. **Detachable.**



FULL SIZE.

ABOVE READS 4652 8/10 MILES.

10,000 MILES.
WEIGHS 1¼ OUNCES.
ONE INCH LONG.

Attaches on Right Side.
Repeats or may Easily be Set.
Reads Plainly from Saddle.
Made for 20, 22, 24, 26, 27¼, 28, 30 to 46 in. Wheels.

Guaranteed accurate and will be repaired or replaced free of charge in case of accident.

PRICE, $1.50.

U.S. Manufacturing Co.
FOND DU LAC, WIS., U. S. A.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**



⅔ SIZE
MODEL B.

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

Riders

wishing to increase the beneficial effects of their exercise should

Drink

EVANS' INDIA PALE ALE because it replenishes the

Blood

by its nourishing properties and health giving stimulus.

Order it at your Club or Cafe.



No Sediment.

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.

Get Your Hooks in...

The Quaker City - $45.00
This is a $60.00 Bike

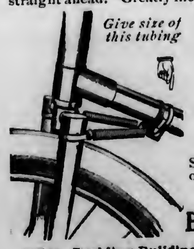
The Pennsylvania - $50.00
This is a $75.00 Bike

Send us a stamp and we will send cuts of the above.

PENN BICYCLE COMPANY,
H. D. LE CATO, Pres. 1343 Arch Street, Phila.

The Automatic Bicycle Balance

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest. Write for Circular and Trade Prices.



Weighs only 2 ounces.
Entirely nickel plated.
Adjustable to any bicycle.
PRICE $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

MANUFACTURED BY...
Bicycle Chain Lightning Co.
Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

MILWAUKEE BEER...
IS FAMOUS

PABST
has made it so

Then insist on having

PABST MILWAUKEE

GOVERNOR GRIGGS of New Jersey, has presented to the Asbury Park Wheelmen the gold pen with which he affixed his signature to Francis's Bicycle Path bill, which permits voters at town meetings to make specific appropriations for building paths along the public highways for the exclusive use of wheelmen.

AFTER open rebellion, our cook went away
Saying, I'll take none of your orders, now mind it.
Then a letter she wrote for her baggage, next day,
And "your obedient servant" she signed it.— *Puck.*

TRADE NOTES

EUROPEAN BICYCLE TOURS,
Under Leading Authority on Foreign Routes! Seventeen Plans!! Most Extensive, Comprehensive, Select, Best-appointed, Cheapest Ever Offered!!! Men; Women. J. Perry Worden, Columbia University, N.Y.

THE HARDY CYCLE CO.,
Of New York, which was recently seriously crippled by fire, is now using every effort to recover from their misfortune, and agents are requested to be patient as possible, as all orders will be filled as fast as machines can be finished.

Standard Rubber.... Cushioned Spring Saddle...



Price, $4.00

With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and a perfect seat. Made for ladies and men, and meets all hygienic requirements

CAPITOL MFG. CO.
25-137 Rees Street, Chicago.
See advertisement of Climax 10,000 mile Cyclometer next week.

LOCOMOTIVE REFLECTOR
the 20th Century HEAD LIGHT.
BICYCLE



"Ball-Bearing" Bicycle Shoes
For Men and Ladies,
They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.
C. H. FARGO & CO., Makers,
CHICAGO, ILL.

BICYCLE PANTS for Men and Women.
Double Seat and Well Made $1.50.
Send for Samples of Cloth.
HALL & DOWNING, 595 Broadway, New York.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS.
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

The Orange Universal Supporter.
THE BEST IN THE MARKET.



Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot-Ball players, Athletes, Cyclists and Oarsmen wear it.
PRICE, 50 Cts. Sent upon receipt of price.
AGENTS SHOULD SEND FOR SPECIAL PRICES.
The H. A. & W. C. KEITH CO., Providence, R.I. Brockton, Mass.

A World Beater! THE HUB QUEEN.
$67.50



A lovely mount and the stanchest, handsomest, and most desirable lady's wheel *ever seen for the price.* Has very graceful **extra low, double drop** frame, easy to mount, giving more room for skirts.
THE HUB KING, $65, the above. They are the **best low priced** Wheels.
OUR ZENITH LIGHT "visible" ball bearings are **ahead of everything. $85.00.** General New England Agent for the famous **LIGHT** Cycles and for the **Jakobson TANDEM**
Attachment that makes a **tandem of any two Safeties** in 10 minutes.
Send for Souvenir CATALOGUES. **JOHN K. HASTINGS, 47-49 CORNHILL, BOSTON, - Mass.**

"ACME" Patented "L. A. W." Leather Belt for Both Sexes



Thoroughly Artistic Emblem in 4 Colors.
Gold, Silver, Oxydized, Bronze.
Each belt guaranteed. Money back for the asking. Mail us $1.00 and receive the finest and most dressy leather belt ever produced. Special prices to clubs and dealers. When ordering, state waist measure and color of emblem desired.
Acme M'f'g Co.
M'f'rs of Razor Strops, Belts and Leather Advertising Novelties.... 124 Greene St., New York.

CYCLOIL *The Best Lubricant. The Best Lamp Oil. Odorless and Clear as Crystal.*
Prevents rust, cannot gum, burns brilliantly, does not jar out.
25 cents per 8 ounce bottle.
Ask your dealer for it, or write to
McKesson & Robbins, 91 Fulton St., New York.

LOEW 10,000 MILE CYCLOMETER.
With Independent Trip Dial.
Price, 90 cts. each.
CAPITOL MFG CO. - - Chicago, Ill.

"Improvement the Order of the Age."
THREE NEW MODEL...
Smith Premier Typewriters



Nos. 2, 3 and 4.
Many improvements heretofore overlooked by other manufacturers.
HAVE YOU EXAMINED THEM?
The Smith Premier Typewriter Co.
31 FRANKLIN ST., BOSTON.

The Bunker Saddle Co.
Chicago, Ill.



Pneumatic Saddles.





DODDS' UTILITY **CYCLE SEAT**
BUILT LIKE A CHAIR—AN UPHOLSTERED ONE
IT'S LIKE SITTING ON NOTHING
IN CONTRAST WITH SADDLE.
REMOVES ALL POSSIBILITY OF INJURY.
ASK FOR IT OR WRITE
ALEXANDER DODDS, 30 Mill St., GRAND RAPIDS, MICH.
Send $5. If not as recommended, money returned.



SOMETHING NEW.
A first-class, Gold Filled Bicyclists' Safety Watch Chain, 6 inches long, fac-simile of cut. A Spring Ring, instead of bar, affording absolute security, it is also suitable for any occasion. Mailed, postage prepaid, for **$1.00.** Money refunded if not satisfactory.
E. M. COE & CO.,
21 Second St., Attleboro, Mass.



The Real Drain.

The drain on the farmer's resources
That is really the tryingest load,
Not only to him but his horses,
Is caused as you know it of course is,
By not rightly draining the road.

THERE is civilization, enlightenment and economy in good roads. Good roads lead to prompt and steady attendance upon church services, school room duties, neighborly intercourse and social advancement. Bad roads lead to profanity, worry, trials and tribulations and lots of time.—*Galveston (Tex.) Tribune.*

IT begins to look as though Wisconsin would take an advanced position among the states of the west in the movement for good roads. Indeed, the badger state is already so far ahead of Illinois in the matter of state organization for improvement of the highways that it will require extraordinary activity on the part of Illinoisans who are interested in good roads to catch up with it.—*Chicago Times Herald.*

THE Chicago *Times-Herald* recently published the following from Boscobel, Wis.: "Never before in the history of this section of the State have horses been so cheap. An excellent farm team can now be bought for $35. Colts are worth only $2 to $6. A large number of horses have been let loose by the farmers and have been taken up by the authorities in neighboring towns, as there is no way of disposing of them excepting to kill them."

New Celluloid **L. A. W. Lapel Buttons.**
Sent by mail, 12 cents each; $1.00 dozen.
Solid Gold Buttons or Pins, $1.00, $2.00, $2.50, $3.00 each
Badges, Flags and Banners.
THE BOSTON REGALIA CO.
7 Temple Place - - - - Boston, Mass.


THE BICYCLE
Its Care and Repair.
80 Illustrations. 180 Subjects. 25 cts.
Money refunded if not satisfied.
C. Von Culin, Box 20, Delaware City, Delaware.

The Juniata Bicycles
Suggest style, speed, safety. Ask your dealer about them.
H. H. LANE MFG. CO., Huntingdon, Pa.
Send for Catalog. New York Office, 505 Broadway.

RUBBER GOODS BY MAIL
For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. I. Betts & Co., 120 Water St., Toledo, O.

For Bicycle Clubs. Every bicycle club should be supplied with vest pocket folders for its members, which give the name of the club, the members, the officers, time and place of meeting, etc. Write for samples.
W. C. ELLIOTT, Reynoldsville, Pa.

"RR" IF YOUR WHEEL IS RUSTY.
Removes Rust and polishes Nickel, Steel, and Brass. Contains no acid. Manufactured by
G. W. COLE & CO., 111 Broadway, New York.
Send 6 cents for sample.

MANUFACTURERS. — Active, young, experienced wheelman will represent bicycle manufacturer during part of his stay in Europe for the next six months. Address, P. O. box No. 817, Philadelphia, Pa.

GOING OUT OF BUSINESS
FAMOUS Scorcher SHOES $1.50
D.E. HOSE SUPPORTES 25¢ PAIR
SENT FREE OF CHARGE, D.E.T. CLEAT CO. 302 WASH. ST. BOSTON

STOLEN.—On April 10th a Columbia Model 40, low frame bicycle, No. 3,859, Hartford tires. Notify Joseph W. Swan, City Hall, Boston, Mass.

BICYCLE STOLEN.—From the Jersey City Bicycle Co., 54 Montgomery St., Jersey City, N. J., on the night of April 10, '96, Alcazar, gent's, No. 1,204, M. & W. Tire, enameled maroon, one spoke loose in rear wheel, 68 gear, Alcazar saddle, Groeth pedals.

League of American Wheelmen
Official Department

Boston, April 17, 1896.

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12 PEARL STREET, - - - BOSTON, MASS.

Officers for 1896 and 1897.

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2d Vice-President, A. Cressy MORRISON, Milwaukee Club, Milwaukee, Wis.
Treasurer, E. S. HARTWELL, 247 West 12th Ave., Denver, Col.
Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

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DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA.—Chief Consul, M. T. Stradford, Box 268, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phœnix. Secretary-Treasurer, T. E. Irvine, Phœnix.

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FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

RENEWAL SEASON.

The renewal season is now open and we are ready to receive the annual dues of those members whose membership expires during April.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.*

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:— Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

.....**State,**.....

Cycle Club,.....

References,.....

.....

☞ **Write plainly, printing preferred, or enclose personal card.**

(COMBINATION BLANK).

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W.,
12 Pearl Street, Boston, Mass.

Dear Sir:—I enclose One Dollar for which please renew my membership and subscription to the L. A. W. publication for another year.

Number .....

Date of Expiration .....

Name .....

Street and No. / or P. O. Box. \ .....

City..... **State** .....

City and Division in which my home is and to which I should be attached. \ .....

Bulletin will be stopped at date of expiration.
You have 60 days in which to renew.

MEMBERS OF THE NATIONAL RACING BOARD.

G. D. Gideon, chairman, 17 N. 7th st., Philadelphia, Pa.; H. W. Robinson, 84 State st., Boston, Mass.; E. H. Croninger, 153 W 5th st., Cincinnati, Ohio; Fred Gerlach, 56 Montauk Block, Chicago, Ill.; D. W. Robert, 2022 Washington st., St. Louis, Mo.; R. M. Welch, 532 California st., San Francisco, Cal.; A. G. Batchelder, 1427 American Tract Society Building, New York, N. Y.

Members of the board have had assigned them the following territory:

District A.—Mr. Robinson in charge of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut.

District B.—Mr. Gideon in charge of New Jersey, Pennsylvania, Maryland, Delaware, District of Columbia, Virginia, North and South Carolina.

District C.—Mr. Croninger in charge of Ohio, Indiana, Kentucky, Tennessee, West Virginia, Mississippi, Alabama, Georgia and Florida.

District D.—Mr. Gerlach in charge of Illinois, Wisconsin, Iowa, Minnesota, Michigan, Dakota and Nebraska.

District E.—Mr. Robert in charge of Missouri, Kansas, Arkansas, Louisiana, Texas, New Mexico, Oklahoma and Indian Territory.

District F.—Mr. Batchelder in charge of New York State.

District G.—Mr. Welch in charge of California, Nevada, Oregon, Arizona, Utah, Washington, Montana and Idaho.

Special States.

Under the direction of Mr. Gideon, Colorado and Wyoming will be governed by W. I. Doty, Denver, Col.

Note.—Applications for sanctions should be sent to the above named, as in charge of the States in which the races are to be held.

GENERAL RACING RULES OF THE L. A. W.

A—Announcement.

Through its racing board the League of American Wheelmen exercises jurisdiction over all cycle competition and record trials on tracks within the United States of America, and each and every person who shall in any way be concerned or employed therein, as well as all race promoters (clubs, associations or individuals), shall be governed by the following rules of said board.

B—Suspensions.

1. Any rider wilfully competing at races not held under the rules of the board, or rules approved by the board, or who shall enter, or attempt to enter an event which, by reason of his status or time record, he is not privileged to enter, or who shall compete at or in any way participate in a race meeting or event not officially sanctioned by the board, or who shall otherwise offend against any of the rules of the board shall be liable to suspension for such a length of time as the racing board may determine.

2. Riders are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

3. Any rider under suspension who shall enter or compete in any race in public or for a prize shall be liable to further suspension for such contempt of rules, at the discretion of the national racing board.

C—Entries.

1. All entries must be made on blanks of a form as hereinafter prescribed (which will be supplied by the racing board if desired), and must be signed by the rider entering or by some one authorized in his behalf. Within the time appointed for closing, entries must be forwarded to the person authorized to receive them. All entries not actually received at the hour fixed for closing shall be ineligible, except entries by letter bearing postmark not later than the day of closing, or entries notified by telegraph, the telegram to be actually received at the sending office at or before the hour of closing. Entries by telephone or telegram must be supplanted by an entry on the prescribed form duly signed by the entrant or his agent and placed in the hands of the race promoter before the day of the meeting. Notice to promoters to enter a competitor shall constitute an acceptance of contract on entry blank.

2. The liability of all entry blanks shall rest with the rider for whom it is made, whether personally executed or otherwise authorized.

3. Entries to handicap and class races must close seven days prior to contest, to allow time for proper investigation. All entries to such events must be accompanied by a statement of the best two performances of the rider and all other information called for relative to the ability of said rider; all entries not so accompanied shall be thrown out by the handicapper.

4. Entrance fees must in all cases be paid in advance, and failure to so pay shall be sufficient reason for disqualification by the executive board of the race meet, and suspension by the racing board.

If a contestant shall have won a prize, and for any reason his fees shall not have been paid or collected, he shall be given thirty days in which to pay same, and one week before the expiration of that time the management of the races shall notify him by registered letter, and if no reply is received may sell said prize (or, if cash, retain same for its own account), and the contestant shall forfeit all claims to same.

5. Entry forms shall contain a list of the events of the meeting, and state the prizes apportioned to each event and the value of each prize. Every entry form, when signed by a rider or his agent, shall constitute an agreement between him and the race promoter to the effect that the rider will compete (subject to the exceptions hereinafter mentioned), in the event or events for which he has entered, and that the race promoter will award him any prize he may win, such prize to be of the character and value stated in the entry form. Where the value of a prize is brought into dispute, the retail price of such prize shall govern the settlement. Where cash prizes are offered only the amount that is to be actually paid in cash shall be advertised.

6. Every entry shall further constitute an agreement that all persons concerned will submit all questions and disputes arising out of such entry to the authority and judgment of the racing board, and will abide by any ruling upon disputed questions made by said board.

7. Promoters of races must send to the official handicapper of the district in which the races are to be held a complete list of entries, accompanied by entry blanks, in all handicap and class races, not later than five days prior to the date of races.

8. All entry blanks shall become the property of the League, and shall be in charge of the official handicappers.

9. Race promoters shall not advertise the intended presence of any rider unless an entry or other notice, in writing to that effect, is in their possession, signed by the rider or his agent.

A rider may withdraw his entry to any or all events of a meeting by giving notice to the promoters not later than one week prior to the date of the meeting. In default of such notice, or of a satisfactory and conclusive explanation of his failure to compete in any of the events for which he has entered, he shall be suspended from all track racing for a period to be determined by the chairman of the racing board.

10. Any entrant making a false entry shall be disqualified and debarred from any place or prize, and will be liable to suspension from all competition or time trials at the option of the racing board.

11. Any entrant who neglects to give his legal residence, or who gives other than his legal residence as such, or who gives any incorrect or misleading information on his entry form shall be considered to have made a false entry, and will be subject to the penalty for false entries.

12. By violation of the rules defining his class an amateur instantly forfeits his status and his subsequent entry to amateur events is a false entry for which due penalty is provided.

D—Sanctions.

1. Promoters of race meets must in all cases apply to the member of the national racing board of the district in which the event or events are to be run for official sanction. They shall remit with such application the sanction fee required by the rules, viz.: for each national circuit meet, $25. For each open meet or general sanction, from $10 to $5; each additional day, $2; athletic clubs, if only two events are scheduled, $2; but no fee shall be charged for a sanction for a meeting the entries to which are limited to the members of the school or club holding the meeting. Closed school and club meets and L. A. W. clubs must in all cases obtain sanction. No fee shall be charged L. A. W. clubs fully complying with the requirements of the League regarding such clubs.

2. If it shall appear that there will be a confliction of dates and interests, the first application under this rule shall have precedence to be decided by said member of the board, and notice of such race meet or event must be forwarded to the chairman of the national racing board by the member in charge.

3. Division meets shall in all cases be granted sanction, upon filing application at least thirty days prior to holding of same.

The board reserves the right to waive the rule regarding the confliction of dates, on national holidays.

4. In event of holder of a sanction finding it impossible to secure a tract on that date in city or town for which sanction is granted, sanction may be withdrawn and awarded to some other club or person for that date or transferred to another date for the benefit of the club to which first granted, without further charge therefor.

5. A sanction shall in all cases be granted where but two cycling events are to be run in connection with a general athletic programme. Where it is desired to hold more than two events, the rule regarding conflictions shall apply.

6. Race promoters failing to observe the requirements of these racing rules shall be placed upon the list of those to whom the sanction privilege is denied and refused further sanctions.

E—Duties of Race Promoters.

1. Promoters of race meets shall send to the official handicapper of their races, and to the member of the racing board granting sanction for same, within one week after a race meeting, an official programme of the meet, giving a list of all starters, and the time of the first man in each event; also a statement from the referee of all protests for foul riding or false entries together with his decisions thereon.

2. Programmes shall show the address, city and State of each rider, and shall specify which events are for amateurs, and which for professionals.

The prizes apportioned to each event and the value of each prize shall be stated on the programme.

3. A notice shall appear on the programme to the following effect:

"Notice to Riders. Races on this programme are defined as follows:

"*Amateur.*—Races for which any prize offered does not exceed $35 in value open to any amateur, as defined by the L. A. W., resident in this State or within one hundred miles of place of meet, or holding a permit to compete outside of such one hundred-mile limit.

"*Professional.*—Races with cash prizes or prizes of greater value than allowed amateurs. Riders are cautioned that to ride in professional races or to violate any clause of the amateur rule will render them ineligible to future amateur events."

4. No further sanctions shall be granted to any race promoter failing to comply with any of the above requirements.

F—Official Referees.

An official referee who shall be required to officiate at national circuit meets (for which proper compensation will be allowed), may be appointed by the chairman of the racing board. The chairman, members and representatives of the national racing board, and the handicappers in their respective States shall be *ex-officio* official referees, and the chairmen and the members of division racing boards shall be *ex-officio* official referees within their respective divisions. When it is impossible to obtain the services of an official referee, then the referee may be named by the member of racing board in charge of the district.

G—Handicappers.

1. The board shall appoint seven or more League handicappers, giving to each a special district at its discretion, who shall, for a stated fee, attend to the classification and handicapping of racing men. Classifications shall be based upon the actual time made by the man entering for the distance of the class race under consideration. Handicaps shall be based upon the ability as well as record of the contestants. Handicaps shall be trained, and the men classified before the day of the race, shall appear on the programme, and shall not be changed during that day's meeting.

2. A fee of twenty-five cents may be charged for each handicap, and ten cents for each classified entry, to be paid by the club or promoters of the race meeting for which the handicapping and classifying is done.

3. Any contestant in a handicap or class race not handicapped or classified by the district handicapper shall be liable to suspension from the race track for such a time as the racing board may determine, except that in closed club or school races the captain of such club or school may do the handicapping.

H—Championships.

1. The national L. A. W. championship events shall be as follows: One-quarter, one-third, one-half, one-mile, two-mile and five-mile bicycle.

2. Each L. A. W. division may contest, under the supervision of its division racing board, events to be known as division championships. These may be corresponding to the national championships, or otherwise, as each division racing board may decide.

No prizes except medals, suitably inscribed, shall be given to or received by any cyclist competing in division championships.

Each division racing board shall have entire charge of all matters pertaining to the running of the championships of its divisions. The division championships shall be contested at such places as the division racing board may determine, but shall be assigned only to League clubs. Division championships are open to any League members residing in the division.

3. The national championships shall be contested annually between July 1 and Nov. 15, at such places as the racing board may determine. National championships are open to all wheelmen residents of the United States; and the trophies for national championships shall be medals, to cost in no case more than $50 per set of three, gold, silver and bronze, respectively, to become the property of the winners, and to be struck from dies owned by the League.

4. The racing board shall give at least thirty days' notice of the location and date of the national championships. Division racing boards shall, within their own division, give at least fourteen days' notice of the location and date of the division championship; and no confliction of dates will be allowed; provided, however, that in case such notice has been properly given, and if it is found necessary for good reasons to postpone to some date within fourteen days of the original date, the first notice will be considered sufficient under this rule.

No city or county championship shall be granted unless approved by the division board.

5. Privilege to hold State championships in States where no division of the League has been formed, may be granted to clubs or authorized associations, where the importance of the meeting is sufficient to warrant the racing board's sanction.

I—Records.

1. The racing board will receive and pass upon all claims for records, either competition or time.

The standard table of recognized records shall be 1-4, 1-3, 1-2, 2-3, 3-4, 1 mile, and all even miles upward; no intermediate distances. Competition record must be made at an open meeting. The board will enter no competition record on its books that is not made at an open meeting, of which at least one week's notice has been given.

Records against time may be made at an open meeting, or in private and with or without pacemakers. Records made at private trials will only be allowed if at least one week's notice has been given the chairman of the board that such attempts are to be made.

The board will consider flying start only in records against time; standing start only in competition records.

2. At such trials there shall be present a referee, who shall be properly accredited representative of the L. A. W., appointed by the chairman upon application, three judges, three timers, and in addition, at least twelve witnesses, all of whom shall sign a statement attesting to the correctness of the record. No private trials will be sanctioned between June 1st and October 1st, or January 1st and March 1st.

3. Claimants must furnish a sworn statement from the timekeepers, certifying that the time claimed is correct, together with a sworn statement from a competent surveyor, certifying the measurement of the track.

When a claim for record has been proved to the satisfaction of the board, the record shall be published in the official organ, and stand as record on the books of the board. No claim for record made at a meeting not governed by League rules will be considered. No claim for record made on Sunday will be considered.

4. A competition record must be made in a race between men.

5. No records, made with the assistance of other than recognized cycling machines, propelled by man-power, will be accepted.

6. In unpaced events, or during unpaced record trials, there shall be no pacing or indicating devices, and only the rider making the trial, shall be on the track.

J—Tracks.

1. Tracks shall be measured on a line drawn eighteen inches out from a well-defined, fixed and continuous inner curb or pole; no record shall be allowed on a track otherwise measured.

K—Machines Excluded.

The board reserves the right to exclude from the racing path any and all machines which, in its judgment, do not come within the commonly accepted meaning of the term "bicycles," either by peculiarity of construction or by undoubted mechanical advantages which they may possess.

L—Betting Prohibited.

At race meetings no open betting shall be permitted. The officials of the race meeting shall not bet upon any results of any race. Officials found guilty of violating this rule shall be debarred from holding official positions at race meetings for such time as the racing board may determine.

M—Road Racing.

The League of American Wheelmen regards racing on the public highways as an unlawful practice and refuses to recognize and legislate for such form of the sport except to forbid the competing together therein or pace making, one for the other, of amateurs and professionals; an amateur also loses his status as such by competing on the road under any conditions that would professionalize in track racing.

Track Rules.

Officials, Their Powers and Duties.

The officers of all race meetings and cycling events shall be a referee, who must be an amateur wheelman, three judges at the finish, three time-keepers, one starter, one scorer, one clerk of the course, with assistants, if necessary, and one umpire for each turn in the track, or more, at option of the referee. If for any reason it is possible to obtain the services of an official referee, one may be appointed by the member of racing board in charge of district. All other officials may be selected by the race promoter, but must be wheelmen thoroughly conversant with the racing rules. The referee, judges and clerk of the course shall constitute the executive board.

The referee shall have general supervision of the race meeting. He shall give judgment on protests received by him, shall decide all questions or objections respecting foul riding or offences which he may be personally cognizant of, or which may be brought to his attention by an umpire or other officer. He shall act as he may think for the best in cases of misconduct by attendants, and shall disqualify any competitor for the event, day, or meet, who may become liable to disqualification. He shall determine all questions of fact and decide all points of difference that may arise and are not otherwise provided for in the rules. His decision in all cases shall be final, provided it does not conflict with any of these rules. In case a protest is made on the ground of conflict with rules, prizes must be held and an appeal made to the racing board, accompanied by a fee of $1, which will be returned in case the referee's decision is reversed. No appeal will be considered that has not been made within one week from the date upon which said decision is made. The referee shall render a report of all protests for foul riding or false entry, and his decisions thereon, which report shall be forwarded by the race promoters to the member of racing board granting sanction.

The judges shall decide the positions of the men at the finish. In case of disagreement the majority shall decide. Their decision shall be final and without appeal. Where there are more than three to qualify or more than three prizes offered, additional judges (to decide the position of the extra men required) may be appointed by the referee.

The timekeepers shall compare watches before the races are started, and shall note any variance; they shall each time every event, and in case of disagreement the intermediate time of the three watches shall be the official time. Time shall be taken from the flash of a pistol. In case two watches of the three mark the same time, that shall be the official time.

The scorer shall record the laps made by each competitor, the order of the men at the finish as given him by the judges and the time as given him by the timekeepers. He shall indicate the commencement of the last lap by ringing a bell as the riders pass over the tape for the final lap.

It shall be the duty of the starter, when it has been reported to him by the clerk of the course that all the competitors are ready, to see that the timekeepers are warned, and, before starting the men, to say, "Mount," in a few seconds afterward to say, "Are the timers ready? Are the starters ready?" and, if no reply to the contrary be given, to effect a start by a report of a pistol. Should the pistol miss fire, the start may be made by the word "Go." The starter shall announce to the competitors the distance which they are to ride. The starter

may, at his discretion, put back for a distance any competitor starting before the signal is given. In case of a false start, the competitors shall be called back by the starter by the ringing of a bell or pistol fire and restarted.

Any competitor refusing to obey shall at once be disqualified.

In handicap events the starter shall post a man one hundred feet in front of the limit man, and in case of false starts, the man so placed shall drop a flag at a signal from the starter, agreed on before the race is run.

In case of a fall within thirty feet of the scratch line, the contestants shall be recalled by the starter by the ringing of a bell, and the race started over again.

The clerk of the course shall call competitors in ample time for each event, and see that they are provided with numbers properly worn. He shall report the contestants to the scorers, see that they are on their appointed marks, and call the numbers for the scorers as they cross the line at the end of each lap.

It shall be the duty of the umpire to stand at such part of the field as the referee may direct, to watch closely the riding, and immediately after each race to report to the referee any competitor or competitors whose riding he may consider unfair, to the end that the referee, before making any decision, may be creditably informed by an official as to the facts.

2—Executive Board.

It shall be the duty of the executive board to pass upon any questionable entry, and they shall have the power to make any alteration in the programme that they may deem necessary, or to disqualify intending competitors without any protest being lodged by another competitor.

3—Positions.

The drawing for position in each event shall be done by the promoters of the meeting, and the positions of the men shall appear on the programme. When it becomes necessary to draw for positions on the grounds, the work shall be done by the clerk and starter in conjunction. In heat races the winner of a heat shall take the pole (or inside position) the succeeding heat, and the other riders shall take their positions in the order assigned them in judging the last preceding heat. When two or more riders make a dead heat, they shall start for the succeeding heat in the same position with reference to the pole that they occupied at the finish of the dead heat. If more than one qualifies for the final from each heat, the second man in fastest heat shall be next outside the winner of slowest heat, and so on.

When races are run in heats and a final, the winner of the fastest heat shall take the pole in the final, the winner of the second fastest heat the next position, and so on. Only the winners of positions in the trial heats as stipulated by the terms of the race, shall compete in the final. Should two or more riders make a dead heat of any qualifying place in a trial heat, they shall both be allowed to enter the final heat. Should two or more riders make a dead heat of any final, or a dead heat for second or any lower place for which there is a prize, they may decide by lot who shall take the prize, or may again ride the distance to decide the race, at the discretion of the referee.

4—Starts.

All starts shall be from the inside of the track, and, except in flying start event, shall be from a standstill, with the left hand toward the curb, and the machines shall be held in position by an attendant (the front wheel touching the starting line) until the signal is given by starter. Attendants, when pushing off competitors, must keep behind the mark from which the competitors actually start. Should any part of the attendant touch the track in front of the mark, the competitor may be disqualified. Unless excused by the referee, every rider who enters in a handicap race must start in same.

5—Finish.

The finish of all races shall be judged by the first part of the front wheel which touches the tape fastened flat on the ground at the winning post.

6—Riding.

Riders shall pass on the outside (unless the man passed be dismounted), and must be at least a clear length of the cycle in front before taking the inside, but on entering the homestretch in the last lap of a race, the foremost rider or riders must keep to that part of the track first selected, or be liable to disqualification; and the hindmost rider or riders, when there is sufficient room to pass on the inside or anywhere on the home stretch without interfering with others, shall be allowed to do so, and any rider interfering to prevent him or them from so passing, shall be disqualified. If a rider, in attempting to pass another on the home stretch, should at any time cross or swerve so as to impede the progress of another rider, he shall be disqualified. A rider shall not change from the inner to the outside of the track during any part of a race when another rider is so near that in altering his position he interferes with or impedes the progress of the rider. No rider shall touch another. In any race wherein there shall be a violation of these restrictions, the offending rider shall be disqualified and disbarred from any place or prize, and if the referee believes that the rider intentionally committed acts of foul riding, he shall report him to the Racing Board for further discipline.

A rider during a race turning his head to look backwards, removing his hands from the handle bars, or otherwise riding in a careless or unskilful manner, thereby imperiling the safety of other riders, shall at the discretion of the referee be disqualified and ruled off the track for the remainder of the meeting in progress.

Competitors may dismount during a race at their pleasure, and may run with their cycles if they wish to, but they must keep to the extreme outside of the path whenever dismounted. If a rider be dismounted by accident, or to change his machine, an attendant may hold his machine while he mounts it, and he shall so mount at the extreme outside of the path.

If in any race, by reason of accident or withdrawal, only one contestant remains upon the track, the referee may call such contestant from the track, and award him the first prize. If a competitor, in a race for any distance not exceeding three miles, shall fall behind a quarter of a mile, or if he shall fall behind half a mile, in a race of any greater length, he shall be adjudged distanced by the referee, and shall be called from the track. Pacing, if attempted by any but a general pacemaker, shall disqualify both the competitor and pacemaker.

7—Protests.

Any protest against a competitor respecting his qualification as an amateur, or as to his proper class, must be lodged with the referee before starting; any protest respecting foul riding or breach of rules, must be made to referee immediately after the heat is finished. A competitor, upon being disqualified, shall forfeit any entry fee he may have paid.

8—Time Limits.

The referee may place a time limit on any race except handicap, team and lap races. The time limit shall not be announced to the contestants until their arrival at the tape, preparatory to the start of the race. If the competitors finish within the limit, they shall receive the prizes. If they fail to so finish and the referee is convinced by their riding and the time that they endeavor to reach the limit, he may award the prizes. It shall be his privilege to withhold any prize if, in his opinion, any competitor did not try to win the race.

9—Pace-Making.

A general pacemaker may be put in any race by the race promoter, having previously notified the referee of the fact. He shall assist no single rider, but shall act to increase the speed of the race in general. He shall, if a single rider only, be entitled to any place or prize he may win, if he starts from the scratch, or may be rewarded by a special prize, within the limits of the class.

Tandems, or pacing machines carrying more than two riders, may be put in to pace competitions only by consent of the member of the racing board in charge of the district.

10—Special Prize.

In order to secure a special prize, offered for the fastest time made at a stated distance, the successful competitor must have ridden the entire distance of the race on which he makes his record.

11—Track Officials and Handicapper—Cannot Compete.

The officers of a race meeting shall not be permitted to compete in any race meeting with which they are officially connected.

The handicapper shall not be permitted to compete in any race with which he is officially connected.

12—Track Privileges and Decorum.

No person whosoever shall be allowed inside the track except the officials of the meet. The handicappers of the meet shall at all times, however, have track privileges. Authorized persons shall wear a badge. Competitors or pacemakers not engaged in a race actually taking place, shall not be allowed inside or on the track. No one shall be allowed to "coach" competitors on the track. No shouting or remarks by trainers or attendants to encourage certain riders or disconcert others shall be permitted. Attendants, by such action, render the rider assisted liable to disqualification. It shall be deemed a dereliction of duty for any referee not to enforce the requirements of this rule.

13—Choice of Machines and Costumes.

Choice or change of machine or choice of costume shall not be limited, except that shirt shall not bare shoulders, and breeches must reach to the knee. Referee must insist on the enforcement of this rule.

In races distinctly stated on the programme of events to be for a particular class of machine, this rule shall not apply so far as choice and change of machine are concerned. Safety bicycle races shall be limited to machines whose driving wheel does not exceed thirty six inches in diameter.

Race promoters desiring to bar out a certain style or type of machine must give notice of such intention on both entry blank and programme, in order that racing men may understand the condition under which they are to compete.

14.—Competitors to Wear Numbers.

Every competitor shall receive in the dressing-room a number corresponding with his number on the programme, which must be worn on his back or right shoulder during the race. He shall inform himself of the times at which he must compete, and wait the call of the clerk in the dressing-room.

15—Fines—Professionals.

Professionals.—In the event of insubordination, strikes, or objectionable actions on the track by any professional rider, the official referee may impose a fine on such rider of not less than $5 or more than $50, which amount shall be forwarded by said referee to the member of the racing board in charge of the district. The rider shall be suspended until fine is paid.

16—Definition of Races.

A novice race is open only to those who have never won a prize in a track race, and shall be the first race of the meet.

A class race is only open to those who, up to date of the closing of the entries, have not won the first position in a track race of trial heat in the same or better time than the class under consideration.

In a lap race, the position of the first three men shall be taken at the finish of every lap. The first man shall score three points, the second man shall score two points and the third man shall score one point, and no others shall score. The contestant who crosses the line first at the finish shall, for that lap, score four points. The competitor who scores the greatest number of points shall be declared the winner, but any contestant, in order to secure a prize, must ride the entire distance and be within 150 yards of the finish when the first man crosses the tape at the end of the last lap. Any competitor failing to comply with this rule shall be disqualified. The 150-yard mark must be marked by a flag.

In a team race, the position of the first number of men, corresponding to the number of teams starting, shall be taken at the end of the race.

The first man shall count a number of points equal to the number of teams starting, the second one less, and so on.

The team scoring the greatest number of points shall be declared the winner.

A team shall be limited to three riders, each of whom shall have been a member of the club entering the team for at least three months previous to date of event. Each team member must also have resided within five miles of the city or town where the club has its headquarters, for at least six months previous to the date of contest.

In a heat race, the position of each rider must be taken at the finish of each heat. The first man shall count a number equal to that of the contestants in the first heat, the second man shall count one less, the third two less, and so on. The competitor who scores the greatest number of points shall be declared the winner.

Entries in a consolation race shall be limited to those who have not won a prize in any event of the meeting; provided, however, if only a single prize is given in the team race, members of the winning team shall not be considered to have won a prize and shall be eligible to the consolation race.

Boys less than fifteen years of age shall not be accepted as competitors in regular races and no race meets will be sanctioned including races for boys under twelve.

Any club or race promoters desiring to place upon their list of events a race of different nomenclature than those given above must first explain the nature of the event to the chairman of the national racing board and obtain his consent. The consent having been obtained, they shall print upon the entry blank and the programme of the day a rule to define the race, that the officials and contestants may clearly understand the conditions of the contest.

17—Conduct.

Any rider found guilty of unfair dealing in connection with cycle racing, or of ungentlemanly conduct on the race track, shall be suspended from the track for such a time as may be deemed proportionate to the offence. (See Clause D, Section 7, Article IV., of By-laws.)

Any racing man, attendant, trainer or manager who shall, in the judgment of the racing board, by reason of unfair conduct, coaching, blackmailing schemes, attempts to extort money from race promoters, or any other action detrimental to the racing interests of the League, may, by a majority vote of the racing board, be ruled off the race tracks and prohibited from exercising his vocation or appearing on the track at any race meet held under these rules for such a time as the board may determine. Violation of this rule will result in withdrawal of sanction privilege from promoters permitting such infringement, and suspension from racing of racing men accepting service from attendants under suspension.

Any rider, trainer or attendant, or any other person who at any time and in any place uses improper language to an officer of a race meeting or is guilty of any improper conduct towards such officers or persons serving under them, such improper language or conduct having reference to acts and things connected with the administration of the meeting or any race thereof shall be punished by suspension for such length of time as the racing board may deem proper.

All species of gambling games by riders, trainers, attendants or any other parties are positively forbidden about the training quarters and grounds of tracks accorded sanction privileges by the racing board.

18—Ignorance of Rules no Excuse.

Ignorance of any of the foregoing rules will not be considered a valid excuse for violation.

A printed copy of these rules may be had of any member of the racing board by enclosing stamp.

Interpretation of Amateur Definition.

Clause (*a*). You sacrifice your amateur status if you ride a wheel for money, in the hire of any person, or exhibit as a trick performer, act in capacity of trainer of athletics of any kind for pay, ride a race for a money prize, for a wager, or for gate money.

Clause (*b*). If you ride a race in which there are professional competitors. If you make pace for the above in public. In public shall be construed to be any performance or event where sufficient advertisement (newspaper notices will be deemed sufficient), has been manifest to attract an audience. This audience or spectators need not have paid admission to witness the event. A public road where a number of spectators have gathered together to witness the event may be considered in public.

Clause (*c*). Selling or pawning for cash, exchanging for other merchandise, or in any manner realizing cash on a prize. In short, the *original prize must be retained.*

Clause (*d*). If you take or accept anything in the way of expenses from any one. *You must pay your own expenses with your own money.* If you have received or are to receive money for your expenses from a manufacturer or any one interested in the business of cycling you lose your status. Accepting compensation of any kind whatever for riding a wheel. Entrance fees are expenses.

Clause (*e*). Competing for a prize of more than $35.00 in value.

Clause (*f*.) Racing men employed in cycle establishments, may be transferred to the professional class if the Board is convinced that they are receiving any racing advantage by trade employment. *No other evidence is necessary.*

Clause (*g*.) Outside your own State, beyond 100 miles of your legal residence. By this is meant you may ride in the State of your legal residence, and not to be restricted to the 100 mile limit, so long as it is within the boundaries of your own State. If you cross the line to go into an adjoining State, you must measure your distance by the 100-mile limit, starting from your legal residence. Special permits may be granted to men wishing to exceed the 100-mile limit, upon application to the member of the National Board in charge of the State where you reside (for his address see head of this article), who will send you a blank to fill out and swear to. If you qualify for the permit, you must keep exact account of your expenditures on each of these trips, and render same *sworn to* at once after each trip to member granting permit.

Clause (*h*.) Under this clause the National Board has decided to set aside the National Championship for the purpose of bringing riders of both classes together to determine the champion of all. At no other time or in no other event may you compete with a professional.

Clause (*i*.) Is plain as it reads.

Interpretation of Professional Definition.

A professional is any rider other than those included in Classes A and B, and may ride for a cash prize.

You sacrifice your amateur status and become a professional if you ride a race for a money prize, for a wager, or for gate money.

If you ride a race in which there are professional competitors. If you make pace for professionals in public.

In no case except where a special permit can be shown by the race promoter can you race for a greater prize than $100.

Forfeiture of Status.—By violation of the rules defining his class a rider instantly forfeits his standing, and by then entering a class to which he is not entitled makes a false entry, for which due penalty is provided.

Road Racing.

This resolution was adopted unanimously by the L. A. W. National Assembly, Oct. 17, 1887:

RESOLVED, That organized races by wheelmen upon the public highways are unlawful and prejudicial to the best interests of the League of American Wheelmen.

RESOLVED, That the League strongly disapproves road racing and earnestly urges upon its members that they refrain from participating therein or encouragement thereof.

RESOLVED, That the officers of the L. A. W. should not identify themselves with road races by acting in an official capacity in such.

RENEWAL LIST NO. 2.

Including renewals from March 24 to April 8, 1896.

Alabama	5	New York	1,411
Arkansas	22	North California	84
Colorado	74	North Carolina	6
Connecticut	131	North Dakota	2
Delaware	2	Ohio	134
District of Columbia	25	Oklahoma	3
Florida	3	Oregon	1
Georgia	4	Pennsylvania	575
Illinois	69	Rhode Island	450
Indiana	55	Southern California	23
Iowa	108	South Dakota	3
Kansas	41	Tennessee	41
Kentucky	80	Texas	32
Louisiana	1	Utah	10
Maine	55	Vermont	9
Maryland	129	Virginia	21
Massachusetts	984	Washington	1
Michigan	30	West Virginia	5
Minnesota	32	Wisconsin	30
Mississippi	3	Wyoming	3
Missouri	13	Mexico	1
Montana	4	Bermuda	1
Nebraska	10	France	1
New Hampshire	21		
New Jersey	352	Total	4905

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, April 17, 1896.

Total, 1451 — 31,209.

Arizona, 2 — 132

Unattached

99,180 Hawkins, Dr. L. A. Jerome
1 Tilton, R., box 372 Prescott

Colorado, 24 — 356

C. C. C.

99,182 Frazee, Finley Creede
3 Howard, H. W. "

Leadville C. C.

4 Stead, C. H., box 280 Leadville
5 Conard, Dr. E. M., 309 Harrison ave "
6 Cook, A. H., 202 W. 9th "
7 Kyle, T. D., box 626 "
8 Robertson, Ralph N., 412 W. 4th "

Unattached

0 Born, R. M., box 120 Alamosa
100 Spriestersbach, John Boulder
1 Barnett, C. L. "
2 Cowie, James "

99,193	Dodge, Horace C.	Boulder
4	Fisher, Will. P.	"
5	Sprecher, Harry F.	"
6	Whipple, Lewis F.	"
7	Civill, L. A., 1422 N. Tejon	Colorado Springs
8	Lacey, Jas. I., 518 Coloraulo ave	Colorado City
9	Hoon, C. L., box 156	Georgetown
200	Manegold, P. J. R.	"
1	Mindeleff, Chas., Phil. S. & R. Co.	Pueblo
2	McKennan, J. B., Colo. Fuel & Iron Co.	"
3	Alger, A. M.	Salida
4	Clow, W. V.	"
5	Todd, J. Walter, D. & R. G. Ex. Office	"

Connecticut, 28 — 467

Rambling Wheelmen

99,206	Chamberlain, G. D., box 507	Bridgeport

Bridgeport Wheel Club

7	Gould, George	Black Rock
8	Bogart, Frank G., care of T. Hawley & Co.	Bridgeport
9	Case, W. P., care of Premier Cycle Co.	"
210	Ellison, C. W., Fairfield ave	"
1	Hartwell, W. J., 434 State st	"
2	Hindle, Wm. P., 315 Main st	"
3	Hunt, Guy C., 338 Main st	"
4	Steele, W. J., 101 Shelton st	"
5	Thomas, Edgar, 536 E. Main st	"
6	Van Stone, Robert, 128 Park ave	"

Hartford Wheel Club

7	Whitney, F. E., 60 Walnut	Hartford
8	Johnson, W. C., 393 Laurel	"
9	Wheeler, C. E., 231 Lawrence	"
220	Judson, F. H., 70 State	"
1	Lucas, J. Harry, care P. & W. Co.	"
2	Loomis, W. F., care National Machine Co.	"
3	Spalding, F. B., Pope Mfg. Co.	"
4	Johnson, F. M., Pope Mfg. Co.	"

Unattached.

5	Reighley, Henry W., Greenwich ave	Greenwich
6	Webb, Nathaniai, box 54	"
7	Hertz, J. D., box 448	Stamford
8	Beckwith, E. M., box 1045	Torrington
9	Huke, E. T., box 36	"
230	Thrall, H. S., 17 East Main st	Waterbury
1	Brett, Frank P., 11 E. Main st	"
2	Root, Linford F., box 101	"
3	Hurlburt, Charles W., 1068 West Main st	"

Florida, 7 — 32

Clark C. C.

99,234	Clark, Charles A., 52 W. Forsyth	Jacksonville
5	Hosmer, Lowel, 300 Main	"
6	Vredenburgh, C., Phelps & Liberty	"
7	Whittemore, Everett S., care of *Times Union*	"

Unattached

8	Gronnd, D. H., 304 Olest bay	Jacksonville
9	Henry, H. A., 102 Main st	"
240	Schofield, J. A., Victoria house	"

Georgia, 2 — 22

Unattached

99,241	Dill, Jno. P., 742 Broad'	Augusta
2	Cohen, H. Edward, box 106	Sandersville

Illinois, 64 — 1192

Cicero Wheelmen

99,243	Owen, Geo P., 536 Alma	Austin

Decatur Wheelmen's Club

4	Weaver, Bert L., 159 E. Main	Decatur

Galesburg C. C.

5	Bowman, H. P., 531 Mulberry	Galesburg
6	Burgland, G. H., 655 E. Main	"
7	Carlson, C. G., 232 S. Prairie	"
8	Hamerstrom, G. W., 16 Fulton	"
9	Henderson, A. O., 313 W. Tompkins	"
250	Holmes, C. W., 516 N. Seminary	"
1	Larson, A. C., 705 E. Brooks	"
2	Lund, O. F., 626 E. Brooks	"
3	Marshall, W. A., 629 Day st	"
4	Olcen, C. T., 505 E. North	"
5	Olson, Chas., 511 Willard	"
6	Scott, Percy	"
7	Tyler, Hal, 124 W. Brooks	"
8	Tuttle, Fred, 110 W. Knox	"

Oak Park Wheelmen

9	Bredies, Henry, 17 Hannah	Oak Park

Peoria Bi. Club

200	Asher, Louis, 101 Chambers ave	Peoria
1	Ballance, Willis H., 216 Randolph ave	"
2	Barker, Jesse, 1119 N. Madison	"
3	Butler, Chas. J., 1701 Knoxville ave	"
99,264	Bolte, F. H., Prospect Heights hotel	Peoria
5	Bechtel, Jno. A., 605 Eaton st	"
6	Blanchard, Fred'k A., Peoria Rubber Co.	"
7	Case, Willard G., 601 N. Monroe	"
8	Cassell, S. Q., 1014 Monroe st	"
9	Faber, Oscar R., 1005 Monson	"
270	Green, Geo. H., 109 4th ave	"
1	Geiger, Chas. A., 1120 Perry	"
2	Gable, Adam F., Jr., 715 Eaton	"
3	Gold, C. B., National hotel	"
4	Hagerty, Harry G., 1000 Perry	"
5	Hill, T. W., 1119 Perry	"
6	Kryder, Frank L., 1701 Knoxville ave	"
7	Loftus, Joseph R., 307 N. Monroe	"
8	Maury, Dabney H., Jr., 1214 Main st	"
9	Muchmore, Samuel C., Peoria house	"
280	McAdams, Sam'l A., Phoenix hotel	"
1	Putnam, Fred H., 905 Perry	"
2	Potter, Ward E., 310 Hamilton	"
3	Ross, David, 603 Armstrong ave	"
4	Sutliff, Warren, 700 Perry st	"
5	Sieberling, Laird H., 903 Perry st	"
6	Sieberling, Fred A., Peoria Rubber Co.	"
7	Sieberling, Alton G., 903 Perry	"
8	Wynd, Jno. C., 601 N. Madison	"
9	Zoller, W. H., 2401 S. Adams	"

Unattached

290	Shaleen, A.	Coal City
1	Schurman, H. J., box 44	"
2	Barker, P. H., 199 Van Buren	Chicago
3	Carr, Walter S., 1235 Stock Exchange	"
4	Kremer, Chas. E., 913 New York Life bl'dg	"
5	Spicer, V. K., 1534 Monadnock bl'dg	"
6	Westover, George F., 1235 Stock Exchange	"
7	Hartz, Maj. W. T.	Fort Sheridan
8	Shipton, Lieut. J. A.	"
9	Bowden, W. H.	Highland Park
300	Reddick, G. W.	"
1	Black, H. G., 307 Washington ave	Peoria
2	Bumgarner, F. H.	Xenia
3	Campbell, W. W.	"
4	Croughan, A. W.	"
5	Kepley, Thos. W.	"
6	Stanley, M. M.	"

Indiana, 18 — 441.

Albion Bi Club.

99,307	Gandy, Wilbert M., (P. O. Merrian)	Albion

Marion C. C.

8	Allen, C. O., Jr.	Marion

Ledgerwood.

9	Crowder, C. H.	Sullivan

Montauk Club.

310	Arnholter, Wm. H., 572 Vis ave	Indianapolis

Unattached

1	Carr, Prof. John W., 178 W. 12th	Anderson
2	Hooven, C. W., Agent Big 4 R. R.	"
3	Pearcy, Prof. James B., 135 W. 13th	"
4	Woolley, William J., Brown st	"
5	Beck, Eman L.	Franklin
6	Cody, J. H., Marion Cycle Co.	Marion
7	Thomson, Frank M.	Greensburg
8	Trotter, Chas. H., 374 W. Michigan	Haughville
9	Nash, L. T., 400 So. Illinois	Indianapolis
320	O'Leary, Harry, 106 Newman	"
1	Davis, Richard C.	Washington
2	Sefrit, Chas. G., Third st	"
3	Woll, Harry, Main st	"
4	Milburn, H. H.	Plymouth

Iowa, 32 — 812

Triangle

99,325	Burrus, C. R., 1303 No. 6th	Burlington

Bohemian

6	Hasek, W. O.	Cedar Rapids

C. R. C. C.

7	Bryant, A. P.	Cedar Rapids
8	Haldy, Geo. P., 124 1st ave	"
9	Miller, Frank A., 608 4th st. W.	"

F. D. C. C.

330	Prince, A. C., 227 1st ave. No.	Ft. Dodge

Unattached

1	Lansing, T. H., box 35	Cedar Rapids
2	Graham, L. W., Des Moines Linseed Oil W'ks	Des Moines
3	Forbes, E. L.	"
4	Koch, F. W., 116 East 13th	"
5	Talbott, L. L., 319 Locust	"
6	Sargent, Capp J.	Emmettsburg
7	Hamm, H. B., 627 2nd	Ft. Madison
8	Corey, S. A.	Heteman
9	Borts, Chas. W.	Iowa City

99,340	Epstein, E. Clinton	Iowa City
1	Espersen, L. C., 505 So. 6th	Marshalltown
2	Baker, J. C.	Mt. Pleasant
3	Budde, George	"
4	Davenport, Warren G.	"
5	Fernald, W. D., 128 No. Main	"
6	Finley, F. S., box 305	"
7	Grau, G. A., 108 No. Main	"
8	Johnson, Edwin, Jr., 204 No. Adams	"
9	Lines, E.	"
350	Schliep, Wm., box 134	"
1	Snider, Chas. F., 200 E. Washington	"
2	Ambrose, H. G., box 167	Nevada
3	Forbush, C. S., cor. Market and Gara	Ottumwa
4	Hill, F. W., 173 E. Maple ave	"
5	Barkl, C. E.	Winterset
6	Tidrick, J. E.	"

Kansas, 34 — 500

Emporia C. C.

99,357	Irwin, W. R., 507 Commercial st	Emporia

Solid City Wheelmen.

8	Armstrong, R. T.	Fort Scott
9	Goodlander, C. W., Jr.	"
360	Jarrett, Dr. F. M.	"
1	Lausdon, W. C.	"
2	Mettler, G. P.	"
3	Powell, Verne	"
4	Ross, T. B.	"
5	Whitfield, Dr. R. J.	"

W. W. W. W.

6	Henley, J. A., 803 Louisiana	Lawrence
7	Thoburn, J. C.	"

Pittsburg Wheelmen.

8	Goddard, G. Hill	Pittsburg
9	Kaemmerling, W. J.	"
370	Stower, Oscar	"
1	Rogers, J. S., 202 West Euclid ave	"

T. A. A. W.

2	Kane, A. S., care of A. J. Kane & Co.	No. Topeka

Unattached

3	Galey, Edw.	Chanute
4	Davidson, Chas. W.	Junction City
5	Frey, Mike, Jr.	"
6	Gleason, E. C.	"
7	Lawrenson, E. C.	"
8	Tyler, Frank E.	"
9	Brown, Edward	Lawrence
380	Dove, G. R.	"
1	Hill, A. D.	"
2	Kuhne, Geo. W.	"
3	Lander, Oscar F.	"
4	O'Bryon, J. W., 845 Mass. st	"
5	Pearrs, J. E., 1205 Rhode Island st	"
6	Posey, W. A.	"
7	Wilson, Chas. S.	Lyndon
8	*Horner, Miss Olive*, 1715 Forrest ave	Parsons
9	McKeever, E. D., Columbian Bldg.	Topeka
390	Newland, A. W., 1201 East 6th	"

Kentucky, 18 — 414

Kenton Wheel Club

99,391	Bryant, Jno. W., 39 Pike st	Covington
2	Schmitz, Fred W., 514 Madison ave	"
3	Williams, Horace, 114 W. Second	"

Unattached

4	Coldewey, W. G.	Anchorage
5	Black, Claude W. (P. O. 311 B'dway, Cincinnati, O.),	Covington
6	Davis, Ellsworth, 130 W. 4th	Covington
7	Simrall, C. W., 25 W. 4th	"
8	Schlamp, Edw. J.	Henderson
9	O'Connor, Rev. M.	Leitchfield
400	Cowles, John H., 215 6th	Louisville
1	Goda, W. B., 427 W. Oak	"
2	Hines, James J., 2436 W. Chestnut	"
3	Kent, W. Austin, 1822 2d	"
4	McKinney, H. C., 1612 15th	"
5	Murphy, J. J., 1302 6th	"
6	O'Brien, John, 2313 18th	"
7	Williams, C. R., 1317 W. Chestnut	"
8	Hite, Alfred Herr	St. Matthews

Maine, 1 — 250

Unattached

99,409	Hency, I. L.	Oakland

Maryland, 23 — 530

Harlem Wheelmen

99,410	Moszner, W. C., 233 Myrtle ave	Baltimore

Century C. C.

99,411	Warns, Sam'l M., 208 No. Howard	Baltimore

Avon C. C.

2	Bartlett, Thos. M., box 32	Easton
3	Lee, Claud D., box 303	"
4	Nichols, M. B., box 351	"

Unattached

5	Boyle, Dr. J. Brooke, 1001 No. Calvert	Baltimore
6	Fardy, H. C., 1128 Mosher	"
7	Lindauer, Christian F., care Sharp & Dohme	"
8	McLane, Allan, 44 South st	"
9	Prevost, Joseph T., box 292	"
420	Tucker, John C., 435 W. Lexington	"
1	Thurn, William A., 820 Penna ave	"
2	Thiemeyer, E. H., box 262	"
3	Ward, John H., 1009 Aisquith	"
4	Reckord, D. B.	Bel Air
5	Duke, Harry K.	Cumberland
6	Lippold, G. F., Baltimore and Mechanic	"
7	Flannery, J. S.	Laurel
8	Ganter, Chas. J. H., Main	Manchester
9	Hamilton, Jas.	Mt. Washington
430	Slade, H. Montrose	Reisterstown
1	Barton, Dr. B. W.	Pikesville
2	Rohrer, F. L.	Trego

Massachusetts, 197 — 4599

A. B. C.

99,433	Dana, Fred H., 132 Main	Amesbury

Berkeley C. C.

4	Callahan, J. F., Crescent ave	Beachmont
5	Hancock, W. E., 4 Crescent ave	"
6	Strobeck, E., Belle Isle ave	"
7	Dunne, Elmer D., 59 Kilby	Boston
8	McCausland, E. A., 50 E. Cottage	Roxbury

Suffolk Club

9	Hanson, C. B., 756 Dudley	Boston

Lechmere C. C.

440	Quigley, James W., 23 Lopez	Cambridge
1	Barrett, James T., 40 Bridge	"
2	Stingel, Louis A., 137 Thorndike	East Cambridge

Newtowne

3	Fellows, J. W., 8 Sawtell ave	Cambridge
4	Butler, E. F., 2307 Mass. ave	North Cambridge
5	Jonett, Edward M., 2078 Mass. ave	"

C. C. C.

6	Clary, John W., 25 Erie st	Cambridgeport

Rovers C. C.

7	Nichols, E. Stanley, 20 Monument ct	Charlestown
8	Spencer, Chas. B., 127 High st	"
9	Watters, Robert D., 174 Bunker Hill st	"
450	Watters, John W., 174 Bunker Hill st	"
1	Eccles, Geo. W.	Waltham

Columbian C. C.

2	Blythe, William A., box 15	Chicopee

Rollstone

3	Baldwin, Chas., Nockege Mills	Fitchburg
4	Geoffrion, Arthur, 78 Cedar st	"
5	Holahan, W. M., 152 Main	"
6	Marshall, Harry A., 174 Main	"

Haverhill C. C.

7	Fenderson, Roy P., 1 Baldwin	Haverhill

Hyde Park C. C.

8	Marks, H., 20 Fairmount ave	Hyde Park
9	Kennedy, Fred J., 13 Pierce	"

Mattapan Road Club

460	Lovering, Dan'l, Jr.	Mattapan
1	Tibbetts, C. Bradford	"
2	Watten, Elmer E.	"

Weweeder C. C.

3	Burgess, Walter H., Main st	Nantucket
4	Rule, George C.	"

Taunton C. C.

5	Whitcomb, F. W.	Taunton

Germania Bi. Club

6	Heid, Peter, 17 Newark	Roxbury
7	Schoefer, August, 17 Schiller	"

Wollaston

8	Kappler, Fred W., Newport ave	Wollaston

Towanda Club

9	Masse, E. P., 16 Franklin st	Woburn
470	Parker, John C. N., 375 Main st	"

Commonwealth C. C.

99,471 Parker, Fred C., Boston Theatre — Boston

Unattached

2 Gilligan, J. H., 12 Holman — Attleboro
3 Herrick, Geo. H., 10 Grove — "
4 Wilmarth, Harry S. — Attleboro Falls
5 Crosier, George J., box 590 — Adams
6 Hiser, Frank, box 281 — "
7 Barney, Clarence A., 105 State — Boston
8 Clapp, Clitt Rogers, 55 Kilby st — "
9 Foran, P. J., 3 Tremont Row — "
480 Galvin, Thos. J., 42 Bradford st — "
1 Gilbert, William T., 118 Dartmouth — "
2 Hill, Henry G., 23 Kenilworth — "
3 Howard, Fred A., 30 Hancock — "
4 Klein, Herman L., 2 Rutland st — "
5 Knights, Harry W., 10 India st — "
6 Koshland, A., 207 Federal st — "
7 Paul, Joseph T., 157 Newbury st — "
8 Spooner, Arthur L., Vendome — "
9 Stone, W. S., 33 Bowker st — "
490 Sargent, Walter, 390 Boylston st — "
1 Shedd, Albert R., 23 Worcester sq — "
2 Trace, V., Ellwood, 94 Bowdoin — "
3 *Thornton, Wilhelmina Marie*, 114 Huntington ave — "
4 Taylor, Charles E., 60 West Cedar — "
5 Woodside, Charles L., 89 Kilby — "
6 Woodworth, Chas. W., West st — Braintree
7 Carpenter, Lewis A., Berkley Park — Beachmont
8 Gray, Will K., box 525 — Bradford
9 Ringer, Allison C., Ennira st — Brighton
500 Parsons, George G., 15 Winship — "
1 Blanchard, W. A., 370 Washington — Brookline
2 McDonald, Geo. Oswald, Freeman st — "
3 Patterson, James C., 67 Perry st — "
4 Connolly, Greg. P. — Beverly Farms
5 Connolly, Thomas D. — "
6 Moriarty, William — "
7 Owen, T., 66 Washington st — Canton
8 Nichols, Caleb — Cohasset
9 Tower, Daniel N., box 453 — "
510 Blossom, E. W., 7 Commonwealth ave — Concord Junction
1 Heazle, Frank, 440 Mass. ave — Cambridge
2 Underwood, James, 727 Mass. ave — "
3 Lambert, Edward B., 5 Highland — "
4 Canty, D. G., box 971 — Chicopee
5 *Rourke, Minnie*, West st — "
6 Booth, A. E., Leonard st — "
7 Bent, Eugene P., box 1023 — Chicopee Falls
8 Page, Edward C., box 1054 — "
9 Gorton, George A., Pine and Summer — "
520 Holt, Howard L., box 5 — "
1 Hurley, Eugene W., 16 Elmo st — Dorchester
2 Hayball, William, 216 Webster — East Boston
3 *Hayball, Mrs. Nellie*, 216 Webster — "
4 Spencer, Bertie — Farnams
5 Thibault, William, 1221 South Main — Fall River
6 Clark, John H., 236 Whipple — "
7 Brooks, Eli N., 149 Main st — Fitchburg
8 Hamlin, H. A., 109½ Main st — "
9 Judd, Augustus, 15 Townsend — "
530 Johnson, Walter O., 73 Highland ave — "
1 Nutting, Geo. E., 51 Payson st — "
2 Heberle, Chas. T., 8 Summet st — Gloucester
3 Wonson, E. P., Main st — "
4 Boynton, Chas. R., Main st — Groveland
5 Albee, Samuel, box 47 — Hyde Park
6 Daymond, W. J., 332 H. P. ave — "
7 Renton, Ralph, 113 Fairmount ave — "
8 Riva, Charles E., box 501 — Ipswich
9 *Riva, Mrs. Charles E.*, box 501 — "
540 Preston, Whitmore, 3 Greenough place — Jamaica Plain
1 Shaw, H. M., Park place — "
2 *Canavan, Mrs. L. A.* — Lexington
3 Clapp, Geo. E., 94 Park st — Lynn
4 Greene, F. P., 41 Rogers ave — "
5 Ingalls, R. C., 229 Ocean st — "
6 Keene, Frank W., 17 Atlantic st — "
7 Lulis, W. H., 13 Ireson ave — "
8 Murch, L. C., 72 Elm st — "
9 Partridge, Wm. S., 115 Shepard st — "
550 Coram, John C., Western ave — Lowell
1 Almy, Geo. L., box 97 — Mattapoisett
2 Johnson, Frank D., box 1 — "
3 *Mendell, Harriet M.*, box 7 — "
4 *Mendell, Katherine C.*, box 7 — "
5 Patten, G. B. — Merrimac
6 Kippenberger, C., box 335 — "
7 Hartshorn, F. A., Frye Building — Marlboro
8 Cartledge, Will, Bank Building — North Attleboro
9 Whitmarsh, C. V. — "
560 Downs, Geo. S., 96 Boyd — Newton
1 *Tripp, Miss Marion B.*, 23 Boyd — "
2 Hastings, Geo. H., Washington — "
3 Gilbert, D. B., box 553 — No. Brookfield
4 Lawrence, H. J., box W. — "
5 Reed, Frank E., box 443 — "
6 Nichols, L. G., box 108 — "
7 Partridge, A. T., box 552 — "
8 Partridge, A. N., box 552 — "
9 Shumway, H. A., box 542 — "

99,570 Beadel, W. A., box 180 — Norwood
1 Walker, Geo. H. — North Dighton
2 Snow, F. W., 21 Charter — Newburyport
3 Stock, W. H., Sheridan — Neponset
4 Pierce, Crawford S., 9 Bedford — New Bedford
5 Plummer, Chas. W., Hawthorn st — "
6 Robinson, Wm. A., 84 Howthorne st — "
7 Robinson, Wm. A., Jr., 84 Hawthorne st — "
8 Bisbee, Frank M., 42 Fifth st — "
9 Tripp, Fred P., 92 Shawmut ave — "
580 Weeks, James H., 212 Purchase — "
1 Hutchinson, B. W. — Pepperell
2 Hibbard, Fred W., Pomeroy ave — Pittsfield
3 Kaufman, A. C. — "
4 Jones, S. Ralph, 107 East st — "
5 Russell, Henry R., Bartlett ave — "
6 *Russell, Miss Anna E.* — "
7 Holt, Harry — Plainville
8 Lewis, Frank L., box 152 — "
9 Patterson, Augustus H., 109 Main st — Peabody
590 Thorndike, Joseph J. — "
1 Chubbuck, Frank M., Elm place — Quincy
2 Emerson, Herbert E., Payson st — Revere
3 Parsons, Geo. F., South st — Rockport
4 Nesmith, F. E., box 502 — Rockland
5 Riley, Joseph C., Jr., Allen st — Roslindale
6 *Doherty, Miss Annie*, 123 Warwick — Roxbury
7 Potter, Wm. J., box 275 — Sharon
8 Little, Philip, 10 Chestnut — Salem
9 *Little, Mrs. Philip*, 10 Chestnut — "
600 Weymouth, Olin F., 80 Lafayette — "
1 Walker, Wm. E., 33 Flint — "
2 Mills, W. M., 200 Walnut st — Springfield
3 Weeks, Geo. F., Y. M. C. A. Bldg. — "
4 Bourne, B. D. B., 91 Tharston st — Somerville
5 Cutler, Arthur E., 6 Montgomery — "
6 Jones, Wm. P., 50 Vernon st — "
7 Ritchie, W. A., 5 Newburn ave — So. Medford
8 Lincoln, Geo. M., 49 Myrtle st — Taunton
9 Pope, Walter B., Newcomb pl — "
610 Capron, Seth A., 103 Walker — "
1 Luther, Lewis P., freight office — "
2 Smith, Joseph, Jr., 6 West Brittania — "
3 Taft, Warren S., 9 Robbins — Waltham
4 Trudelove, Wm. H., 77 Brown st — "
5 *Trudelove, Mrs. Wm. H.*, 77 Brown st — "
6 Burns, Edward M., 268 Arsenal st — Watertown
7 Wheeler, Wm. C., 27 Lincoln — West Medford
8 Lockett, John W., box 203 — West Newton
9 Wight, Mrs. J. Franklin, box 153 — Wellesley Hills
620 Grise, Hermas H., box G — West Gardner
1 Beede, C. G., 19 John — Worcester
2 Bailon, W. E., 13 Maverick — "
3 Burr, Joseph L., 21 Dayton — "
4 Clary, Sam'l H. — "
5 Fallon, Dr. M. F., 9 Portland — "
6 *Parker, Mrs. A. H.*, 6 Blossom — "
7 Patston, J. Wm., 44 Front — "
8 Stearns, Geo. A., 35 Chestnut — "
9 Baker, T. Marshall, Pleasant — Winthrop

Michigan, 10 — 358

Detroit Wheelmen.

99,630 Deming, Dr. F. R., 395 4th ave — Detroit
1 Karrer, Ben A., 375 Erskine — "
2 Keeler, H. M., 120 Selden ave — "
3 Van Leven, Edward C., 36 Peninsula Bank Bldg. — "

Cyclone C. C.

4 Powrie, A. F., 805 No. Fremont — West Bay City

Unattached

5 Braun, Carl F., 50 No. Main — Ann Arbor
6 Walz, William L., 3 West Liberty — "
7 Sadler, Geo. J., M. C. R. R. — Battle Creek
8 Ireland, T. Frank — Belding
9 Kensch, G. L., 260 Champlain — Detroit

Minnesota, 10 — 188

Spalding

99,640 Davis, Edward A., 1002 Columbus ave — Minneapolis

New Prague Bi. Club

1 Rybak, Albert J., box 5 — New Prague

Elk

2 Holden, G. D., box 883 — Owatonna

Wambadauke

3 Ansley, G. C., 214 E. 3d — St. Paul

Unattached

4 Penner, Peter B., box 11 — Butterfield
5 Bardwell, A. E., 2917 Fremont ave., N. — Minneapolis
6 Francis, S. M., 3322 Stevens ave — "
7 Jackson, Arthur L., 632 St. Peter st — St. Paul
8 Newman, Louis K., care Mannheimer — "
9 Ovitt, Albert B., 1007 *Pioneer Press* bldg — "

Missouri, 53 — 1372

Randolph C. C.

99,650 Martin, S. T., 213 Reid — Moberly

Kenneth C. C.

1 Sterling, Archibald, 4277A St. Ferdinand ave — St. Louis

Riverside Wheelmen

2 Gottermann, Louis A., 7010 Michigan ave — St. Louis

Branch Guards C. C.

3 Morell, Ed. S., 5105 W. Bell pl — St. Louis

South West C. C.

4 Blakemore, J. Morgan, 1102 Morrison ave — St. Louis
5 Conway, Chas. J., 5310 Easton — "
6 Mesnier, Theophile, 3010 Wisconsin ave — "

Unattached

7 Violette, N. W. — Clinton
8 Rush, Will — Eldon
9 Tempie, H. J. — "
660 Eberts, J. D. — Holt
1 Mason, John W. — Moberly
2 Grun, H. J. — Richmond
3 Payne, H. A. — Rich Hill
4 Hull, Frank K., Wyeth Hdw. & Mfg. Co. — St. Joseph
5 Schlapp, W. T., 810 Charles — "
6 Chilman, Fred C., St. Joe & G. J. R.R. — "
7 Aiple, Albert J., 4014 Manchester ave — St. Louis
8 Allen, Thomas, 3d, 5720 Cates ave — "
9 Beal, Dr. Geo. E., 2008 No. 14th — "
670 Benoist, Howard, 3210 Pine — "
1 Broadhead, Chas. S., 14 No. 4th — "
2 Cummings, Geo. N., 5003 Cates ave — "
3 Clegg, Ben, 1322 Elliott ave — "
4 Dieterich, John Jr., 1007 Virginia ave — "
5 Doughty, Hamilton, care Frisco Line — "
6 Duffner, Lucas, 1810 Crittenden — "
7 Ernst, E. J., 901 Manchester ave — "
8 Fuhrmann, R. H., 3221 California ave — "
9 Farrar, Charles T., 1523 Pine — "
680 Fritz, Theodore J., 2417 So. 18th — "
1 Falk, Harry, 6562 Clayton Road — "
2 Gibson, C. E., 2946 Lafayette ave — "
3 Graydon, A., Frisco Line — "
4 Green, J. W., 4130 Morgan — "
5 Hess, H. B., care Wm. Barr D. G. Co. — "
6 Judson, Isaac N., 3124 Locust — "
7 Klute, Harry, 3022 Dodier — "
8 Lockwood, James Y., 2731 Chestnut — "
9 Lewis, J. A., 6024 Cates ave — "
690 Hynson, M. P., 204 No. 6th st — "
1 Haas, Emil, 1109 Washington ave — "
2 Powers, Chas. A., 707 Oriel bldg. — "
3 Reinhart, E. T., 3335 Pine — "
4 Romer, W. J., 313 No. 7th — "
5 Spedding, William H., 310 No. 4th — "
6 Schweickardt, Chas., Forest Park — "
7 Scudder, C. B., 3053 Pine — "
8 Suming, Chas., 6321 So. 6th — "
9 Trelease, Prof. Wm., Mo. Bot. Garden — "
700 Voss, August, 2323 Franklin ave — "
1 Weidner, Frank, 17th and Morgan — "
2 Nathey, H. J., 814 N. Broadway — "

Montana, 2 — 13

Unattached

99,703 Foote, F. E. — Dillon
4 Hayward, William — "

Nebraska, 6 — 191

Tourist Wheelmen

99,705 Jones, Harry H., 1310 Farnam — Omaha
6 Wille, Chas. F., 1030 So. 28th — "

Oriental C. C.

7 McAllister, R. H., 118 W. 3d — Grand Island

Unattached

8 Counsman, Harry G., 1581 No. 18th — Grand Island
9 Grover, Alva J., 318 So. 15th — "
710 Wagner, John E., 618 Lowe ave — "

Nevada, 1 — 1

Unattached

99,711 Genesy, W. A. — Carson City

New Hampshire, 3 — 67

Monadnock.

99,712 Holton, E. E. — Keene

Unattached

3 Atwood, Fred. L., 291 Hanover — Manchester
4 Webster, Chas. H., 21 River ave — Nashua

New Jersey, 124 — 2,289

Arlington Bi. Club.

99,715 Brock, Louis M. — Arlington
6 Burroughs, Charles W. — "
7 Barr, Allen A., box 341 — "
8 Brickill, George E. — "
9 Bailey, William F., box 403 — "
720 Bradley, J. F. — "
1 Crawford, Andrew — "
2 Cooper, John, 289 Ogden — "
3 Doswell, E. — "
4 Dutcher, Horace, box 134 — "
5 Emerich, C. E. — "
6 Forest, M. M. — "
7 Frazee, William C. — "
8 Frazee, Elmer E., box 110 — "
9 Fliedner, Henry — "
730 Gibb, James J., box 437 — "
1 Green, Robert H., box 303 — "
2 Heath, George W. — "
3 Keyler, W. A., Devon st — "
4 Kennedy, Henry C., box 184 — "
5 Logan, William S. — "
6 Price, F. C. — "
7 Paulson, Charles E. — "
8 Perkinson, M. S. — "
9 Poats, Leonard L. — "
740 Sansom, Edward — "
1 Springer, H. S. — "
2 Thompson, John B. — "

Bloomfield C. C.

3 Lyall, David P. — Bloomfield

Carteret Club.

4 Harmstead, R. N., Jr., 534 Penn — Camden

Harrison & Kearney Wheelmen.

5 Lynch, Joseph A., 30 Cleveland ave — Harrison

Hudson Co. Wheelmen.

6 Lohmann, Herman J., 90 Monticello ave — Jersey City

Lakewood Bi. Club.

7 Hurlburt, G. H., Second st — Lakewood

Medford C. C.

8 Reeve, Edward B. — Medford

Nutley Wheelmen.

9 Wassal, Sidney W., box 181 — Nutley

Y. M. B. C.

750 Head, Chas. E. — New Brunswick
1 Whitlock, Augustus A. — "

B. M. C. C.

2 Katzenboch, F. S., 138 Clinton ave — Trenton

Ocean Co. Wheelmen.

3 Disbrow, Dr. R. L. — Toms River

Business Men's League.

4 Anderson, Edward D., box 540 — Trenton

Unattached

5 Mallinson, Chartre D. — Allendale
6 Barstow, A. Q., 34 East 34th — Bayonne
7 Hosford, John S. A., 111 West 3d — "
8 Krebs, J. P., 110 Ave. A — "
9 Robinson, C. L., 73 West 5th — "
760 Van Winkle, Geo. E., 67 West 5th — "
1 McElroy, A. G. — Beverly
2 Carichoff, E. R., box 68 — Bloomfield
3 Rassbach, John A., 318 Maolis ave — "
4 Bennett, Albert G., box 53 — Cape May
5 Johnson, B. F., box 145 — "
6 Hardy, Theodore F., box 4 — Changewater
7 Pendreigh, Y. C., box 24 — "
8 Ross, Harry, box 24 — "
9 Harper, Joseph W., 2d — Convent Station
770 Anderson, M. S. — Delaware
1 Durling, Wade — Dover
2 Fritts, Harry — "
3 Peters, H. S., box 68 — "
4 Hilgendorff, William, 34 1st st — Elizabeth
5 Silvers, Charles J., 819 Grove st — "
6 Williams, Henry C., 77 Hillyer — East Orange
7 Brower, Charles C. — Farmingdale
8 Brower, Charles W. — "
9 Kinmouth, Dr. W. R. — "
780 Hutchison, Jas. T., — Hackensack
1 Measuroll, D. W., Stockton st — Hightstown
2 Mayer, David, 74 Washington — Hoboken
3 Landwine, John P., 445 Bergen ave — Jersey City
4 McCarty, John J., 185 4th st — "
5 Keller, G. H., 14 Laidlaw ave — "
6 Kein, Otto, 24 Manhattan ave — "
7 Nichols, John, 120 Magnolia ave — "
8 Provost, L. S., 13 Arlington pl — "

99,789 Pringle, John T., 37 Jewett ave — Jersey City
790 Greeley, Mellen — Lawrenceville
1 Haines, S. Thackara — Medford
2 Stackhouse, Alfred, box 117 — "
3 Backus, C. D., 38 Hillside ave — Montclair
4 Howe, A. B., 36 Plymouth — "
5 Johnson, W. L., 550 Bloomfield ave — "
6 Hager, J. Edward — Madison
7 McCurdy, Wm. G., 174 Garside — Newark
8 Briggs, Fred A., 16 So. 12th — "
9 De Graff, Arthur L., 240 Roseville ave — "
800 Weller, Chas., 44 Milford ave — "
1 Duncan, Wilson J., — New Brunswick
2 Carhart, John L., 45 Hassart — "
3 Flagg, John A., Jr., 14 French — "
4 Foth, William, 10 Park — Orange
5 Jones, Chas. E., 51 Cary — "
6 Mosler, A., 283 Main — "
7 Ruegg, William, 59 Carroll — Paterson
8 Ecklin, Wm. P., 94 Fair — "
9 Ferenbach, Carl, 206 Hamilton ave — "
810 Huesser, Adolph, 121 Madison ave — "
1 Howd, D. H., 91 Broadway — "
2 Gregory, John H., 131 State — Perth Amboy
3 Ford, Chas. — River Edge
4 Keyes, Daniel A. — Riverton
5 Boote, Edward J. — Rockaway
6 Crawford, William — "
7 Harris, Joseph — "
8 Hinchman, Heberton — "
9 Higgins, J. Wallace — Roselle
820 *Kingsland, Miss E. L.* — "
1 Olsen, A. F. — "
2 Jones, F. S. — Spottswood
3 Metzel, Henry — "
4 Brewer, Wm. A., Jr. — South Orange
5 Barrett, John — "
6 Carnrick, E. M. — "
7 Dalton, F. A. — "
8 Decker, Benj. R. — "
9 Mead, Morris B. — "
830 Rosenbusch, G., box 215 — "
1 Shepardson, F. F. — "
2 Smith, Maxwell — "
3 Jahn, Nicholas, 14 South Warren — Trenton
4 Jones, Joseph K., 240 Clay st — "
5 McMaster, W., 222 Brunswick ave — "
6 Montgomery, John A., 321 No. State — "
7 Ritchie, Amos B., 110 Rutherford ave — "
8 Kurtz, John A. — Trenton Junction

New York, 471 — 11,285

B. B. C.

99,839 Norton, F. H., 262 Decatur st — Brooklyn
840 Lockwood, John S., 729 Jefferson ave — "

Irving B. C.

1 Phipps, Louis E., 14 Mason st — Brooklyn
2 Nichrugge, Frank B., 28 Halsey st — "

Waverly B. C.

3 Carlin, James H., 200 Montague st — Brooklyn
4 Schaper, Augustus G., 101 Somer st — "

Olympic B. C.

5 Huber, George, 700 5th ave — Brooklyn

Gilbert W.

6 Boggs Walter D. C., 186 17th st — Brooklyn
7 Diack, Thomas F., 316 Carlton ave — "

So. Brooklyn W.

8 Winer, Louis, 406 5th ave — Brooklyn
9 Garraty, John J., 55 Nassau st — New York

Aurora Grata

850 Beard, Jas. R., 180 Hart st — Brooklyn

City Club

1 Cole, C. G. — Corning
2 Gamman, Alfred M. — "
3 Wilbur, W. C. — "

H. P. B. C.

4 Edgar, George, box 88 — Hyde Park
5 Edgar, John — "

L. I. C. W.

6 Geigel, August, Jr., 38 Newtown R'd — Long Island City

Harlem W.

7 Ferns, William M., 346 Union ave — Mt. Vernon

Mt. V. C. C.

8 Jennings, Geo. E., 237 So. 3rd ave — Mt. Vernon

Midwood B. C.

9 Chrystie, John A., 1036 Flatbush ave — Flatbush

Centaur W.

860 Koyle, F. H., M. D., 73 Main — Hornellsville

Hudson B. C.

99,861 Fritts, Dr. C. E. — Hudson

R. Co. W.

2 Hadlock, Albert E., Richmond Terrace — New Brighton
3 Nelson, Joseph H., Jr., Bay st — Stapleton

U. L. C.

4 Smith, Isaac A., 5th ave. and 30th st — New York

Century W.

5 Sweeny, Dr. G. W., 65 East 86th — New York
6 Westerman, C. A., 320 West 15th st — "

Clover C. C.

7 Devoze, Leon, 973 Park ave — New York

Lexington W.

8 Vogt, Christian F., 228 East 56th st — New York

W. E. C. C.

9 Houigman, L., 213 W. 78th st — New York

Riverside W.

870 Hillebrandt, Oscar V., 220 East 113th — New York

Greenwich W.

871 Boston, Arthur J., 244 West 51st st — New York

Mephiesto B. C.

2 Engmann, H., 75 East 7th st — New York
3 Jantzen, Wm. F., 74 1st ave — "
4 Scholz, Bruno, 92 2nd ave — "

Excelsior C. C.

5 *Stoulenburg, Miss Dora*, 202 West 23rd — New York

W. C. C.

6 Ewald, Wm., 160 Greenwich st — New York

Michaux B. C.

7 *Williams, Mrs. Geo. G.*, 32 West 58th — New York
8 Tilford, H. M., 26 Broadway — "
9 *Brown, Miss Emily L.*, 15 West 40th st — "

White C. C.

880 Powers, Thomas F., 38 West 64th st — New York

Press W.

1 Goldfeld, Samuel, 13 East 131st st — New York

R. B. C.

2 Learned, Wm. H., 829 Powers blk — Rochester

Troy B. C.

3 Dunn, Amos P., 48 Van Cortland ave — Yonkers

L. W. L.

4 Leach, C. D., box 403 — Lyons
5 Schattner, Wm. H., box 1083 — "

Unattached

6 Aldrich, A. A., M. D., 98 Tuscarora — Addison
7 Cushman, Harry C., 285 State st — Albany
8 Gladding, C. S., 1050 Madison ave — "
9 Martin, P. E., 93 So. Pearl — "
890 Zweeres, Adolph, 501 Broadway — "
1 Patrell, W. B. — Alden
2 Slade, F. S. — "
3 Scott, Walter G., 221 Temple st — Astoria
4 Lee, Dr. Frederick H., 20 William st — Auburn
5 Anderson, Joseph C., 70 South st — "
6 Beck, Peter, 21st ave — Bensonhurst
7 Smith, Chas. M., Bay 31st st — "
8 Dietrick, A. L., 40 Pine st — Binghamton
9 Hammond, F. F., 9 Jay st — "
900 Knapp, R. A., 185 Court st — "
1 Andrus, C. N., 1287 Bergen st — Brooklyn
2 Anthony, Holland C., 278 Henry st — "
3 Hopcraft, Arthur J., 519 Putnam ave — "
4 Mayland, George A., 113 Hicks st — "
5 Moore, H. C., 120 Noble st — "
6 Ormsbee, Malcolm H., 55 Willow st — "
7 Rumney, Wm. M., 1229 Pacific st — "
8 Reynolds, E. B., 184 Patchen ave — "
9 Taylor, Edgar J., 473 Gates ave — "
910 Thomas, Edwin A., 433 Hancock st — "
1 *Woodruff, Mrs. B. C.*, 34 Clinton — "
2 Eschwege, Walter O., 185 Joralemon — "
3 McCabe, James J., 818 Butler st — "
4 Austin, T. Merrill, 353 Jeff. ave — "
5 Kent, Rev. Robert J., 605 Hancock — "
6 Wood, Robert P., 205 52nd st — "
7 Church, James C., 307 Cumberland st — "
8 Ventres, Chas. C., 250 Putnam ave — "
9 Brandt, Fred W., 130 Eckford st — "
920 Heid, Louis, 55 South 4th — "
1 Rogers, E. Bruce, 208 Hewes st — "
2 Brooks, H. W., 449 Ninth st — "
3 Geddes, D. G., 494 Wash'n ave — "
4 Abbott, Rev. Cornelius S., Jr., 380 State st — "
5 Bennett, E. B., 183 Garfield pl — "

99,926 Price, Augustus M., 532 Madison st — Brooklyn
7 Wright, Ezra J., 104 Putnam ave — "
8 Sands, John, 205 Hawthorne st — "
9 Rich, E. B., Jr., 205 Halsey st — "
930 Demeywitz, Otto, 938 Kosciusko st — "
1 Maddern, Richard, 585 Carroll st — "
2 Whitly, J. H., 120 Berkeley st — "
3 Faulkner, Geo., W., 783 Bridgewood ave — "
4 Whitly, John, 38 Clifton pl — "
5 Frothingham, Theodore L., 97 Columbia Heights — "
6 Berger, Bernt, 304 Clinton st — "
7 Schmoldt, Friedrich, 240 Flushing ave — "
8 Berger, Chas. C., 91 Heyward st — "
9 Smith, Bernard, 522 Myrtle ave — "
940 del Risco, Justo, M.D., 235 Wash. ave — "
1 Triacca, Franz E., 180 Berkeley pl — "
2 McBurney, J. P., 241 Palmetto st — "
3 Corrigan, Thomas, 398 10th st — "
4 Miller, Chas. A., 128 Kent st — "
5 Cunningham, Christopher, 143 Penn. st — "
6 Koster, Henry, 284 Rutledge st — "
7 Story, T. H., 1150 Pacific st — "
8 Linker, F. W., 104 State st — "
9 Crawford, Wm. E., 104 State st — "
950 Snyder, A. H., M.D., 130 Montague st — "
1 Keesler, W. F., Nassau Nat'l Bank — "
2 Seifert, O. E., Hotel Margaret — "
3 Wooldridge, Samuel W., 81 Columbia Heights — "
4 Dempsey, J., 30 Cedar st — "
5 *Pollard, Miss M.*, 482 7th st — "
6 Maguire, Jas., 13 Liberty st — "
7 Storm, Francis F., Jr., 624 Kent ave — "
8 Davenport, Reuben B., 191 Clinton st — "
9 Salisbury, Ambrose, 280 Sixth ave — "
960 Auld, Jas. T., 509 Henry st — "
1 Terry, Albert D., 509 Henry st — "
2 Luke, Adam K., 553 Third st — "
3 Harrison, H. F., 425 Third st — "
4 McNair, Hamilton B., 293 7th ave — "
5 Hipkins, D. C., 1213 Bergen st — "
6 Rooney, Jas. A., 70 Hoyt st — "
7 Eddy, J. L., 272 Clifton pl — "
8 Trehenor, Charles J., 291 Nostrand ave — "
9 Ewer, Edward, 588 Throop ave — "
970 Wilson, I. E., 254 Steuben st — "
1 Pugsley, H. S., 852 Hancock st — "
2 Strain, Jas. H., 331 Clinton st — "
3 *Strain, Mary F.*, 331 Clinton st — "
4 Dunnebacke, Ferd, 684 5th ave — "
5 Remmey, J. Howard, 147 So. Elliott pl — "
6 Laut, Jeremiah H., 301 Throop ave — "
7 Burns, Wm., 92 Prospect pl — "
8 Edredge, P. S., 145 Lawrence st — "
9 Gref, Frank W., 427 2nd st — "
980 Hetfield, James C., 43 St. Johns pl — "
1 Duane, William J., 693 Macon st — "
2 *Cobleigh, Miss Nellie S.*, 257 Steuben st — "
3 Turton, Geo. L., 570 Jefferson ave — "
4 Ross, John H., 191 Baltic st — "
5 Linderman, H. W., Erie Co. B'k building — Buffalo
6 Clark, Junius M., 99 Albany st — "
7 Graham, M. W., 154 Carolina st — "
8 Anderson, H. G., 10 Board of Trade — "
9 Rinne, Julius, 72 East Tupper — "
990 Wesch, Geo. B., 350 Crescent ave — "
1 Schoellkopf, Louis, 48 Oakland pl — "
2 Rowe, William, 477 Main st — "
3 Cottier, Wm. H., 209 Main st — "
4 Ferguson, R. B., 35 Board of Trade — "
5 *Putnam, Miss B. E.*, 705 Wash. st — "
6 *Priestley, Miss Mame B.*, Iroquois hotel — "
7 Somerby, L. B., 22 Hanover — "
8 Kilborn, J. R. — Cape Vincent
9 *Boyce, Miss J. L.*, 172 West 81st — New York
100,000 Buggelyn, Robt., box 385 — Corona
1 Houghton, Arthur A. — Corning
2 Cronkhite, S. E., — Cooperstown
3 Jarvis, G. M., — "
4 Onink, C. Amos — Elmira
5 Haskett, Thomas, 109 Herrick st — Elmira
6 Dixon, James, 241 Franklin pl — Flushing
7 Becknagel, Carl L., Jr. — Great Neck
8 Magoun, Henry Yates — Hudson
9 Haskins, D. E. — Harrisville
010 Lake, C. E. — "
1 Palmer, F. E. — "
2 Weeks, J. B. — "
3 Blunden, W. C. C., 60 Maple — Hornellsville
4 DeLano, Milton, Jr., 154 Cascadilla pl — Ithaca
5 Mellen, John W., Castle st — Geneva
6 Griffin, Richard — "
7 Dempster, Jacob S., 82 Broad — Gloversville
8 Gabeler, J. B., 68 West — "
9 Nelson, Lewis A., 15 Curtis — "
20 Edwards, Wm. S., 21 No. Melcher — Johnstown
1 Putnam, Chas. M., Mill, cor. Water — "
2 Deyoe, Geo. M., 113 Burton st — "
3 Frost, W. H., 153 Second ave — Lansinburgh
4 Lorysch, Louis, 386 Steinway ave — Long Island City
5 Mead, C. Henry, 11 Van Sice ave — Lowerre Yonkers
6 Gardiner, I. R., Mary st — Little Falls
7 Keresey, Redmond, Jr. — Lawrence
8 Austen, Fred, Jr., box 233 — Lacona

100,029 Johnson, Wm. Samuel — Mamaroneck
30 *Van Arsdale, Mrs. W. E.*, 41 So. Second ave — Mt. Vernon
1 Van Arsdale, W. E., 41 So. 2d ave — "
2 *Diedrick, Mrs. I. L.*, 102 So. 3d ave — "
3 Downs, J. W. — "
4 Mack, Frank W., 1 Park ave — "
5 Carliney, Chas. L. — "
6 Halsey, W. McD., 210 So. Fifth ave — "
7 Norton, H. C., box 730 — Newburgh
8 Gazley, G. H., 2d st — "
9 Dunn, Crawford — New Paltz
40 Pinckney, E. B., 85 Locust ave — New Rochelle
1 Suter, G. A., Locust ave — "
2 Maxwell, George, 37 Clinton pl — "
3 Ware, Howard R., 270 Main st — "
4 *Tenney, Margaret L.*, 68 Union ave — Jamaica
5 Hinchley, W. John — Middleport
6 Thompson, Geo. F. — "
7 Vary, Walter J. — "
8 Hill, Fred H., box 227 — Millerton
9 Waldo, H. L., Prospect ave — New Brighton
50 Aldrich, Thomas B., 43 East 14th — New York
1 Allerton, Reuben, 243 West 135th — "
2 Allan, J. Barton, 449 West 21st st — "
3 Bannon, H. G., 121 East 31st st — "
4 Coster, Frank, 25 East 30th st — "
5 Callum, James, 124 Pearl — "
6 Dickinson, F. E., 170 West 123d st — "
7 Dimes, Richard, 53 Prince st — "
8 Greene, Thos. L., 63 West 68th st — "
9 Hesselbach, Henry J., 64 Lexington ave — "
60 Hall, Dudley, 137 West 82d st — "
1 *Hall, M. Louise*, 137 West 82d st — "
2 Hyde, Henry St. John, 210 E. 18th st — "
3 Kirkpatrick, R. H., 200 West 134th — "
4 Lichtenberg, Sig. L., 250 East 48th st — "
5 Little, E. W., Colonial Club, 72d st — "
6 Levy, Henry B., 7 Aster House — "
7 Neubert, Alexander, 947 2d ave — "
8 Nedham, H. B., 23 West 82d st — "
9 Nelson, L. H., 242 West 130th st — "
70 Neal, Arthur De L., 71 Beekman st — "
1 *Parker, Mrs. H. W.*, 47 7th ave — "
2 Reinschmidt, John, 10 East 15th st — "
3 Smith, Frank M., 355 West 14th st — "
4 Seely, Frank, 310 West 13th st — "
5 Schreyer, George F., 747 2d ave — "
6 Smith, Daniel F., 359 West 52d st — "
7 Smith, William, 204 West 24th st — "
8 Sacht, Theo. M., 174 West 69th st — "
9 Smith, Chas. W., 119 Elizabeth st — "
80 Schwarz, Chas. A., 119 East 90th st — "
1 Shumway, I. D., 302 4th ave — "
2 Taylor, Henry R., 121 East 21st st — "
3 Turner, Henry B., Jr., 944 Lexington ave — "
4 Walker, Joseph, 74 Wall st — "
5 Windels, H., box 2951 — "
6 Wolfe, Wm. B., 212 East 11th st — "
7 Williams, John W., 353 West 51th st — "
8 Bauer, Geo. F., 160 West 120th st — "
9 Bauer, Henry J., 160 West 120th st — "
90 Faile, Wm. H., 1 West 72d st — "
1 *Faile, Mrs. Wm. H.*, 1 West 72d st — "
2 Henke, Chas. H., 211 East 53d st — "
3 McCoy, Joseph F., 51 Exchange pl — "
4 McHugh, Frank A., 931 8th ave — "
5 Naughton, Bernard, 107 W. 68th st — "
6 Jeffries, Dr. F. M., 338 E. 26th st — "
7 *Mathews, Nettie B.*, 3 Broad — "
8 Van Winkle, Rev. L., 270 W. 93d st — "
9 Whiteman, W. Barrett, 32 East 45th st — "
100,100 Wolt, Edward, 91 Goldstreet — "
1 *Hart, Miss Laura W.*, 49 Park ave — "
2 Davis, Jno. E. L., M. D., 4 E. 63 st — "
3 Klein, Leon K., 114 W. 102d — "
4 Hunt, John W., 251 W. 91st — "
5 Justa, Paul A., 152 Wales ave — "
6 Shutt, Geo. M., 113 E. 75th — "
7 Bolle, Carl, 238 W. 131st — "
8 Ainsworth, Chas. F., 11 John — "
9 Gwathmey, J. T., 58 W. 72d — "
110 Ryan, Edmund K., 111 W. 11th — "
1 Wilson, O. E., 133 William — "
2 Smith, Frank E., 20 Cortlandt — "
3 Whittal, W. H., Syndicate bldg — "
4 Phelps, Geo. A., 325 W. 58th — "
5 Demarest, G. B., 73d St. and West End ave — "
6 Goldsmith, Leonard, 25 East 20th — "
7 Cook, George, 1 West 57th — "
8 Hoar, Fred, 823 Madison ave — "
9 Dent, Walter, 1 West 57th — "
120 Bruno, August, 1 West 57th — "
1 Abrams, Franklin, care Flint, Eddy & Co., 60 Broad — "
2 Chrystie, T. Ludlow, 50 Broadway — "
3 Harris, Charles A., 168 Duane — "
4 Stillman, W. H., 112 W. 136th st — "
5 Weatherbee, Edwin H., care of Mep Arnold, Constable & Co., New York — "
6 *Keech, Mrs. Samuel S.*, 32 W. 58th st — New York
7 Eagle, Clarence H., 31 Broad st — "
8 Wise, Arthur, 2000 Madison ave — "
9 Smith, E. H., 2254 7th ave — "
130 Biggs, Dr. T. J., 1690 Broadway — "

100,131	Lorsch, E. S., 47 E. 64th st	New York
2	Henle, Leo, 26 E. 59th st	"
3	Churchill, E. J., 1000 Broadway	"
4	Singer, Julius, 1023 3d ave	"
5	Boggs, Lewis D., 18 Murray	"
6	Richards, W. F., 59 Reade	"
7	Stand, John A., 1734 Madison ave	"
8	Erwin, Wm. H., 20 Broadway	"
9	Westcott, H. G., 26 Broadway	"
140	McNall, Robert H., 20 Broadway	"
1	Snipes, J. F., 26 Broadway	"
2	Craven, Chas. W., 11 University pl	"
3	Van Pelt, W. R. P., 123 E. 69th st	"
4	Wells, Joseph A., 22 W. 16th st	"
5	Raymond, John Irving, 15 Broad	"
6	West, E. M., 15 Broad	"
7	Patterson, W. A., 15 Broad	"
8	*de Bremner, Mrs. M. H.*, 15 Broad	"
9	McLaughlin, Charles, 15 Broad	"
150	Howard, H., 1103 Broadway	"
1	Brudi, Wm., Jr., 758 E. 167th st	"
2	Stecher, Charles A., 502 E. 164th st	"
3	Gibson, Henry P., 144 W. 103d st	"
4	Stern, David F., 709 Broadway	"
5	Strohein, Salo J., 131 E. 86th st	"
6	Boiles, Harry, 2274 7th ave	"
7	DeHaven, W. B., Hotel Majestic	"
8	Ennis, Matthew F., 114 Nassau	"
9	Cross, Albert H., 19 Barclay st	"
160	Helman, Edgar A., 200 W. 44th st	"
1	Shedd, Clarence A., 177 W. 20th st	"
2	Hyde, J. C., 939 8th ave	"
3	Ott, Geo. W., 120 E. 55th st	"
4	Freeman, Charles, D., 72 Broadway	"
5	Round, W. M. F., 135 E. 15th st	"
6	Fisher, Lloyd W., 115 E. 40th st	"
7	Peckham, George E., 56 Reade	"
8	*Souther, Miss Ellen M. B.*, 31 E. 36th st	"
9	*Souther, Mrs. James T.*, 31 E. 30th st	"
170	*Brown, Miss Ellen W.*, 31 E. 30th st	"
1	Williams, Blair S., 66 Broadway	"
2	Boulton, William B., 13 E. 34th st	"
3	Simons, Harriman N., 147 W. 74th st	"
4	Clarke, W. F., 175 W. 58th st	"
5	Welch, Edward M., 34 Gramercy pk	"
6	Chichester, Charles F., 1 W. 81st st	"
7	Grossman, Moses H., room 189, *World* bl'dg	"
8	Brigham, F. M., 232 E. 15th st	"
9	Loomis, Dr. H. P., 58 E. 34th st	"
180	Gibb, Dr. W. T., 395 Lexington ave	"
1	Thompson, Dr. W. G., 34 E. 3 st st	"
2	DeLano, Harry C., 101 Waverly pl	"
3	Hamilton, Geo. M., 101 Waverly pl	"
4	Foster, Maximilian, 202 W. 81st st	"
5	Osborne, Vincent, 400 W. 40th st	"
6	Butler, Henry P., 120 Broadway	"
7	Willetts, Joseph C., 49 Wall st	"
8	*Bucklin, Miss M. L.*, 337 Lexington ave	"
9	Loney, Allen D., 550 Park ave	"
190	*Loney, Mrs. Allen D.*, 550 Park ave	"
1	Haydock, John, Jr., 110 W. 91st st	"
2	Anstey, Percival N., 218 W. 130th st	"
3	Thorp, Wm. P. (P. O., 76 Washington st, East Orange, N. J.), New York	New York
4	Hall, Fred W., **box** 350	"
5	Cavanagh, Thomas R., Avenue D and 10th st	"
6	Schmid, Chas., 942 1st ave	"
7	Gunther, Richard, 402 Broome st	"
8	McElroy, Jas. F., 604 E. 145th st	"
9	Kneeland, Charles E., 111 Broadway	"
200	Richardson, Arthur H., 30 E. 85d st	"
1	Scheller, Ed., 101 Chambers st	"
2	Cole, Austin (Trinity College, Hartford, Ct.)	"
3	*Strack, Kate*, 21 W. 52d st	"
4	Johnson, W. C., N. Y. Cotton Exchange	"
5	Riordan, Jas., 130 W. 93d st	"
6	Richards, F. B., 208 W. 34th st	"
7	*Marzolf, Miss Estelle L.*, 318 W. 56th st	"
8	*Robinson, Mrs. Adeline B.*, 324 W. 56th st	"
9	Wagner, Webster, Westminster hotel	"
210	Meyerhoff, Geo. H., 307 Bleeker st	"
1	Hessler, H., 201 E. 69th st	"
2	Bremner, F. J. A., 15 Broad st	"
3	Schmidt, Theodore, 138 W. 127th st	"
4	Oppenheim, Samuel, 56 Beaver st	"
5	Brown, Robert, 1143 Fairmount ave	"
6	Lee, Frederick H., 86 Worth	"
7	Lyon, E. Burton, 32 Nassau st	"
8	Pinckney, Orient C., 253 West End ave	"
9	Snyder, John I., 828 9th ave	"
220	Andrews, W. H., 47 John st	"
1	Daymond, Charles F., 150 Broadway	"
2	Kent, Frank W., 40 Cedar st	"
3	Griswold, Chester, 23 W. 48th st	"
4	Pendergast, J. Lynch, 254 W. 55th st	"
5	Korndorfer, C. J., 1991 Webster ave	"
6	Horn, John, M. D., 255 E. Broadway	"
7	Haydock, Harry, 332 Broadway	"
8	Trowbridge, William B., 57 E. 34th st	"
9	*Hard, Sarah A.*, 49 Park ave	"
230	Grosvenor, Rev. William M., 209 Madison ave	"
1	Bull, Edwin A., 234 E. 49th st	"
2	Alexandre, Leon, 707 9th ave	"

100,233	Hughes, Thomas R., 66 Beaver	New York
4	Orsor, Robert S., Jr., 81 Fulton	"
5	Heiman, Samuel W., 111 E. Houston	"
6	Perkin, Dr. Lucius, 138 Pearl st	"
7	Hirsch, Harvey A., 46 Beaver st	"
8	Tower, Daniel L., 65 Chambers	"
9	Monrey, L. C., 273 West End ave	"
240	Clarkson, Frank J., 48 E. 60th st	"
1	*Hard, Miss Julia P.*, 49 Park ave	"
2	Clevenger, A. J.	Ontario
3	McMillen, D. A.	"
4	Chubbuck, William, box 4	Oceanus
5	Towsan, William J., Co. B, 21st Infantry Plattsburgh Barracks	Oceanus
6	Wolff, A., 147 Herberton ave	Port Richmond
7	Walsh, J. C.	Piermont
8	*Piffard, Miss C. O.*	Piffard
9	Peak, Chauncey W.	Peakville
250	Washburn, Dr. C. T.	Pelham Manor
1	Junis, H., 40 Main st	Poughkeepsie
2	Polk, Geo. W., 5 Marshall st	"
3	Gifford, James N., 34 Carroll st	"
4	Wiltsie, Hiram S.	"
5	Dodd, Harvey	Quaker Springs
6	McKee, James	Richfield Springs
7	Dezayas, M. S.	Ravenswood
8	Edwards, C. R., 305 W. Dommick	Rome
9	Glen, P. E., 87 Kenilworth Jer.	Rochester
60	Meulendyke, Peter, 245 E. Main st	"
1	Osgood, Howard L., 411 Wilder Bldg.	"
2	Chapin, Chas. T., Roch. Car Wheel Works	"
3	Chamberlin, James R., 109 Plymouth ave	"
4	Howard, Frank, 181 Saratoga ave	"
5	Potter, J. Forbes, box 496	"
6	Gregory, John H., 42 Greig st	"
7	Davis, John A., 31 Ins. Bldg.	"
8	Brewster, S. E., 29 Meigs st	"
9	Richards, George, 20 Rutger st	"
70	*Lansing, Mrs. W. R.*, 48 Greig st	"
1	Damont, John E., 65 Trust Bldg.	"
2	Hawks, Haywood, 25 Exchange st	"
3	Smith, L. Boardman, 13 Exchange st	"
4	Amsden, F. J., 23 Meigs st	"
5	Crittenden, P. V., 39 Wash'n st	"
6	Brewster, Horace C., 49 No. St. Paul	"
7	Morey, John E., box 755	"
8	Walbridge, E. N.	"
9	Edgerton, F. A., 514 Wilder Bldg.	"
80	Liesching, Bernhard, 283 South ave	"
1	Veeder, James J., box 47	Rotterdam Junction
2	Howgate, Chas. W., 852 Union st	Schenectady
3	Peckham, Alva L., 422 Hamilton	"
4	Horstmann, Wm., 217 South Ferry	"
5	Swanker, Walter C., 14 No. College st	"
6	Morton, John, 433 Smith st	"
7	Kaler, Chas. H., Ellis House	"
8	Fonk, John, 478 Veeder ave	"
9	Relyea, Peter E., 320 Paige st	"
90	Bretten, Albert L., 414 Liberty st	"
1	Jutras, Frank C., 293 Duck st	"
2	Van Vranken, Schuyler B., 21 Park pl	"
3	Wilcox, S. S., box 10	Sanitaria Springs
4	Odell, F. H., box 25	"
5	Haskell, Seneca S.	Sandy Creek
6	Greene, Lindsay	Salisbury Mills
7	*Clouser, Miss Lulu*	Syracuse
8	Tallman, C. N., 1247 So. Salina	St. Johnsville
9	DeWandeleer, G. A.	Skaneateles
300	Poor, Chas. L., U. S. N.	Tuxedo Park
1	Kent, E. C.	Tarrytown
2	Fairchild, F. S., Wash. st	Troy
3	Lincoln, G. H., J. M. Warren & Co.	Yonkers
4	Chamberlin, G. Howard, 25 Fairview st	"
5	Nolan, Daniel C., 155 Buena Vista ave	"
6	Crabbe, Edward, Nat. Sug. Ref. Co.	Van Pelt Manor
7	Hamilton, Thos. J., 74th st and 14th ave	Willetts Point
8	Smith, Samuel E.	Waterford
9	Painter, Joseph	

North California, 25 — 1180

Petaluma W.

100,310	Dies, Carl M., 766 Main	Petaluma
1	McNally, Matt, 3d st	"

Liberty Annex

2	*Stanford, Miss Ida M.*, 212 Powell st	San Francisco

Unattached

3	Lean, B. R., Park House	Alameda
4	Woodruff, Theodore T., 1145 Regent st	"
5	Hahn, Albert	Benicia
6	Rueger, J. A.	"
7	McKendry, Arch'd L.	Menlo Park
8	Brown, E. C., 417 10th st	Oakland
9	Rennie, Frank J., 170 East 15th	"
320	Ward, W. H., 1723 San Pablo ave	"
1	Gilroy, H. B.	Petaluma
2	Cleveland, Ellis E.	San Miguel
3	Davies, David C., 923½ Howard st	San Francisco
4	Greenebaum, Fred H., 1459 Franklin st	"
5	Hibbard, G. D., 524 Post st	"

100,229	Leonard, Henry G., 739 Minna st	San Francisco
7	Payne, Henry A., 311 Leavenworth st	"
8	Scott, John T., 820 Pine st	"
9	Westover, Wm. W., 310 Pine st	"
330	Lukens, G. Russell, 212 Sansome st	"
1	Penez, Emile, Union Iron Works	"
2	Walthew, Geo. W., 42 Stewart st	"
3	Staib, Charles L., 208 Sutter st	"
4	Keller, James A., 312 Turk st	"

North Dakota, 2 — 36

Unattached

100,335	Chaffee, H. F.	Amenia
6	Movius, J. H.	Lidgerwood

Ohio, 30 — 1,156

Woman's W. C.

100,337	*Bell, Mrs. W. A.*, box 425	Canton

Cin. B. C.

8	Lauleman, George, 721½ Betts st	Cincinnati
9	Browne, Harry R., 613 Vine st	"
340	Halvershorn, Wm., 700 Race st	"

Porkopolis W.

1	Wichgar, Walter J., 119 East Pearl	Cincinnati

Kenton W. C.

2	Brooks, C. G., Smith Kasson Co.	Cincinnati

Ports C. C.

3	Kenny, W., Jr., 17 East 2nd st	Portsmouth
4	Miller, Harry W., 17 W. 6th st	"
5	Nichols, L. M., 77 West 6th st	"
6	Scott, Henry J., Jr., 103 East 3d st	"

Conneaut W. C.

7	Conkey, J. A., box 108	Conneaut
8	Kennedy, S. M., box 181	"

Unattached

9	Nippert, Alfred K., 1807 Fairfax ave, Walnut Hills, Cincinnati	
350	Rieckhoff, Albert, 113 East 12th st	Cincinnati
1	Stuckwish, Geo. E., 113 East 12th st	"
2	Woods, Harry F., Chatfield & Woods Co.	"
3	Vilas, Royal L., Globe Co.	"
4	Proul, Chas., 147 Seymour ave	Cleveland
5	Siebert, John, 813 Bryden Road	Columbus
6	Stoddard, J. F., box 21	East Palestine
7	Conkle, Chas.	"
8	Wheeler, J. W. M., 17 West st	Elyria
9	Havens, Arthur L.	Newark
360	Lingafelter R. C., E. Church st	"
1	Ball, Eugene F., 20 Clinton st	"
2	Werner, H. A., box 114	Prairie Depot
3	White, F. T.	"
4	Wragg, Frank J., 109 West High st	Springfield
5	Laskey, Geo. S., 317 Superior st	Toledo
6	Warren, Frank, Toledo Tube Co.	"

Oregon, 8 — 155

O. R. C.

100,367	Bronaugh, J. P., 905 Front st	Portland
8	Kincade, John L., 7th and Alder	"
9	Malcolm, James D., 133 6th st	"

M. A. A. C.

370	Goering, H. P., 134 6th st	Portland
1	Montgomery, H. M., 501 Chamber of Commerce	"
2	Piper, Geo. W., 131 Sixth st	"
3	Robertson, Frank, 88 Front st	"

P. A. C.

4	Donnerberg, Aug., 129 4th st	Portland

Pennsylvania, 191 — 2,792

B. B. C.

100,375	Steck, Dr. C. T., Front st	Berwick

Union W.

6	Luckenbach, Robt. M., 09 So. Main st	Bethlehem
7	Sweitzer, Calvin, A., B. Business Ins	"
8	Getz, Frederick, Fetter House	West Bethlehem
9	Keller, Geo. R., 118 4th ave	"

Pelham R. C.

380	Wright, Henry, P., 505 Pelham Road	Germantown

Maple City W.

1	Burdick, Chas. D.	Honesdale

M. Cyclers.

2	Lynch, S. M., 524 Madison ave	McKeesport
3	Moore, C. P., 1232 Walnut st	"
4	Feight, Harry	"
5	Holt, B. L., 217 5th ave	"

100,386	Jones, I. L.	McKeesport
7	Penney, Jas., 215 5th ave	"
8	Tobin, Dan'l, 318 Cousin st	"

Montrose Bi. C.

389	Maxey, W. S.	Montrose

Phila. B. C.

390	Pettit, Jos., M. D., 116 So. 19th st	Philadelphia

Century W.

1	Davis, Sam'l W., 1711 No. 21st st	Philadelphia
2	Moore, Dr. Wm. H., 923 No. 6th	"
3	Neil, Chas. M., 66 No. 4th	"
4	Miller, H. E., 1052 No. Broad st	"
5	Allen, Geo. B., 1317 W. Allegheney ave	"
6	Sheble, Horace, 604 Chestnut	"
7	Zanner, H. G., 3020 Berks, st	"
8	Jones, Walter, 1732 Columbia ave	"
9	Orlemann, H. B., 2261 No. 13th st	"
400	Allen, C. C., 1011 No. Broad st	"
1	Kelly, J. M., National Theatre	"
2	Dyer, Thos. P., 1017 Chestnut	"
3	Tuefel, Geo. W., 2523 Montgomery ave	"
4	Coffin, H. M., 110 No. Front st	"
5	Keeler, Howard E., 2816 No. 12th st	"
6	Phimly, Q. G., 1550 Franklin	"
7	Kuppinger, Altred, 808 No. 10th st	"
8	Pierie, Geo. G., 926 Franklin st	"
9	Noble, Dr. W. B., 1080 No. 8th st	"
410	Stoops, H. R., 17 South 8th st	"
1	French, R. A., 1017 Walnut st	"
2	Taylor, Edmund C., 231 S. Front st	"

Columbia B. C.

413	Enslin, L. R., 535 Bourse	Philadelphia

Packer C. C.

9	Hoch, W. E.	So. Bethlehem

Unattached

5	Smith, F. H., W. U. Tel. Co.	Altoona
6	Rohrer, W. H., P. R. R. Co.	"
7	Heineman, Richard, 120 Ohio st	Allegheny
8	Kredel, Adam, 385 Ohio st	"
9	Coons, S. G.,	Benore
420	Figley, Bert B.	Burgettstown
1	Rea, Sam'l	Bryn Mawr
2	Yerkes, H. V.	"
3	Hoole, J. A., 15 Robinson ave	Carbondale
4	Jones, Ellwood C.	Conshohocken
5	Defew, C. E., box 42	Delano
6	Cassell, Geo. M.	Etters
7	Mande, James H.	Fayette City
8	McCune, R. M.	"
9	Allen, Chas. M., 5000 Hancock st	Germantown
430	Bentley, G., Taylor, E. Walnut Lane	"
1	Alexander, Dr. Sam'l A., 20 Johnston st	"
2	Blumner, E. E., 5050 Germantown ave	"
3	Biddle, James G., 264 Rittenhouse st	"
4	*Chamberlin, Miss Bertha*, 221 W. Chelton ave	"
5	Wass, Chas. J., Bringhurst st	"
6	Hunter, W. S., 5117 Pulaski ave	"
7	Rogers, Henry D., 5330 Green st	"
8	Thomas, C. H., 1401 Otter	Franklin
9	Smith, Walter A., 815 Elk st	"
440	Ramsey, Frank M.	Glenside
1	Crosman, J. Heron Jr., box 563	Harrisburg
2	Felt, C. T., box 55	Kane
3	Grant, J. H., box 34	"
4	Geyer, Adrian, box 35	"
5	Jacobson, B. N., box 20	"
6	*McDade, Miss Elizabeth M.*, box 20	"
7	McCoy, C. E.	"
8	Mott, I. H.	"
9	Northrup, G. A.	"
450	Smith, W. B., 101 Fraley	"
1	Watkins, E. H., 40 Fraley	"
2	McGrew, Frank B., 201 13th st	McKeesport
3	Little, L. S., McK. Light Co.	"
4	Wilson, Chas. W., box 96	Mt. Pleasant
5	Kurtz, Judson R., box 44	Malvern
6	Temple, Dr. John B.,	Marshalltown
7	McNutt, E. R.	New Bethlehem
8	DeBell, Geo. W.	North East
9	Hoffman, G. W., Jr., box 61	Noblestown
460	Bostwick, W. E., 1118 Girard st	Philadelphia
1	Barton, Charles, Sta. 24, Oak Lane	"
2	Beck, Thomas J., 700 Walnut st	"
3	Bell, Thomas K., 25th and Wash ave	"
4	Bast, John A., 815 No. Broad st	"
5	Bartlett, M., 1818 No. 18th st	"
6	*Clampitt, Miss Maude A.*, Sta. 24, Oak Lane	"
7	*Clampitt, Miss Xenia C.*, Sta. 24, Oak Lane	"
8	Clampitt, John S., Sta. 24, Oak Lane	"
9	Carpenter, W. H., 1824 No. 13th st	"
470	Childs, Alonzo P., 700 Walnut st	"
1	Canavan, John F., 1207 Jefferson	"
2	Cuthbert, V. E., 1211 Arch st	"
3	Clark, G. S., 327 Chestnut	"
4	Clark, Frank H., 11th and Fairmount ave	"
5	Dock, Herman, 904 No. Broad	"
6	Elliot, R. S., 30 South 6th	"

100,477	Frazer, Persifor, Jr., 928 Spruce	Philadelphia
8	Fox, Leon S., 16 So. 5th	"
9	Ford, T. E., 1411 Adams st., Frankford	"
480	*Fels, Mrs. Emily H.*, 1611 No. 19th	"
1	French, F. L., 2317 St. Albans pl	"
2	Glaesser, Frederick, 2213 Almond st	"
3	Glueck, Chas. F., 2004 Fairmount ave	"
4	Holmes, Frederick S., 1328 Spruce st	"
5	Hayes, James H. M., 870 No. 19th	"
6	Hayes, Robert L., 870 No. 19th	"
7	Hyneman, J. E., 420 Walnut	"
8	Humphreys, Chas. P., 1000 Walnut st	"
9	Ischler, Geo. H., M. D., 918 York st	"
490	Jayne, J. Warren, 1720 No. 13th st	"
1	Jones, F. J. B., 2117 Park ave	"
2	Kirkbride, Dr. M. Frank, 2212 Greene st	"
3	Kirby, Chas. P., 1201 Chestnut st	"
4	Kirkpatrick, James, 700 Walnut st	"
5	Landis, Harry, 8223 Main st., Chestnut Hill	"
6	*Longstreth, Mrs. Edw. T.*, Sta. 24, Oak Lane	"
7	Lewis, Wm., 1215 Mascher st	"
8	Marot, Rushton, Sta. 24, Oak Lane	"
9	McKee, James, 700 Walnut st	"
500	McLean, James H., 1312 So. 16th st	"
1	Page, S. Davis, 281 So. 4th st	"
2	Page, Howard W., 2215 Pine st	"
3	*Ryan, Miss Ella M.*, 2016 No. 17th st	"
4	Robinson, Anthony W., 409 Chestnut st	"
5	Streeper, Frank P., Chestnut Hill	"
6	*Stone, Miss Antonette*, 1702 Arch st	"
7	Stewart, Dr. G. W. Sta. 24, Oak lane	"
8	Stahel, Albert W., 2848 Diamond st	"
9	Urbels, A. J., 660 No. Broad st	"
510	Weisel, Oscar W., 1000 Walnut st	"
1	Weisel, Elmer P., 700 Walnut st	"
2	Mills, Leo J., 2200 No. 5th st	"
3	Kuhule, Chas. N., 1919 Camac st	"
4	Gracey, J. C., 2028 Columbia ave	"
5	Keen, James Watts, 11 No. 13th st	"
6	Turner, C. H., 604 Chestnut st	"
7	*White, Mrs. Chas H.*, 2728 Mervine st	"
8	Manz, John A., cor. 5th and Lehigh ave	"
9	Rosengarten, Dr. Geo. D., 17th and Fitzwater st	"
520	Cotter, William, 1904 Patton st	"
1	Shaw, Sam'l F., 2237 Hope st	"
2	Brown, Wm. Alexander, 1631 Locust	"
3	Canfield, Geo. C., 1015 Chestnut	"
4	Catherwood, D. B. C., 2112 Walnut st	"
5	Deacon, Louis J., cor. 11th and Wash. ave	"
6	Ferguson, James A., 124 West Thompson	"
7	Harth, Charles J., 858 No. Broad	"
8	Jack, Arthur G., 612 Arch st	"
9	Oliner, Andrew, Hahneman College, Broad st	"
530	Sibley, Edward A., 136 No. 4th st	"
1	*Sibley, Miss Florence*, 235 So. 18th st	"
2	Stille, Ewing, 327 Chestnut st	"
3	VanBaun, Dr. W. W., 419 Pine st	"
4	Weatherly, J. Lawson, 905 No. Broad	"
5	Lorain, H. McD., box 107	Philipsburg
6	Hill, Rob't H., 27 Fayette st	Pittsburg
7	Krieg, L. J., 435 6th ave	"
8	Johnson, H. W., M. D.	Riegelsville
9	Bucher, Robert	Reinholds
540	Hunter, Geo. B.	Rosemont
1	Beeber, Wm. P., 600 West 4th	Williamsport
542	Bechtel, H. O., 1 So Centre st	Pottsville
3	Filbert, J. H., 3 So. Centre	"
4	Miller, C. R.	Steelton
5	Benner, Irwin, T., W. Broad	So. Bethlehem
6	Hart, Geo. A., 433 Birch st	"
7	Knox, Rev. John, box 527	Sayre
8	Burns, Dr. M. S.	Sewickley
9	Mettler, Lorenzo P., 18 W. Commerce	Shamokin
550	Maurer, David M., 10 West Commerce st	"
1	Carnes, Isaac	Spring City
2	Knox, John, box 4	"
3	Armitage, H. W., box 123	"
4	Mayo, Benj. J.	"
5	Lewis, Harry L., box 81	"
6	McCracken, Chas. W.	Twin Oaks
7	Carroll, John W., 106 R. R. st	Versailles
8	Hoyt, Joseph D., 3704 Brown st., W.	Philadelphia
9	Mitchell, Robert A.	Wilkinsburg
560	Bastain, Frank E., 416 W. 3d	Williamsport
1	Payne, E. F., 69 So. River	Wilkesbarre
2	Sharples, Henry R., 22 Dean st	West Chester
3	Kiefler, Jacob A., 62 So. Hanover	Pottstown
4	Shiffert, Lexington A., 549 High st	"
5	Poley, Geo. W., 620 W. Main	Norristown

Rhode Island, 10—543

Powhattan C. C.

100,566	Colcord, Harry E., 10 Marlborough	Newport
7	Nickerson, Arthur R., 14 Bay View ave	"

Unattached

8	Wood, Geo. C.	Centreville
9	Waldron, Lewis B.	Bristol
570	*Ayer, Sara E.*, 70 Wood st	Providence
1	Denkewitz, Ludwig, 34 Marion ave	"
2	Parkinson, Edward, 200 Weybossett	"
100,573	Wilson, Robert D., 20 Westfield st	Providence
4	Goetz, Paul, 671 Eddy	"
5	Anderson, Francis B. (P. O. St. Pauls School,	Concord, N. H.), Watch Hill

South California, 8—109

Citrus W.

100,579	Reiger, Jno. G., Hollenbeck hotel	Los Angeles
7	McCarthy, T. J., 150 Wilson blk	"
8	Maines, A. R., 824 So. Broadway	"
9	Benjamin, B. A., 1010 Burlington ave	"
580	Benjamin, L. S., 510 So. Broadway	"
1	Kerckhoff, H. H., 914 So. Main	"

Unattached

2	Holcomb, S. F., Jr.	Needles
3	*Brandt, Miss Alice E.*, 1605 D st	San Diego

South Dakota, 1—6

Unattached

100,584	Miller, W. F., box 396	Watertown

Tennessee, 22—103

O. K. Club

100,585	Campbell, S. S., 319 Madison st	Memphis
6	*Patterson, Miss M. Cecil*, 63 Linden	"

Columbia B. C.

7	Hill, Frank F., Hill, Fountaine & Co.	Memphis

Unattached.

8	Brooks, Sidney, 250 Main st	Memphis
9	Bailey, Jno. W., 189 St. Paul st	"
590	*Dupree, Mrs. Mamie*, 308 Front st	"
1	Denic, C. A.	"
2	Ferguson, Wynne, 138 Adams	"
3	Gerber, W. E., 267 Main	"
4	Hiner, Ray, Station B	"
5	Kortiedt, A. H., 68 Tate st	"
6	Mason, Alfred, D., 17 Madison st	"
7	Paraski, F. C., 85 Adams st	"
8	Pettit, Hugh, 212 Carroll ave	"
9	Reese, H. H., box 174	"
600	Smith, W. A., 175 Main	"
1	Scott, E. R., 204 Main	"
2	Tidwell, G. N., 271 Main	"
3	Taylor, F. W., 394 Front	"
4	Treadwell, T. L., 470 Front	"
5	Thayer, Frank B., 205 Main	"
6	Winkler, J. Leonard, 223 Second	"

Texas, 2—194

Unattached

100,607	Cole, H. G., U. S. Army	Fort Brown
8	Saraziio, L.	Sherman

Utah, 2—103

Wahsatch C. C.

100,609	Smith, E. A., 326 25th st	Ogden

Unattached

610	Zinn, C. V., box 233	Ogden

Vermont, 2—47

Unattached

100,611	*Chapman, Mrs. Chas. A.*, 11 Belvedere	St. Johnsbury
2	Coote, A. W., 6 Brainard st	St. Albans

West Virginia, 5—45

Unattached.

100,613	Tayler, Raleigh	Ansted
4	Bossinger, Ernest	Huntington
5	Gwinn, D. Bert	"
6	Van Metre, Geo. W., box 442	Martinsburg
7	Adams, Forest	Shirley

Washington, 1—60

Unattached

100,618	Hank, B.	South Tacoma

Wisconsin, 12—703

Unattached

100,619	Coventry, F. L.	Commonwealth
620	Davidson, O. C.	"
1	Smith, Leslie H., box 107	De Pere
2	Schwarz, H. F., 23 E. Johnson	Madison
3	Drebert, O. M., 89 Huron st	Milwaukee
4	Parker, P. M.	Rice Lake
5	Everts, E. L.	"
6	Barry, M. P.	"
7	Suettinger, Robert H., box 216	Two Rivers
8	Wehausen, Geo. H.	"
9	Disbro, L. L.	Whitefish Bay
630	Gether, C. R.	"

1896.



Better Size. Better Quality.

Same chain graphite as before, but other ingredients are new and improved.

Convincing ...Proof...

Every bicycle rider in the United States and many who are not riders, will recognize the writer of the following letter

Jos. Dixon Crucible Co., Warsaw, Ind., Jan. 2, 1896.
Jersey City, N. J.

Dear Sirs:—

Knowing that I used your No. 691 graphite as far back as 1887, and that it gave entire satisfaction, you will understand by the fact that one dozen, I used it to the exclusion of various other makes which were tendered me free. I used no other, and would say that it never failed to ensure an easy running chain.

Yours Truly, Tom W. Wilson.

If your dealer does not keep it, send 10 cents for sample. It will pay you.

JOSEPH DIXON CRUCIBLE CO.,

JERSEY CITY, N. J.

Remington Bicycles—The finest that experience can produce—that money can purchase.

New Models. Exclusive Improvements.

Spring tempered Bayonet Cranks.
Long Outside Tapering Connections.
Hollow-forged Oval Fork Crown.

Handsomest Illustrated Catalogue, containing full description of new models and fully explaining our system of Agencies, arranged to encourage dealers, sent free.

REMINGTON ARMS CO.

313-315 Broadway,

Factories, Ilion, N. Y. New York City.

BRANCHES:

New York. Brooklyn. Boston. San Francisco.

QUERIES AND ANSWERS

WHAT IMPROVEMENT

Most improved the bicycle? we are asked. Was it the rubber tire (as at first used); the chain gear (which made the safety possible); ball bearings; or the pneumatic tire?

We believe the most important invention, in its day, was the old solid rubber tire, and among the four improvements named above the ball bearing would be missed the least if now taken away, but of course the modern safety as a whole is so perfect that it seems like rank favoritism to praise any one of its parts.

Emmet Bonlore, Nashville:

The terms "bicycle sundries" have come to mean a great deal. The list includes all things made for the cyclist, none of which is strictly essential to running the wheel. R. L. Carle of the Tiffin, Ohio, *News*, has compiled the following articles from genuine advertisements and up to date has found 74 different classes of them. Nearly every class has from one to a dozen varieties of manufacture.

Automatic balances, anti-rust, bells, brakes, brazing outfits, belts, baby chairs, bi-gears, bloomers, canopies, chain cleaners, chain lubricants, cements, cleaning brushes, chamois skin, caps, coats, cyclometers, chronometers, cameras, compasses, chewing gum, couplers, cycle periodicals, drinking cups, dog exterminators, enamels, enameling ovens, garters, gloves, hangers, holders, handles, hygienic saddles, knapsacks, knickerbockers, locks, large pumps, lanterns, lantern oils, lubricant daubers, lubricants, liniments, L. A. W. lapel buttons, maps, mud guards, name plates, nipple grips, oil cans, pumps, plating outfits, pace makers, packing cases, package racks, rear handles, road books, shoes, stockings, sweaters, suspensories, suspending cords, stands, screw drivers, shoulder braces, skirt holders, speed indicators, tire tape, trouser guards, toe clips, vises, wrenches, whistles.

"Move Forward, Please."

We find as we study mankind, that its wont
(And 'tis easy to clearly perceive it)
Is to do all it can do to get to the front,
But the street-car conductor can't believe it.

BLESSED are the wise, for they shall have good roads.

"IN the horseless age what shall we look for when seeing a forerunner of the white horse?" is asked by a Brooklyn member. Ask the auburnette.

Columbia Bicycles

STANDARD OF THE WORLD

Seventeen Branch Houses and Stock Companies under our direct control are located as follows:

BRANCH HOUSES

200 Boylston Street, Boston, Mass.
12 Warren Street, New York
291 Wabash Avenue, Chicago
609 Main Street, Buffalo, N. Y.
32 East Avenue, Rochester, N. Y.
420 Fifth Avenue, Pittsburg, Pa.
19 Grand River Avenue, Detroit, Mich.
124 Mathewson Street, Providence, R. I.
452 Pennsylvania Ave., N. W., Washington
817 Pine Street, St. Louis, Mo.
1757-59 St. Charles Avenue, New Orleans
344 Post Street, San Francisco

STOCK COMPANIES

Metropolitan Bicycling Co., Boulevard and 60th Street, New York
Brooklyn Cycle Co., 555 Fulton Street and 1239-41 Fulton Street, Brooklyn, N. Y.
Hart Cycle Co., 816 Arch Street, Philadelphia, Pa.
Eisenbrandt Cycle Co., 315 East Baltimore Street, Baltimore, Md.
Gano Cycle Co., Denver, Col.

At each of the above addresses a complete repair shop is maintained, in charge of men trained in scientific bicycle repairing, and thus agents and riders can have quick attention for needed repairs, except nickelling—free if under our guarantee, at reasonable prices otherwise; prompt, satisfactory service either way.

No accounts can be opened for repairs. Send enough cash to cover the probable cost; if too much, the surplus will be promptly returned. Or estimates will be cheerfully given.

POPE MANUFACTURING CO.,
HARTFORD, CONN.

Stephens & Hickok, Los Angeles, Cal.; Habighorst & Co., Portland, Ore.; and McDonald & Wilson, Toronto, Ont; are also equipped for general repair work and authorized to protect our guarantee.

Pamph 865

THE L·A·W BULLETIN AND GOOD ROADS

Official Organ of the League of American Wheelmen

Rec'd APR 23 1896

Vol. XXIII. Boston, April 24, 1896. No. 17.



IS THIS CIVILIZATION?

You cannot find this type of road
In any heathen land,
But in our civilized abode
It's found on every hand.

Subscription, $1.00 per Year. **Special Club Rate, to League Members Only, 25 cts** **Price, 5 cents.**

Entered at Boston Postoffice as Second-class Matter.

PAID CIRCULATION, 36,553



(Shows pelvis as it rests on the Christy Saddle).



(Shows pelvis as it rests o the ordinary saddle.)

Christy... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.

Duplex Safety Saddle



Yields Most in the Center. Under Weight of Rider it Hollows Like a Chair. No Pressure on Sensitive Parts of the Body.

ENDORSED BY PHYSICIANS.

The Secret is the Duplex Spring.



The weight rests first on the inner loops; these yield downward, hollowing out *like an easy chair*, until the weight is borne in part by the larger outer loops, and the whole spring is in action, conforming to the body of the rider and following every change of position without undue pressure at any particular point, and *with no pressure whatever along the center.*

THE SADDLE IS DESIGNED FOR HEALTH AND COMFORT.

First, the Duplex Spring having an easy play up and down of over one inch; **Second,** a thick cushion of soft felt between springs and leather; **Third,** best of leather, shaped and pressed to fit the body.

SENT PREPAID ON RECEIPT OF PRICE, $4.

Illustrated catalogue free.

DUPLEX SADDLE CO. 200 So. Clinton St. Chicago, Ill.

CORRESPONDENCE

THE horseless carriage competition being arranged for May 30, by *The Cosmopolitan* magazine is attracting widespread attention. A prize of $3,000 will be awarded to motor carriages presenting the greatest number of points of excellence, to be exhibited in a trial trip to be made from the New York office of *The Cosmopolitan* magazine, City Hall Park, to a point near *The Cosmopolitan* building at Irvington, and thence back to the starting place. The award will be made upon the following points, the maximum being 100: Speed, 35; simplicity of construction and durability, 30; ease in operating and safety, 25; cost, 10. The route selected for the competition is about twenty-six miles in length, requiring a total run of fifty-two miles.

THE wheelmen of Blair county, Pa., expect to make bicycling the great feature of the semi-centennial celebration of the organization of the county, at Hollidaysburg, June 11 and 12. Prizes worth $2,000 will be offered by the wheelmen of Hollidaysburg, Tyrone, and Altoona, and an attractive race programme will make the meet one of the year's events in that State.

THE last shadow of doubt regarding the far-reaching influence and genuine earnestness of the good roads movement has been cleared away. To longer question the people's determination to improve the highways at any cost, will be to ignore the presence of forceful facts. One of the recent indications of the spread and deep-seated seriousness of the movement comes from Parsons, Indian Territory, where posters announcing "A grand wolf drive," contains this clause: "All wolves cap tured to be sold at public auction, and proceeds to pay expenses, balance to go on work on public highways equally between three townships."

ONE of the ratest cycle paths ever seen was that on the beach of Lake Ontario, north of Rochester, last summer. The very low water exposed a broad, flat strip of sand several miles long. There was always dampness enough in the part near the water to make it nearly as hard as asphalt, and as one swung in and out on the convoluted shore, alone or with another, it seemed like the skaters graceful, gliding poetry of motion. And then the return to the city on the boulevard of macadam and asphalt, well sprinkled with gay riders on bicycles, on horses and in carriages, up past the long park by the river, was an occasion of pleasure and inspiration.

DON'T try to borrow money on your bicycle, because it won't stand aloan.

"Now Will You Hump!"

OFFER No. 10

To the holder of the greatest number of these Souvenirs at the end of the year, we will present also

A GRAND SOUVENIR.

(Ask any Rambler agent about Offers Nos. 1, 2, 3, 4, 5, 6, 7.)

OFFER No. 9

And for G. & J. Tire Riders

we will also have a similar Souvenir of a little less value.

This will be presented to the rider of a mile, under conditions as above, but

On Any Make of Wheel

other than the Rambler, fitted with G. & J. tires.

OFFER No. 8

TO AMATEURS:

Every time an amateur rides a mile in less than **2 Minutes,** paced or unpaced, in a regular race, a any race meet sanctioned by the L. A. W., **on a Rambler** bicycle fitted with G. & J. tires, be ween April 1, 1896, and Jan. 1, 1897, we will present him with

A Handsome Souvenir,

highly embellished, and with the name and details of the performance engraved upon it.

Gormully & Jeffery Mfg. Co.

"Makers of Wheels that stand — they're well made."

Chicago Boston Washington New York Brooklyn Detroit

A "ONE-LEGGED" BICYCLE.

We are asked how a bicycle may best be fitted for a man having but one leg. Would say that one very satisfactory plan is to take out the crank key and polish the end of the shaft so that it will turn freely in the crank. Then, by means of a little bracket attached to the frame of the machine, fix the pedal end of the crank permanently in the proper position, and so that pressure upon that pedal will not bind the bearing on crank-shaft. Of course the pedal may be attached to the frame without any connection with the crank-shaft, but by leaving the crank in position, it has rather a better appearance. The writer has fixed two different machines in this way, which gave perfect satisfaction.

ADVICE TO TOURISTS WANTED.

We are asked by a correspondent who intends going to Europe this summer with his wife (please observe that we say *his* wife), in the matter of wheels which they expect to use on the continent, whether it is better to take their trusted ——'s (the gentleman really inserted the name, which we must be pardoned for omitting), or whether they could depend upon renting wheels on the other side. Not being informed upon this subject, we ask BULLETIN readers to send us for publication, any trustworthy information.

JUDGE THOMPSON, of the City Court, Louisville, is and always has been a friend of the bicyclist, but he is also an upholder of the law. "I wish you would tell the young men," he said recently, "now the bicycle season has opened, that there is a law against fast driving on the streets, and this law applies to fast bicycle riding, or 'scorching.' I believe I was one of the first to hold that a bicycle was a vehicle, entitled to the rights of a vehicle — no more, no less. In my court, I propose to deal harshly with violators of the vehicle ordinance. This means that fast drivers and fast bicycle riders will fare alike. Don't scorch, for, if you do, the police will catch you, and when you come into court justice will not be tempered with mercy. We must stop this fast driving and fast bicycle riding."

It's one broad, loving land they say,
For which poor women pine;
They simply long to do away
With every sexional line.

PEOPLE who make a cloak of religion may sometime go where even a cloak will seem oppressive.

A DIVORCE without alimony is worse than alimony without a divorce.

THE weather prophet who scents the storm afar can tell if it is a cy-cologne.

A few more, from the big pile:

I must say that I did not expect a *new* Cyclometer in exchange for my damaged one. Your Company is the most liberal of any I know of. I shall recommend to all my friends that they insist on having a "Standard." HOWARD UNDERDOWN, *Philadelphia.*——Your manner of adjusting damages is very commendable, and under such a guaranty an article as good as yours is bound to sell. I find the "Standard" very accurate. Many thanks for your kindness. ARTHUR G. PARKER, *Pownal, Vermont.*——I must thank you for your prompt attention in the exchange of my injured Cyclometer. The "Standard" works to a charm. GEO. W. ALDRICH, *West Warren, Mass.*——Many thanks for your punctual exchange. My husband and I will commend the "Standard" Cyclometer heartily. MRS. H. S. GOLDEY, *Wilmington, Delaware.*——Accept my thanks for your very generous dealing. EDWIN L. CHAPMAN (Union Trust Co.), *New Haven, Conn.*——Thank you for your great accommodation in the exchange. I run one hundred miles a week to and from my business, and each day's record proves the "Standard" Cyclometer to be true. STANLEY M. BURROUGHS, *Philadelphia.*——I am in receipt of Cyclometer in exchange for damaged one returned. I did not expect such liberality. Many thanks. JAMES C. GRAY, *Oroville, California.*——Please accept my thanks for your kindness in replacing my damaged Cyclometer with a new one. I am very much pleased with the "Standard." CARROLL H. PRATT, *Springfield, Mass.*——Please accept my thanks for your extreme courtesy in sending me new Cyclometer. I had no idea of asking you to replace mine, as I was run over and had my cyclometer broken by having horse step on it. GEO. B. CARPENTER, *Chicago.*——The way you stand by your agreements and published promises should meet with universal approval. For my part, I thank you kindly for your consideration. My "Standard" Cyclometer works to perfection. A. G. MCFARLAND (California Camera Club), *San Francisco.*——Many thanks for prompt exchange of damaged Cyclometer. I have sold a great many "Standards" this season, and they give entire satisfaction. I do not consider any other Cyclometer equal to the "Standard," even at a higher price. GEO. W. PRUGH, *Burlington, Iowa.*——New cover for Cyclometer received. Thank you. I am much pleased with your guaranty. ARTHUR B. WILSON, *Portsmouth, New Hampshire.*

The guaranty which GUARANTEES: We will replace any "Standard" Cyclometer, injured in an accident to the bicycle, *without charge*, on return of the injured one by mail to our New York office, No. 11 John St.

The New York Standard Watch Co.

LONDON NOTES.

The state of things on the Viaduct just now is simply awful. No machines are to be had; and any one who wants a mount for Easter should get it without delay, and not be too particular as to details. There will be no cycles to be bought next week for a certainty if the rush goes on at the present pace.

* * *

A curious bicycle has been running about the streets of London of late — a sociable or side-by-side bicycle — the saddles being put on either side of the machine, which is simply a stout roadster, and the parts all being adjustable to any machine. Though I cannot help thinking that the fitments are likely to be mighty rough on the thin tubes of latter-day cycles, yet for dawdling round the Park, with a pretty girl on the off seat, I cannot fancy anything better than the side-by-side cycle.

* * *

I was down on the Epsom road on Saturday last, and the number of lady cyclists quite astonished me, especially as the roads were in anything but good going order. In all directions the fair wheelwomen were to be noted, and all of them seemed to be enjoying themselves very much indeed. On all hands I hear the same tale, and I venture to predict that when the sport has been taken up in so thorough a manner by the fair sex it will certainly not be dropped by them — if only because of its peculiar convenience as a means of locomotion.— *The People.*

A BOOKLET on "Emergencies and How to Meet Them," could be compiled from the columns of the L. A. W. BULLETIN In the issue of October 25th a rider told how he filled a punctured tire with sand and rode it. Now another member of the League sends us a note from Bellwood, Neb., telling of a brother who filled the outer cover of his tire with oats, and rode it that way. With all of these expedients at hand the punctured tire must be robbed of many of the terrors it has seemed to possess.

THE biggest hit ever made in calendars is the one built in 1896 by the Indiana Bicycle Co. The Boston Safe Moving Co. has just placed one of the calendars in position in the L. A. W. BULLETIN office, and now everybody in the block is as sure of the day of the month as he is that it's this week. The price of the calendar, f. o. b., Indianapolis, is $1.50, which is a small fraction of the cost of the white paper. It will save many times its price, for the 366 sheets on which the dates are printed are so large, that no prudent man will "take a day off" without thinking what a big loss it is. If you're fond of dates as big as Georgia watermelons, get this calendar.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.

Associate Editors:

NIXON WATERMAN. ABBOT BASSETT.

APRIL 24, 1896.

BICYCLES IN THE PARKS.

THE wheelmen of Boston ask that the bridle paths of the park system be taken from the horse and given to the bicycle. And why not, since in a given time only 463 saddle horses were ridden over their ample paths, while 8,640 bicycles and 22,312 other vehicles were crowded together on the remaining driveways. That 463 horsemen should enjoy "roominess" that 30,952 other people could enjoy so much more numerously, is not in line with the true spirit of the greatest good to the greatest number. Wheelmen in other cities will see this in the same light. The few persons who wish to ride horses will have their steeds shod with rubber shoes and ride on the paved ways, and cease throwing dust in the eyes of the overwhelming army of wheelmen, whose hard, clean paths will not grow weeds nor need constant repairing. The parks are public property, and are controlled by the votes of the people. A bicycle's vote is just as big as that of the horse. And the above figures show there are nearly twenty times as many of them.

A bicycle has no brains: its owner should use his.

"Keep in the middle of the road," only when you are alone.

If the superintendent of streets is a good man for the place, re-elect him.

Total number printed this week, . . . 39,500
Sent to paid Subscribers, ... 36,553
Samples to Advertisers, Exchanges, etc., 2,947

AN ENDORSEMENT.

BY "ONE OF THE BOYS."

The suggestion that the L. A. W. "go into politics with both feet" is a good one, and should be acted on. Our representatives in the legislatures are beginning to think twice before voting for bills detrimental to wheelmen. The "high-way men," when repairing the roads may be tempted to depart from the present custom of piling the cobble stones along the side-path for bicycles to run over, and put them somewhere else.

There should be a small piece of state road built in every town. Our people need something besides printed matter to educate them in road building. One of our selectmen said to me recently that "our roads would average with roads in any town in the state," and he undoubtedly believed it, never having had enough experience with better to realize the difference; but put a sample of permanent state road into every town for an object lesson, and it will do more to educate the people than tons of printing.

By all means push along that political organization (to work in the interest of cycling). We are waiting for it.

Do all you can to advance the L. A. W. Don't back-pedal.

THERE 's nothing else so good as wheeling
To cure you of "that tired feeling."

THOSE who love to range through the fields may now enjoy an occasional meadow lark.

THE best spring medicine is the bicycle. If the roads are rough give it a good shaking while taking.

SPACE IS VALUABLE.

"Three in a bed" doesn't express the crowded condition of the pages of the L. A. W. BULLETIN at this time. We are pleased to know that this state of things is occasioned in part by the fact that so many new members are being added to the League that it requires a large amount of space to print their names, even in very small type. Then a large and increasing number of advertisers are availing themselves of the only means of addressing themselves to the great L. A. W. family. Arrangements will be made to satisfy all concerned, but in the meantime the spring poets must be patient and other people, of a more practical turn of mind, must expect to find their letters "boiled down." Until more space is provided for, such words as "incomprehensibility," "transcendentalism," and others of similar length will be barred. Correspondents should use words of only one syllable and not many of those, to insure the friendly consideration of THE EDITOR.



Bicycle Bearings

are understood by but few dealers, and less riders. The New Clipper first attracted the attention of experts on bearings about three years ago. From that moment Clippers began to grow in popular favor. Clipper bearings were copied by other larger and older makers, riders talked about them, competitors *tried* to convince customers they were "no good" or were "soft," "cheap" and not made

of Tempered Tool Steel

as we claimed. Time told the story for us. Clippers which were sold years ago are still in use. The bearings show less wear than any other part. Bicycles with these bearings

are Worth Many Dollars

more than other wheels. All Clippers have *tool steel cones*. All Light Roadsters and C's have *tool steel* cups turned from bar steel and carefully tempered in oil. It *is* possible to have a "soft" one; but *not* probable. We will replace any tool steel cup or cone in any Clipper that shows wear at any time.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark,"

And ride the.

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

The Political Text Book.

Yes "money talks," and that explains
To those who closely look,
Why educational campaigns
Employ the pocket-book.

A HIRED MAN DESIRABLE.

The Illinois Division has followed the example which, we believe, was first set by New York, of employing a man and paying him for his entire time to look after the interests of the L. A. W. in that State.

In any State which has sufficient possibilities in the way of wheelmen and roads this course should certainly be found profitable. The business of any large division is, or should be, enough to occupy the entire attention of at least one good man.

Illinois should be a very fruitful field for L.A.W. recruiting, and we have a right to expect great results under the new arrangement.

L. A. W. officials whose time is entirely taken up with private business cannot do justice to division work, however much their hearts may be in it.

HAND THE BULLETIN TO YOUR FRIEND.

Many of our readers keep all copies of the L. A. W. BULLETIN on file, but to such as do not we would say, will you not take the trouble to hand it each week to some wheelman who may be influenced to join the L. A. W.

CAUSE AND EFFECT.

Isolation produces ignorance.
Poor roads compel isolation.
Ignorance keeps the poor roads.
Moral: Read, think, act, if you would compare favorably with the balance of the world.

THE Buffalo Association L. A. W., which increased its membership last year from 61 to nearly 400, expects to do even better this year. The association is now completing plans for building a cycle path to Niagara, to which it is to contribute $5,000. This "path" is to be a smooth road 15 feet wide, to be open for the use of all vehicles. There is so little traffic on this road that this plan will give ample room for the cyclists, and in connection with the brick pavements from Buffalo to Tonawanda, will give a continuous, smooth road, good in any weather, all the way from Buffalo to Niagara Falls.

DON'T spurn those who do not ride the wheel. Pity them.

THE bicycle has brought about great changes, and made many revolutions.

THE far-reaching effect of the wheel is clearly shown in the scarcity of horse radish.

You should see how the orders for

'96 STERLINGS "BUILT LIKE A WATCH"

are coming in! Factory running twenty hours daily.

STERLING CYCLE WORKS,

Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.
Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York City.

274-276-278 Wabash Ave., Chicago, Ill.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Boyd.

One of the prettiest catalogues of the year is issued by the Worcester Cycle Mfg. Co., 45 Wall street, New York, in which the "Boyd" wheel is described. The three-color cover page is very pleasing in effect, as are the reproductions of wash drawings distributed through the book.

Valentine.

The Wilson Cycle Co., Toledo, Ohio, has issued an eight-page brief describing the "Valentine" bicycle.

Paul Revere.

The Revere Wheel Co., Boston, Mass., has issued a neat catalogue in which is enclosed an application for membership in the L. A. W. Very appropriately the book contains Longfellow's poem, "Paul Revere's Ride."

Electric Vulcanizer.

The American Electric Heating Co., Sears' Bldg., Boston, Mass., has issued a flyer describing their vulcanizer, designed for repairing punctures or tears in any kind of tire.

Handle-Bar.

The Springfield Mfg. Co., Bridgeport, Conn., has issued a brief regarding the Ryan adjustable handle-bar.

Bicycle Sundries.

The Elastic Tip Co., 370 Atlantic ave., Boston, issues an extensive catalogue of 114 pages, describing bicycle parts and sundries.

RECORDER FREEMAN of Macon, Ga., says: "I notice that bicyclists are anxious to have the courts define the rights the law gives to wheelmen, and I wish to say that a bicyclist has just as much right to ride his wheel in the streets of Macon as other people have to ride in their buggies or carriages. The roadway belongs to the bicyclist just as much as it does to the driver of a wagon or other vehicle, and those rights must be respected. The city ordinances keep bicyclists off the side-walk, but the city will protect them when they ride in the street. And, also, the bicyclists have a perfect right to use the city park. They have as much right to go on the race track as have the horse trainers."

"CYCLE PATH RECORDS OF THE WORLD,"

Compiled by J. C. KERRISON, bicycle editor of *The Boston Herald* and official L. A. W. Handicapper. This comprehensive book of 46 pages, given away by *The Boston Herald*, will be of interest to all who care to be informed regarding the achievements of the wheel.

X RAY PHOTOGRAPHY.

BY F. O. STANLEY.

At no time in the history of science has there been a more wide-spread interest in any discovery than in that of Roentgen, which was announced to the world last December. Had one been told six months ago that we should be able to photograph the skeleton of a living person, showing each bone in its proper place, also the relation it bears to the flesh, as plainly as though we were made of glass, he would have considered such a statement as simply nonsense. The accompanying reproduction made from a shadowgraph taken by the writer will give the readers of the BULLETIN a good idea of what can be done with our present appliances and knowledge of the art.



The apparatus used in making the shadowgraph consisted of a Crooke's tube and a Holtz electric machine. The Crooke's tube was designed especially for this kind of work, and so constructed that the rays proceeded from a single point, and to this feature is due the fine definition seen in the cut. The revolving plate n the Holtz machine was twenty inches in diameter. It was driven by power at a speed of 300 revolutions per minute.

Should any reader of the BULLETIN desire to try his hand at this new and fascinating work, use the apparatus described above. This advice is given as the results of careful tests of the various electrical appliances. The advantages of the Holtz machine over any form of induction coil are; uniformity of current, safety to the tube, and cheapness of apparatus. Scientists are in doubt as to the nature of the X rays. The "radiant matter" theory of Roentgen has but few adherents.

The fact that bodies are transparent to the X rays in nearly exact proportion to their lightness and totally without regard to their electric qualities is strong evidence that the effect is produced by some form of vibration, probably of the sound wave variety but of great rapidity. The X rays travel through a tube with so little loss that a picture made at the end of a tube four feet long is as bright as one made four inches away. Also, if the Crooke's tube and plate holder are put under the receiver of an air-pump and the air is exhausted, no effect is produced. This is exactly what would be expected were the force of the sound wave variety. The writer firmly believes that the X rays are longitudinal vibrations of matter, and that at no distant day these vibrations will be produced by mechanical means without a Crooke's tube or electric current.

[The above by Mr. Stanley shows that he is entirely too modest. He has not only taken the clearest pictures of living bones which have been shown in this country, but he has demonstrated (to my satisfaction at least) that the "X ray," so called, is nothing more or less than a mechanical vibration of the air, which may be produced in many ways, and which he has already produced by means of an ordinary circular saw.

It may be that electricity passing through a vacuum, as in the "Crooke's tube," will produce these extremely rapid vibrations to better advantage than will any other means, but the effect seems to be purely mechanical and not electrical.

Mr. Stanley has also exploded the theory that a dry-plate cannot be effected in vacuum by ordinary light.—STERLING ELLIOTT.]

"Once the initial expense of buying the machine is over, there is very little more spending about it, if you are a moderately careful rider."

Editorially the *Bicycling World* could not go beyond the above statement. At the same time, it is only fair to add that the above optimistic condition of affairs can only be realized by purchasing the highest grade bicycle. Now, dear reader, we intend to amplify the above statement and when we tell you in all sincerity that

Union Crackajack II

is the highest grade wheel known to the art, we have a great mass of evidence up our sleeves. We can prove it: we enjoy the seal of public approval gained by honest devotion to the public good.

BUILT ON A GOLD BASIS.

UNION CYCLE MFG. CO.

Highlandville, Mass.

For the Ladies

"God Bless 'Em!"

My Lady Passes.

"Clovers red and white among the grass,
Warily, warily,
Lift your heads to see my lady pass,
Airily, airily—
Clovers watch ye warily to see my lady pass.

Circling round her path with painted snare,
Butterfly, butterfly;
Touch her dainty hand, her neck, her hair—
As would I, fain would I—
Caressing touch, O, butterfly, her neck, her hair.

Buttercups and daisies, white and yellow,
Call to her, call to her;
Sing, O bird, your sweetest ritornello,
All to her, all to her—
Sing, O silver-throated bird, you sweetest ritornello.

Tell her all the summer holds within it
Scenes of her, scenes of her;
That her lover, every golden minute,
Dreams of her, dreams of her—
Aye, he fondly dreams of her, every golden minute.

Gliding through the breezes, fair and sweet,
Soon she comes; when she comes,
She shall find my heart beneath her feet,
'Mong clover blooms, clover blooms
Soft, I'll lay it in the clover at my lady's feet."

Fifty ladies join the L. A. W. this week.

✠

The latest by Mr. Beardsley, "The ideal bicyclist," shows a woman of very Bernhardtesque proportions, emerging, if one may judge by indications, from a convulsion of nature, gliding along in a state such as "Ike Marvel" speaks of in his "Dream Life." She does not appear to have any beginning or any end, a sprite or a spirit seated between two shadowy, crooked wheels which are far enough apart to be the front and rear wheels of a tandem.

If Mr. Beardsley's intention is to make people study, he is a grand success as an advertising artist. For certainly it does require good eye-sight as well as good imagination to figure out what *he* is trying to figure out. His pictures as a rule would make excellent illustrations for some of Rider Haggard's novels. Mr. Beardsley may be a fine artist according to artist technique, but he is not a success at drawing wheels and fair wheelers.

✠

The Princesses Maud and Victoria of Wales, as shown bicycling, wear very long skirts, double-breasted, big-sleeved jackets and scotch caps. We shall likely hear considerable of the Duchess of Marlborough a-wheel, as before her marriage she spent much time on her bicycle.

✠

Mrs. Eugene Sandow, wife of our modern Sampson, is a very strong woman and devotes much

HARTFORD SINGLE TUBE TIRES

Speed and Safety

You will insure your comfort and pleasure if you insist on having . . . .

Hartford Single-Tube Tires

The Standard Single Tubes.

They cost more,
but they give satisfaction.

"IF IT'S A HARTFORD TIRE IT'S RIGHT."

THE HARTFORD RUBBER WORKS CO.
HARTFORD, CONN.

BRANCHES:
100 Chambers St., New York — 178 Wabash Ave., Chicago

DISTRIBUTING DEPOTS:
370 Atlantic Ave., Boston — 503 Market St., Philadelphia
17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

$50 IN GOLD

SUPPOSE WE MAKE
1,000,000 PAIRS OF TIRES IN 1896
HOW QUICKLY COULD THEY BE INFLATED
BY HAND AT THIS RATE
THREE MINUTES PER TIRE
EIGHT HOURS PER DAY
365 DAYS PER YEAR
ANSWERS WILL BE OPENED MAY 15
FIRST CORRECT ANSWER OPENED WINS THE PRIZE
MARK ENVELOPE PLAINLY "FIGURING CONTEST"
PIN THIS AD TO YOUR ANSWER

MORGAN & WRIGHT
CHICAGO

42

time to out-door sports, particularly that of wheeling.

✠

It seems a great pity that so many young boys re allowed to ride with drop-handle bars. Parents and guardians should see to it that they sit up traight and allow their lungs a chance to expand.

✠

More little girls are riding wheels this season than ever before, and as the majority of them wear bright colored coats or jackets, they look like little red birds flitting hither and thither. The last few bright days have brought them all out.

✠

Far out in the wild and "Woolly West," the law, not the unwritten law of common courtesy and regard for other people's comfort, but the iron-clad, written law of the State now compels women to remove their head covering at theatres under penalty of fine. But in the highly cultured and civilized East, one women may obstruct the vision of twenty people with impunity, but as she usually wears "a love of a hat," we should not complain.

✠

Mademoiselle Lisette — "Lady Michael," is the cycling idol of fickle Paris at the moment. It was she who beat Mrs. Grace, the English champion, at the recent match at the Velodrome d'Hiver. Mrs. Grace was clothed in a rather severely cut knickerbocker suit, while la petite Lizette's garments consisted of full black knickerbockers. cut a l'Imare, surmounted by a sky-blue jersey.

IDA TRAFFORD BELL.

"I AM opposed to buying any more horses for patrolmen," said O. W. Shipman, of the police board. "I shall advocate using bicycles altogether for such service. They are cheaper, cost nothing to maintain, and admit of much more effective work on the part of an officer. They should be used very largely outside of the two-mile limit, thus enabling the patrolman to cover long beats more frequently and thoroughly. This would be much cheaper than increasing the force. Aldermen have talked the matter over with the board, and I think they will favor the bicycle idea."— *Detroit Evening News.*

NEW TRACK WANTED.

Ray M. Price, Winterset, Ia., would like information concerning the cost and best method of building a one-third mile gravel track.

DON'T expect too much of the other fellow, give more than half of the road when you can, rather than have a fight.

To ride just enough is good, to ride too much is bad.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

Queries.

If you owned a house, what would you call it if a man should seize one room in it for his personal occupancy, without even a "by your leave;" and then refused to pay rent, on the excuse that he believed your title to the house to be imperfect.

You would call it Trespass, would you not, and expect to deal with the trespasser by a summary process?

Similarly, if you had been granted a patent by the United States, what would you call it if a man should use that patent without your leave and without offering you any compensation, on the excuse that he believed the patent to be unsound.

You would call it Infringement, and you would feel as if you ought to have a summary process against him, would you not?

Wherein is the one less of a wrong-doer than the other?



It is our Policy to supply the best...

Have you seen our Penfield Art Poster? We will mail one for 50 cents.

Or the **Orient** Albertype Catalogue? Mailed for four cents.

If not, let us hear from you. Remember **Orient** literature like

Leads the Leaders



Made in Waltham.

Orient Cycles

is what the people appreciate.

The **Waltham Mfg. Co.**

BRANCHES:

Chicago, Detroit, Denver, Providence, Waltham, Newark, N. J. Kansas City, Brooklyn, New York, Omaha, Cincinnati, Philadelphia Springfield, Lynn, Mass. Buffalo.

Main Office. **240 Broadway, New York.**

Factory: **Waltham, Mass.**

Boston: 194-198 Columbus Ave.

Easy Riding

The charm about riding a bicycle is in spinning along without jolting and jarring. The uneven places in the roadway will be scarcely noticeable if you ride

Palmer Tires

The fabric in Palmer Tires insures great resiliency — greater than in any other kind of pneumatic tires — and that means easy riding. Sticks and stones are passed over without perceptible jolting, and vibration is quite eliminated. Catalogue to any address.



The Palmer... Pneumatic Tire Company

CHICAGO

SWEATERS



Cleansed or Dyed

(any color)

To look like new.

BICYCLE SUITS

For Men, Women and Children.

Can be cleansed or dyed and pressed to look almost as fresh as new, and save buying another.
Bundles by mail or express.
IF IT'S WORTH SAVING, send it to

LEWANDO'S French Dyeing and Cleansing Establishment.

MAIN OFFICES: W. L. CROSBY, Manager.

17 Temple Place, Boston.
479 Fifth Avenue, New York.

Established 1820. Largest in America.

SELECT CYCLE TOURS.

BOSTON TO HALIFAX.



THE following route will be found practical for a Nova Scotia tour. If one week only can be given to the tour, the run from Yarmouth to Halifax is recommended.

Monday, leave Boston at noon on steamship to Yarmouth, Nova Scotia.

Yarmouth, breakfast at Grand Hotel; Port Maitland, dinner at Ellis House; Weymouth Bridge, supper and lodging at Weymouth House, forty-seven miles.

Annapolis, dinner at Clifton House; Lawrencetown, supper and lodging at Elm House, forty-five miles.

The run from Weymouth Bridge to Digby, along St. Mary's Bay is fascinating. At Digby take steamer leaving at eleven A.M., twenty miles across Annapolis Basin to Annapolis, and leave Annapolis via Granville ferry. Berwick, dinner; Canning, supper, lodging and breakfast at the Waverly, fifty-four miles.

Cape Blomidon, A M.; dinner, Wolfville; Windsor, supper and lodging at Victoria, forty-four miles.

Halifax, dinner at Albion, forty-six miles.

Shubenacadie, dinnner at Sherman House. Truro, supper and lodging at Prince of Wales, sixty-two miles.

Oxford, dinner at Nixon; Amherst, supper and lodging at Amherst, forty-four miles.

N.B. The distance from Truro to Amherst is sixty miles, but time and labor are saved by taking train sixteen miles up Cobequid Mountains, Londonderry to Oxford Junction.

Dorchester, New Brunswick, dinner at Dorchester; Moncton, N. B., supper and lodging at Brunswick, forty-two miles.

Petitcodiac, N. B., dinner at Temperance House; Sussex, N. B., supper and lodging at Depot House, forty-six miles.

St. John, N. B., dinner, supper and lodging at Royal, forty-six miles.

Eastport, Me., noon, steamer, International Line, to Boston.

It is advisable after leaving Dorchester to cross first bridge over Memramcook river, and take the cross road passing the cathedral of the College St. Joseph on the left. This brings you



Waverley BICYCLES.

Are Built in the Largest and Best Equipped Factory on Earth.

LIST PRICE vs. SELLING PRICE

A great many bicycle dealers, especially new ones, seem to think that the bicycle on which they get the greatest discounts are the ones on which they can make the most money. Never was a greater mistake made. Many wheels now are listed far above what their actual worth warrants or what they are expected to sell for, simply for the purpose of quoting a discount that looks enticing. Many bicycles listed at $100 are openly retailed as low as $60, but for more if the buyer is an inexperienced one. In fact, such machines are never capable of commanding list price, and if the dealer can realize sufficient on a sale to come out whole, he may consider himself fortunate.

On the other hand, Waverley Bicycles are listed at $85, which is the very lowest figure at which a strictly high-grade wheel can be placed upon the market. Their quality is such that they readily command list price, regardless of what any other machine is offered for; consequently the agent is never disappointed in the realization of his anticipated profit. What is more, the Waverley Bicycles have the reputation of causing less trouble on account of defects and breakage than any other machines made, and after they are sold to the riders do not have occasion to bother the agent almost to death throughout the season. The multitude of Waverley agents consists principally of dealers who have been in the cycle business for years, and realize the advisability of holding on to a good thing when they get it. The riding season is about here, and it will be to your advantage to get in line at once.

INDIANA BICYCLE CO.

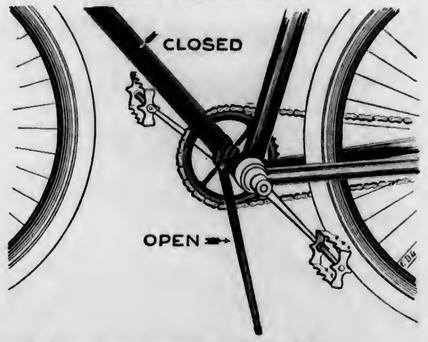
Eastern Wholesale Branch, 339 BROADWAY, NEW YORK.

General Office and Works, Indianapolis, Ind.

"No matter what your wheel may be,
It will not stand alone."

THE DARRACH BICYCLE REST

Enables the rider to give a perfect support to his wheel in less than two seconds.



Adds less than 4 ounces to its weight.
It is not noticeable when closed.
Never rattles or becomes loose.

For sale by all dealers at **$1.50.**

Darrach Bicycle Rest Co., 833 Broadway New York.

In ordering, state size of frame tubing.

Wolff-American High Art Cycles

Guaranteed and warranted to be the highest grade of cycle manufactured. Drop a postal for full description of these superlative wheels, and all about the

Original Duplex

The only side-by-side double cycle made.

R. H. WOLFF & CO. (Ltd.),

MAKERS,

Factories, 118th, 117th, 116th St. and East River,

NEW YORK CITY.

Distributing Agents: Horace Partridge & Co., Boston, Mass. / J. E. Norwood, Baltimore, Md. / J. S. Malone, Cleveland, O. / Fletcher Hardware Co., Detroit, Mich. / Von Lengerke & Antoine, Chicago, Ill.



Good riders hold up the

HODGMAN SINGLE TUBE TIRE

as being the liveliest, the strongest, the easiest to repair of all tires. The reason is, "it's made of rubber," combined with a good deal of "know how."

Write for our free Booklet about Tires.

HODGMAN RUBBER CO.,

459-461 Broadway, New York.

Atwood Building, Chicago, Ill. — 135 Essex Street. Boston, Mass.

Much Hard Pedaling

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy Running

Gendron

"Gendron" Bicycles — Truest Bearings, Most Rigid Frame

Send for Catalogue.

Gendron Wheel Co.

Toledo, Ohio.

When ordering your wheels REQUEST that they be fitted with———

Hunt

BICYCLE SADDLES

WESTBORO, MASS

to valley of the Petitcodiac, and you follow up this valley to Moncton. It is here that the famous high tides are seen to the best advantage, and possibly you will be in this vicinity when the famous "bore" comes in. This "bore" is the "lion" of Moncton. Don't miss it. The only real uninteresting day of the tour is the one from Moncton to Sussex, and if one is pressed for time, take train over this portion of the route.

Purchase a pocket road map of Nova Scotia from A. & W. Mackinlay, Halifax, price fifty cents, and this route can be traced with satisfaction.

Begging the pardon of the editor, questions about this tour will be answered through the L. A. W. BULLETIN.

W. H. SQUIRE, No. 2410.

MERIDEN, CONN.

W. E. BRIGHAM, editor of the Somerville (Mass.) *Citizen*, has been appointed local consul. He is an enthusiastic, intelligent worker for League interests and his paper is a forceful factor for the cause of good roads and cycling.

THE one hundred L. A. W. members in Minneapolis are about to organize a League Club.

IF you like the way the L. A. W. is handled join it, if you don't, why come in and be one of us and let's talk it over.

14 Models. All Sizes, Styles and Prices.

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below:—

New York State and New Jersey, north of Trenton. The H. & D. Folsom Arms Co., 314 Broadway, New York City.

Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.

Illinois. The Henry Sears Co., Chicago, Ill.

California. Smiths' Cash Store, San Francisco, Cal.

Northern part of Ohio and eastern part of Michigan. A. J. Rummel Arms Co., Toledo, Ohio.

St. Louis, Mo. E. C. Meacham Arms Co.

If outside of this territory, apply direct to the manufacturers.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

The World Famed **Humber Cycles**

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

Hold more records than all other makes combined . . . .

Enjoy the most discriminating class of patronage in all parts of the civilized world . . . .

Why? Humber Quality.

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director,

WESTBORO, MASS.

New York Salesrooms,
318 Broadway — Fifth Ave. and 42d St.

Brooklyn Salesrooms,
545 Fulton St. — 1313 Bedford Ave.

Baltimore Salesroom,
111 North Charles Street.

Branches in all parts of the civilized world.

A Change of Gear.

THE chilling winter days are o'er,
And cycle racing chaps
Will lay aside their hats once more
And don their handi-caps.

SLIGHTLY WARM.

Prof. Langley says: "The heat of the sun is enormous beyond conception, for there is enough to warm *two thousand million worlds like ours.* Every minute there is enough of the sun's heat falling to the earth to raise to boiling, *thirty-seven thousand million tons of water.* But the heat which thus falls on the earth is not *a thousandth part of one per cent* of what the sun sends elsewhere, and all the coal beds of Pennsylvania, for instance, though they can supply the country for hundreds of years, would not keep up this heat during the *one thousandth part of a second.*"

To a man who buys his coal by the basket the above is, to say the least, interesting.

All flesh is glass (to the X rays.)

"ROAD HOGS" are detestable, whether they use horses or bicycles.

The hounds who in a drag hunt run
Are very silly geese
For all there is for every one
Is just a scent apiece.

Statement of the Condition of the

American Wheelmen's Protective Ass'n, Chicago

1522-1523 Marquette Building,

February 1, 1896. CHICAGO, ILL.

RESOURCES.

Cash on hand and in Bank		$ 4,075.81
Real Estate (improved)		13,000.00
Furniture and Fixtures		350.00
Stationery Supplies, Adv. Matter		1,050.00
Accrued Interest		1,301.71
Bicycles on hand		1,000.00
Loans on Time	$25,500	
Loans on Call	9,000	34,500.00
Stocks, Bonds and Mortgages		71,132.25
Total		$127,009.77

LIABILITIES.

Capital paid up	$100,000.00
Surplus and Undivided Profits	27,009.77
Total	$127,009.77

Only association in the United States affording absolute protection to bicyclists. A new wheel if yours is stolen. Cost only $2.00. L. A. W. members half price. 11,068 stolen bicycles reported last year.

509 Stolen Bicycles Replaced, Recovered and Restored to Owners.

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

THE FLOWERS THAT BLOOM
in the Spring

HAVE NOTHING TO DO WITH
the case

BUT IF YOU HAVEN'T
secured catalog

AND QUOTATIONS ON ELMORE
and Ixion Bicycles

YOU SHOULD DO SO AT ONCE
Edw. Oliver & Co.,

No. 23 PARK ROW, N. Y. CITY,
can tell you all you

MAY WISH TO KNOW ABOUT
those splendid wheels.

INVESTIGATE THIS

Before you buy any wheel. You can get, without extra charge, on any of the lines of wheels we sell (all of standard make), the marvel of bicycle invention.

The Spencer Invisible Brake...

Applies to the Crank Axle. **Operates by turning the Grip.** **Weighs only a few Ounces.**

There is nothing about it to get out of order, and in practical use it is unbreakable. **It can be applied with infinite graduation; or can be made to lock the wheel absolutely.**

• • •

THE SPENCER BRAKE CO.

140 Chambers St., NEW YORK.

Agents for the Liberty, Wolff-American and Crescent Cycles.

PRISON LABOR AND GOOD ROADS

Nearly every State legislature is toying with the prison-labor question. We say "toying," for the reason that the law-makers appear to be afraid to take up the subject in real earnest.

They sort of "shy" at it, as a skittish colt does at a steam street-roller. They appear to be going ahead but they never get anywhere. They tread a good deal of water but they don't touch bottom.

The average legislator is a prudent man. He tries to be with his constituents. He also wishes to be re-elected. He doesn't know just where he stands on the prison-labor question. He is waiting for a tip as to what is the proper course.

If the utterances of the press may be accepted as reflecting public opinion, there is a widespread belief that prison labor should be utilized in the work of building good roads. Hundreds of newspapers are so expressing themselves.

The Montreal (P. Q.) *Star* asks: "Why should not the Ontario government try the experiment of employing prison labor on the public roads while it is in the business? The benefit reaped from good roads would amply compensate the community for any inconvenience they might fancy themselves to suffer from the presence of a few prisoners; while the steady, useful labor in the open air must be of great moral and physical advantage to the prisoners themselves. It is really a serious problem — the devising of suitable employment for prisoners. There are so few things they can do without coming into competition with free labor; a result both undesirable and politically impossible in Canada. Idleness or make-believe labor is bad for them and bad for the country. Prisons should do more than punish, they should reform; but it is folly to talk of reform when a man is given no chance for manly development. Work on the public roads would bring these men into rivalry with no class of labor; for, if they did not do this work, it would remain undone with the exception of the spattering contributions of statute labor. And the men who now perform statute labor would never dream themselves to be aggrieved if so relieved of the necessity."

And this from the San Francisco *Call*:

The advantage accruing from an intelligent employment of petty offenders in making roads is receiving a pleasing illustration in the southern extremity of the city, which is both convenient to the Branch County Prison and in great need of this improvement. Fifty men and six good teams have transformed a number of defective highways into valuable promoters of settlement. The good results derivable from such an employment of prisoners are these: First, valuable public im-



Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

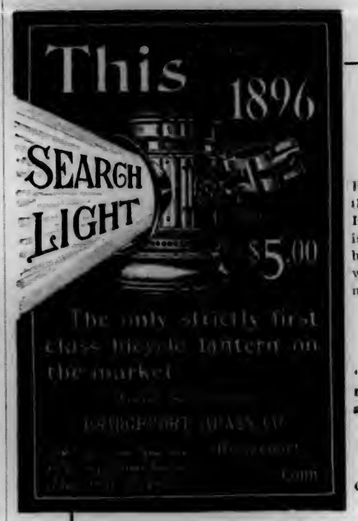
Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.



BEWARE OF IMITATORS

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows — always leads.

Send for Catalogue No. 72.

Wheeling at night,
With the "Search-Light,"
—is a pleasure.

U. S. CYCLOMETERS (MODEL '96)

Odometers and **Lamp Brackets**

For Carriages. **Detachable.**



10,000 MILES.
WEIGHS 1¼ OUNCES.
ONE INCH LONG.

Attaches on Right Side.
Repeats or may Easily be Set.
Reads Plainly from Saddle.
Made for 20, 22, 24, 26, 27½, 28, 30 to 46 in. Wheels.

Guaranteed accurate and will be repaired or replaced free of charge in case of accident.

PRICE, $1.50.

FULL SIZE.

ABOVE READS 4652⅝ MILES.

U.S. Manufacturing Co.

FOND DU LAC, WIS., U. S. A.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum. **Three models for 1896.**



MODEL B.

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

Try a Bottle of Evans' India Pale Ale



No Sediment.

It's sure to please you.

If you want Richer Blood

now is the time to drink

EVANS' STOUT.

THE L. A. W. UNIFORM.

The League Official Tailors,

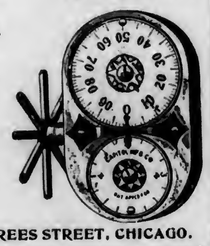
BROWNING, KING & Co.,

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.

The Climax Ten Thousand Mile Cyclometer

With Independent Adjustable Trip Indicator.



Is the only Cyclometer that enables the rider to keep track of trips or day runs without bookkeeping or trusting to memory.

Price, only $1.50

Easy to read from saddle. Neat and absolutely correct. Fully guaranteed.

CAPITOL MFG. CO.

125-137 REES STREET, CHICAGO.

McCune Cycles...

NONE BETTER,

Send for Catalogue.

EVERETT CYCLE CO.

EVERETT, MASS.

Agents Wanted.

PERFECTION TOE CLIP



Weight 3 oz. to the pair.

Biggest Bargain ever offered.
Only a few left.
Write for prices.
Send thirty cents for sample pair.
No stamps.

W. MYLES,
Box 271,
BRIDGEPORT, CT.

The Automatic Bicycle Balance

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest. Write for Circular and Trade Prices.



Weighs only 2 ounces. Entirely nickel plated. Adjustable to any bicycle.

PRICE $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

provements are made; second, a considerable expense is saved to the public, this tending to lower tax rates and to invite development both on that account and by reason of improved public facilities; third, the work is beneficial to the men who perform it, not only because it assures them good health, but also for the reason that it may encourage a habit of industry in them; fourth, it may tend to reduce the number of petty offences.

Some years ago there was a sentiment against this use of public offenders. Its origin was in the belief that work so done came into competition with that of free men. That will be the case wherever work has to be done, whether by prisoners or free men. Such is not the case with a wide range of work which prisoners may do and which otherwise would remain undone.

The subject is particularly interesting at this time when so strong headway has been acquired for the good-roads movement, and it is a matter which deserves the attention of those who are promoting that movement. It would be well to gather statistics showing how much the various counties of the State have saved, say during the last ten years, by this employment of prison labor. That the idea has been carried to nothing like its legitimate possibilities goes without question, but that does not render its possibilities any the less attractive.

Do you know . . .

The Rialto?

We do; and we know it is as good as can be made. Better investigate it.

Our "Deep-Sea Green" is a Beauty.

Continental Cycle Co.

15th Street and Western Avenue, Chicago.

THE TRANSIT

A bicycle that is way up in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.

A DOZEN DON'TS.

A page in the catalogue issued by the Peerless Mfg. Co., Cleveland, O., is devoted to the following good advice to wheelmen:

Don't!

—Apply the brake suddenly at any time; all brake pressure should be gradual.

—Abuse the baggageman for neglecting your wheel; try a quarter instead.

—Fail to join the L. A. W. It did lots for you before you knew there was such a thing as a bicycle.

—Say you "Don't believe this!" Write to Mr. Secretary Bassett, 12 Pearl st., Boston, Mass., and get some cold facts and a membership application blank.

—Start out for a run without seeing that the tires are well inflated; the front one with a little less pressure than the rear.

—Carry a helpless infant on your bicycle in a crowded thoroughfare; there are already too many ways of reducing the surplus population.

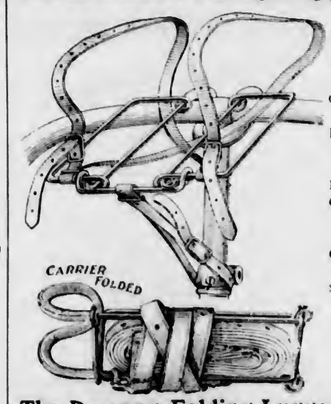
—Scorch along the public highway. The nimble policeman is abroad these days awheel, and arrest and fine are *not* pleasant things.

– Fail to make sure that every bolt and nut is perfectly tight on your machine before starting on a long ride. "An ounce of prevention is worth a pound of cure."

—Ride without learning to use the foot as a brake for the front wheel. It is as effective and sure as a hand brake; and is sometimes of value should the latter fail to work.

—Coast down either a dangerous or a strange hill. "It is a long lane that has no turning;"

The Brosnan Folding Luggage Carrier



NICKELED.

Retail Price, $1.00.

Open, it measures about five inches square.
Folds up flat in a space about two inches wide.
Fits any handlebar.
Can be applied to the machine in one minute.
Can be carried in the tool-bag or pocket.
Strongest, lightest, and cheapest on the market.

ADDRESS,

The Brosnan Folding Luggage-Carrier Co.
Box No. 1391, SPRINGFIELD, MASS.

The Orange Universal Supporter.

THE BEST IN THE MARKET.



Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot-Ball players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R.I. Brockton, Mass.



DODDS' UTILITY CYCLE SEAT

BUILT LIKE A CHAIR—AN UPHOLSTERED ONE

IT'S LIKE SITTING on NOTHING

IN CONTRAST WITH SADDLE.

REMOVES ALL POSSIBILITY OF INJURY.

ASK FOR IT OR WRITE

ALEXANDER DODDS, 30 Mill St., GRAND RAPIDS, MICH.

Send $5. If not as recommended, money returned.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

Use the best

"THIS IS IT"



The only *clean lubricant* on the market. Will not *soil* the *hands* or *clothes*, keeps the *chain bright* and *clean*. Is *superior* to any *Graphite* on the market. Can be handled with a *kid glove*. It *positively* will *not gather dust*. Send 10 cents for sample. Write for our '96 catalogue of Cycle Sundries.

Manufactured only by

DAVIS, HOPP & CO., 358-366 Dearborn St., CHICAGO, ILL., U.S.A.

MR. SAGER

Maker of the Famous Sager Saddles,

has this to say about the Hickory Handle Bars made by H. G. Shepard & Sons, New Haven, Conn.

"I am using one of your bars and like it immensely. You have a luxury in this wood handle bar. It is simply immense on a long run, relieving the arms from vibration."

J. H. SAGER.

Cycle Salesman Wanted.

Wanted, by a prominent Eastern bicycle manufacturer, experienced salesmen, controlling high-grade territory in New England, Middle Atlantic and Western States. Only those at present employed in this territory and controlling exclusive and unquestioned trade will be considered. Address, stating experience, age and salary expected, "Cycle," Post-office Box 822, New York City.

Superintendent of . . .

CYCLE AGENCIES WANTED.

A prominent Eastern Bicycle Manufacturer, wishes to secure the services of a thoroughly experienced Superintendent of Agencies and Agency Correspondence. Must occupy such a position at the present time, and be of unquestioned ability. Address, stating particulars, "Cycle," Post-Office 822, New York City.

CYCLOIL *The Best Lubricant. The Best Lamp Oil. Odorless and Clear as Crystal.*

Prevents rust, cannot gum, burns brilliantly, does not jar out.

25 cents per 8 ounce bottle.

Ask your dealer for it, or write to

McKesson & Robbins, 91 Fulton St., New York.



OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY

NO PUNCTURES TO REPAIR

Catalogue and Sample section of Tire free upon application. Address

THE PUNCTURE PROOF TIRE CO., Quincy, Ill.



SOMETHING NEW.

A first-class, Gold Filled Bicyclists' Safety Watch Chain, 6 inches long, fac-simile of cut. A Spring Ring, instead of bar, affording absolute security, it is also suitable for any occasion. Mailed, postage prepaid, for **$1.00**. Money refunded if not satisfactory. **E. M. COE & CO.,** *21 Second St., Attleboro, Mass.*

and don't ride at a high rate of speed past cross streets, where there is always a possibility of a team coming out.

—Double yourself up on your bicycle as if you had the colic. The racing man bends over to attain speed, but the scorcher's attitude is neither becoming nor healthy to those who ride for pleasure; sit up; and enjoy a rational exercise in a rational manner.

—Lend your machine to any one not even your dearest friend; and above all do not blame the maker if your light roadster goes to pieces while riding over railroad ties or down curbstones.

When papa walks the floor at night
With gentle coo and chirrup,
To calm his crying baby's fright
Then he's a soothing sir up

DON'T look a gift horse in the mouth, nor too closely examine the heels of a gift mule.

"The time for us to part," said he,
"Is coming on a pace;"
"But the pacing record won't," said she,
"Be broken in this race."

THE fool-killer is away behind with his work.

THE Glens Falls wheelmen are building a cycle path twenty-six miles long.

THE wheelmen between Binghamton and Utica are expecting to connect those two cities with a cycle path ninety-five miles long.

ASK only for justice, but ask as though you expected results.

IF a man doesn't agree with you, one or the other is mistaken.

PUT your saddle up; keep your knees down; use your ankles.



"Ball-Bearing" Bicycle Shoes

For Men and Ladies,

They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.

C. H. FARGO & CO., Makers,

CHICAGO, ILL.

BUILT ON NEW LINES

The 20th Century Head Light.

LOCOMOTIVE REFLECTOR

LOEW **10,000 MILE CYCLOMETER.**
With Independent Trip Dial.
Price, 90 cts. each.
CAPITOL MFG CO. - - Chicago, Ill.

WANTED the Agency in Brooklyn of some first class medium priced wheel. Address,
W. E. SPARKS, 1285 Bedford Ave., Brooklyn, N.Y.

WANTED. — Good Salesman in every county and city in United States, to sell **Hot Stuff** Bicycle Specialties to dealers. For particulars, address, Hall & Downing, Manufacturers' Agents, 595 Broadway, New York.

PAT'S PARADISE.

NIXON WATERMAN.

For years the Rebellion dragged wearily on,
Each day saw the passing of men,
And souls that the reveille wakened at dawn
It never could waken again.

So dragged all the sorry misfortunes of war,
So long was the carnage and strife,
The things that at first men were wont to abhor
Became the vocations of life.

And so at the last when the fighting was done
And the battle-scarred banners were furled,
The men who had lived by the sword and the gun
Must find a new task in the world.

It happened one morn, as they waited around,
To get their discharges, a few
Of the peace-released soldiers began to propound
The things they were likely to do.

Some thought it were best to do this or do that,
And each gave a voice to his views,
'Till someone, half-joking, inquired of "Pat,"
What sphere he intended to choose.

Now be it remembered that all through the war
Pat never found half enough sleep,
And the reveille call he had learned to abhor
With a hate that was lasting and deep.

And Pat studied a while, ere he answered, and said,
"Faith there's wan thing I know mighty well,
If I only had ten thousand dollars ahead
I'd build me a place for to dwell.

"An' I'd have me a bed an' a good wan, you know,
An' a place just beyant on the lawn
Where a bugler would come an' the revielle blow
Every morn at the breakin' o' dawn.

"Then I'd slip out o' bed an' the window I'd boost,
An' I'd shout in a tone harsh an' deep
'You go to the dhivil!' an' go back to roost
An' have all I wanted o' sleep."

An Aluminum Souvenir Watch Fob.
Mailed for 26 cents.



The phenomenal and unprecedented success of **INDIANA CHAIN** is certainly due to merit. Write for prices.

INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
M. & M. W. Co., Chicago. *Kindly mention L. A. W. Bulletin.*





RUBBER GOODS BY MAIL
For Men, Women and Children. Catalogue free. Quick Sales, Big Profits to Agents. A. T. Betts & Co., 120 Water St., Toledo, O.



SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.
JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

IT is wrong to take two bites at a cherry, particularly when the other fellow gets one of the bites.



MR. CHANNING ELLERY'S party of six will sail for Europe, June 24. Two places vacant. 228 W. 38 St., New York.

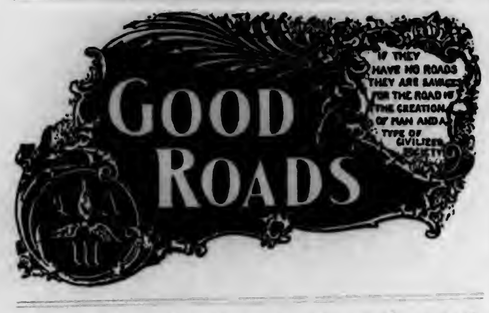
GENDRON WHEEL CO.

The report that we have been burned out is false. We have suffered no loss whatever.

GENDRON WHEEL CO.

A PRINTER'S MISTAKE.

On page 536 of this paper, April 10th, (the one printed in brick colored ink) of the "Columbia ventilated bicycle cap," its chief feature was referred to as a woven wire "gauge" band; it should have read "woven wire gauze."



USE THE FULL WIDTH OF THE ROAD.

W. F. MOORE.

Since the pulication in the July '94 issue of GOOD ROADS, of a cut representing a sign designed to protect country roads, I have worked zealously to carry out the rule in this vicinity, and am gratified to find that the labor has not been without reward. As far back as six years ago I began the work of improvement on the road on which I have lived for thirty years. Previous to six years ago we had a narrow road consisting of three ruts, running over a hill nearly a half mile in length. During the muddy seasons frequent calls were made on my next neighbor, who kept a yoke of oxen to help teams up the hill. Now, no one calls for help, and no man finds it necessary to abuse his horse in order to get his load over the hill. Although only a dirt road, we have a fine driveway at almost all seasons of the year, and the change has been made, simply by widening the road bed, keeping the stones raked out, and making a gutter on either side.

With help from others, the same improvement has been made in another piece of road near by.

I believe that a sign placed on all country roads, requesting all drivers to "keep to the right," would result in better roads and fewer ruts. I believe, also, that an article in your paper advocating "right hand driving," and inducing road makers to try this method of road protection, would result in recognition from the general public and make each and every one of our roads a delight alike to teamsters and to pleasure seekers.

LEOMINSTER, MASS.

THE new State law in Virginia says that "any person riding a bicycle who shall meet or overtake a vehicle or wagon, or person on horseback on any public highway or bridge, shall use all proper care in passing such vehicle or person on horseback to prevent the frightening of the horses that are being driven or ridden, and if said horse or horses appear to be frightened, he or they shall dismount and stop, in order to prevent accident from fright of said horses. Any person violating the provisions of this act shall be fined not less than two dollars nor more than five dollars, and shall in addition be liable in civil action for such damages as may result from neglect or want of proper care."

THE best thing farmers can lay up for a rainy day is a good road.

Is life worth living? It all depends on the condition of the roads.

"MEET to the right, pass to the left."



Boston, April 24, 1896.

LEAGUE HEADQUARTERS.
12 PEARL STREET, - - - BOSTON, MASS.

Officers for 1896 and 1897.

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Treasurer, E. S. HARTWELL, 247 West 12th Ave., Denver, Col.
Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

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GEO. D. GIDEON, 17 N. 7th St., Philadelphia, Penn.
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A. G. BATCHELDER, American Tract Soc. Bldg., New York City.
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FRED. GERLACH, Montauk Bldg., Chicago, Ill.
D. W. ROBERT, Laclede Bldg., St. Louis, Mo.
R. M. WELCH, 532 California St., San Francisco, Cal.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA.—Chief Consul, M. T. Stradford, Box 268, Birmingham.

ARIZONA.—Chief Consul, W. L. Pinney, Phœnix. Secretary-Treasurer, T. E. Irvine, Phœnix.

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WASHINGTON.—Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505, E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

RENEWAL SEASON.

The renewal season is now open and we are ready to receive the annual dues of those members whose membership expires during April.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

State,.....

Cycle Club,.....

References,.....

.....

☞ **Write plainly, printing preferred, or enclose personal card.**

(COMBINATION BLANK).

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W.,
12 Pearl Street, Boston, Mass.

Dear Sir:—I enclose One Dollar for which please renew my membership and subscription to the L. A. W. publication for another year.

Number .....

Date of Expiration .....

Name .....

Street and No. or P. O. Box. .....

City..... **State** .....

City and Division in which my home is and to which I should be attached, ...

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

FOUNDER'S TICKET.

We have prepared a special ticket for our founders. Any member of the L. A. W. who was present at the Newport meet and has been a member ever since is entitled to one of these. If a ticket has already been issued to such member we will gladly exchange, and others will please make claim for them when they renew.

RACING BOARD.

Official Handicappers Appointed.

W. M. Rosborough, St. Louis, Mo.
W. P. Moriarity, Kansas City, Kan.
F. B. Thrall, Ottumwa, Ia.
W. E. Tobie, Portland, Me.
M. J. Fleck, Louisville, Ky.
N. R. Stevenson, Wheeling, W. Va.
R. A. Smyth, San Francisco, Cal.
H. C. F. Smith, Los Angeles, Cal.

Temporary suspension placed upon Joseph F. Griebler, St. Cloud, Minn., has been removed.

Declared Professionals.

Marion Black, Cincinnati, O., own request.
W. H. W. Peltier, Cincinnati, O., own request.
John Coburn, St. Louis, Mo., own request.
Will Coburn, St. Louis, Mo., own request.
Godfrey Schmidt, Los Angeles, Cal., clause (c).
Oscar Lane, San Diego, Cal., clause (c).
W. H. Palmer, San Diego, Cal., clause (c).

Sanctions Granted.

May 29, 30 — Detroit Wheelmen, Detroit, Mich.
April 3 — South End Wheelmen, Philadelphia.
May 30 — Boonton Athletic Club, Boonton, N. J.
July 25 — Latrobe Bicycle Club, Latrobe, Pa.
May 30 — Harrisburg Cycle Track Association, Harrisburg, Pa.
July 4 — Harrisburg Cycle Track Association, Harrisburg, Pa.
Sept. 5 — Harrisburg Cycle Track Association, Harrisburg, Pa.
June 18 — Eastern Athletic Club, River View, Md.
May 30 — Hobo Wheelmen, Woonsocket, R. I.
May 30 — Westfield Wheelmen, Middlefield, Conn.
June 20 — Rover Wheel Club, New Haven, Conn.
May 9 — Garden City Cyclers, San Jose, Cal.
May 30 — Multnomah Bicycle Club.

Declared Professionals at Own Request.

B. B. Bird, St. Paul, Minn.
Alex B. McDonnell, Rochester, N. Y.
Burt Repine, Galesburg, Ill.
Frank J. Jenny, Utica, N. Y.

The suspension placed upon J. H. M. Finnegan, St Louis, Mo. has been reduced to expire May 1.

Record Accepted.

W. W. Hamilton, Coronado, Cal., 1 mile, paced, flying start, 1.39 1-5, March 27, 1896.

RACING BOARD.

A rule to the following effect has been quite generously quoted as part of the L. A. W. racing rules, viz :

"Any cyclist ceases to be an amateur by riding after April, 1896, in any bicycle race upon any make of bicycle offered for sale or manufactured in any factory, store or other place of business in which he is employed in any capacity whatsoever."

There is no such rule in our racing rules, and it is not intended that there shall be this year. Clause (f) of the amatuer rule in the L. A. W. constitution provides that any racing man employed in a cycle establishment, may, by the vote of the racing boad, be transferred to the professional class. This does not mean that the board will make wholesale transfers of such employes, but that it may use its discretion in transferring racing employes against whom it may be impossible to obtain other evidence, and by whom the board may believe that advantages are received contrary to the spirit of the amateur definition.

Important to Race-Meet Promoters.

Race-meet promoters and managers of school and college track teams will please note the following :

Every year about this time the various colleges and schools begin to develop racing men to represent them at the intercollegiate and interscholastic outdoor games. It is customary to run off one or more trials to pick out a team. Racing throughout the United States is governed by the L. A. W. and the L. A. W. requires that every track race be sanctioned. A man competing in an unsanctioned event is liable to suspension.

Now your men in particular may not care whether they are suspended or not, but they are sure to find somebody at the final meet from some other college who does care and will not allow them to ride, if under suspension. The trouble occurs every year, when by a little caution it can be prevented.

Remember that every race on a track, be it one event or more, must be sanctioned. If you are to have any trials send for sanction every time. For open races a fee is charged; but no fee is required for closed club or school events; but in all cases send for sanction and save your men from suspension, which in one or more cases last year affected the standing of the school in points won at the championship meeting.

Declared Professionals.

Ed. Eisenhart, Mulberry, Ind., clause (a).
O. L. Stevens, Ottumwa, Ia., own request.
G. M. Hooper, Springfield, Tenn., by vote of racing board.
W. S. Pearson, Nashville, Tenn., by vote of racing board.
C. H. Callahan, Buffalo, N. Y.

Sanctions Granted.

July 3, 4 — Capital City Cycling Club, Springfield, Mass.
July 2, 3, 4 — Dayton Bicycle Club, Dayton, O.
April 13, 14, 15, 16, 17, 18 — Nashville Coliseum Co., Nashville, Tenn.
May 29 — Purdue Athletic Union, Lafayette, Ind.
April 14 — The Charles LeBaron Co., Pensacola, Fla.
May 30 — Mahoning Cycle Club, Youngstown, O.
May 2 — Ladies' Memphis, Memphis, Tenn.
July 4 — Boonton A. C. Club, Boonton, N. J.
May 9 — Harvard Athletic Association, Cambridge, Mass.
June 17 — Massachusetts Athletic Association, Cambridge, Mass.
July 4 — Massachusetts Athletic Association, Cambridge, Mass.
Aug. 1 — Massachusetts Athletic Association, Cambridge, Mass.
June 3 — Monadnock Cycle Club, Keene, N. H.
July 4 — The Silver Wheelmen, Denver, Col.

NATIONAL CIRCUIT.

Place.	Date Assigned.	Date Asked For.
Denver, Col.	May 23.	July 1.
Pueblo, Col.	" 25.	
Phoenix, Ari.	" 30.	May 30.
Tuscan, Ari.	June 1.	
El Paso, Tex.	" 3.	
San Antonio, Tex.	" 6.	
Laredo, Tex.	" 8.	
Houston, Tex.	" 10.	
New Orleans, La.	" 13.	
Little Rock, Ark.	" 16.	
St. Louis, Mo.	" 20.	Aug. 22.
Kansas City, Mo.	" 23.	
Peoria, Ill.	" 25, 26, 27.	June 25, 26, 27.
Galesburg, Ill.	July 1.	July 1.
Davenport, Iowa	" 2.	
Milwaukee, Wis.	" 4.	Saturday or holiday
Superior, Wis.	" 6.	
Appleton, Wis.	" 9.	Prior to Aug. 20.
Chicago, Ill.	" 11.	
Battle Creek, Mich.	" 14.	Not Saturday
Detroit, Mich.	" 17, 18.	July 18.
Toledo, O.	" 21, 22.	
Lima, O.	" 25.	July 20.
Springfield, O.	" 28.	
Dayton, O.	August 1.	July 2, 3, 4.
Nashville, Tenn.	" 3.	
Evansville, Ind.	" 5.	
Cincinnati, O.	" 7, 8.	Saturday.
Louisville, Ky.	" 10, 15.	Aug. 10, 15.
Erie, Pa.	" 18.	
Niagara Falls, N. Y.	" 20.	
Rochester, N. Y.	" 22.	
Little Falls, N. Y.	" 25.	
Springfield, Mass.	Sept. 1, 3.	Sept. 1, 3.
Waltham, Mass.	" 5.	" 5.
Boston, Mass.	" 7.	" 7.
Keene, N. H.	" 9.	" 9.
Bridgeport, Conn.	" 12.	July 4.
Meriden, Conn.	" 15.	Sept. 5.
New York City, N. Y.	" 19.	
Brooklyn, N. Y.	" 22.	
Plainfield, N. J.	" 26.	Any Saturday.
Asbury Park, N. J.	" 28, 29.	July 25.
Trenton, N. J.	Oct. 1.	
Philadelphia, Pa.	" 3.	
Reading, Pa.	" 6.	
Wilkes Barre, Pa.	" 10.	
Washington, D. C.	" 17.	

Where no date is given, no special date was applied for.

INDIANA ROAD BOOK.

Many inquiries received. Books nearly ready. Those whose memberships expire before May 1, will not receive book until they have renewed. Look at your ticket. League members in other States who desire this book should send 75 cents.

INDIANA ROUTE BOOK.

Will contain conveniently arranged set of routes covering the State. Also some extended routes to principal points outside the State, as New York, St. Louis, Washington, etc. Also outline maps, names of consuls and hotels ; also points of interest. Indiana members will please send in at once any data that will be useful in compiling this book. Please be as explicit as possible. Book will be free to Indiana members.

LOCAL CONSULS.

Indiana wheelmen are becoming much interested in the L. A. W. "They like to follow the crowd." Local consuls should take a pride in recruiting. Don't let your town have a poor showing. Don't forget the half rate of insurance on wheels. You get many other advantages, as the BULLETIN, road book, reduced rates at hotels and repair shops, etc. Stand with us. Don't live on "free lunch." Each member has friends who may easily be interested. Talk to them.

Much recruiting work is expected to be done on April 26, at "Road Meet" of the Dragon Cycle Club.

MARO R. THOMPSON, Chief Consul.

1800 — MISSOURI WANTS — 2500.

TO MEMBERS: —

The annual renewal season for those of our members who joined us prior to April 1, 1895, is now here and we would thank you to bear the fact well in mind that your membership expires March 31. Unless you renew before that date your name will be taken off the BULLETIN mailing list and no papers will reach you after that date until you renew. We trust that every member of the "veteran corps" will not hesitate to send in his renewal at once to W. M. Butler, secretary-treasurer, 2030 Osage street, St. Louis, and by promptly complying with this request relieve your officers of much arduous labor in extra correspondence. The work accomplished last year speaks for itself. The publication of the new road book and maps alone is sufficient evidence that the members got value received and we want to see every present member remain with us for another year.

New Road Maps Free.

The new road map of the eastern portion of the State is now ready for distribution and will be mailed free only to those that have renewed. If you have not secured a copy of the road book to date it will be mailed together with the complete set of four maps on receipt of ten cents in addition to your renewal fee. Don't fail to renew *at once* no matter when your membership expires in 1896.

ROBT. HOLM, Chief Consul,
W. M. BUTLER, Sec.-Treas.

RENEWAL OFFER TO WISCONSIN MEMBERS.

If your membership has expired, (of which due notice is sent by the State secretary) the Wisconsin division will renew it, free of cost, if you will forward to the State secretary, within thirty days of expiration, two new paid applications of eligible candidates for membership.

An L. A. W. Button

handsome in design, face of finest enamel, the L. A. W. emblem, wings, background and letters being in fine colors, and the scroll at the bottom in gold, will be sent to each person whose membership has not expired or who renews, as a premium for one new paid application of an eligible candidate for membership.

Regular price of this button is 25 cents from State Secretary. Send these applications to

M. C. ROTIER, State Sec.

MILWAUKEE, 505 East Water Street.

ABOUT RENEWAL NOTICES.

We are sending notices of expiration to all members, irrespective of the fact that some have sent in their renewals. Those who receive our first notice should consider that it does not refer to them if they have renewed.

RENEW NOW. Save us the time and postage of notifying you again.

M. C. ROTIER, Sec.-Treas.

1800—MISSOURI DIVISION.—2500

The following appointments have been made:

F. E. Arn, local consul at Booneville, vice W. L. Ferris, removed.
Geo. I. Long, local consul at Cameron, vice J. C. Reidy, resigned.
W. T. Roach, local consul at Carthage, vice W. S. Shaffer, resigned.
E. C. Carter, local consul at Hannibal, vice A. C. Miller, resigned.
W. B. Dunwoody, local consul at Lamar, vice H. C. Bowen, resigned.
Fred K. Smith, local consul at Moberly, John W. Mackie, Rich Hill, vice Thos. M. Reanley, resigned.
C. M. Rumsey, local consul at Salisbury, vice Dr. J. H. Osborne, resigned.
Alb. A. Seavey, local consul at Winston, vice E. D. Trumbo, resigned.
A. C. Miller, local consul at Palmyra, vice Walter Koch, resigned.
W. H. Inman, local consul at Golden City.
C. W. Delaney, local consul at Holden.
R. V. Brown, local consul at Liberal.
H. H. Remmert, local consul at McGirks.
G. M. Brooks, local consul at Mo. City.
W. J. Thomas, local consul at Ravenna.
M. Deguira, local consul at Fredricktown.
Walter E. Dorsey, local consul at Green Castle.
J. E. Dosenbach, local consul at Clayton.
W. W. Steele, local consul at Butler.

St. Joseph Local Consuls.

J. E. Eberly, 420 Felix street; Louis Booth, 420 Felix street, C. W. Fox, 614 Edmond street; J. C. McSpadden, Francis street; Julius Werner, 609 North Second street; Geo. Rees, Jr., Guy C. Barr. Application for appointment should be made to W. B. Hazen, Representative, Court House, St. Joseph.

Kansas City Local Consuls.

C. H. Clarke, 605 Delaware street; C. B. Ellis, 1027 Broadway; Emil Bachmann, 541 Main st, Ed. Lambert, 1401 Grand avenue; A. J. Henley, 118 East Sixth street; E. S. Hall, 611 Delaware street; H. R. Warren, 120 West Tenth street. Application for appointment as local consul should be made to Vice-Consul E. P. Moriarity, 704 Main street, or to Representative H. R. Warren, 1207 West Tenth street.

St. Louis Ward Consuls.

1st ward, J. R. Bettis; 11th ward, Robt. Holm, W. W. Witherell, W. M. Butler; 20th ward, H. V. Lucas, Chas. Espenschied, W. B. Edgar, Thos. R. Collins, D. W. Robert, Hy. T. Kent; 21st ward, Geo. C. Octers; 22d ward, Elliott Jones; 23d ward, C. B. Allen; 25th ward, M. J. Gilbert; 28th ward, W. B. Dean, W. G. Simmons, C. Simon, E. H. Abodie, O. H. Greene, Sanford Northrop; 13th ward, F. W. Nisbet. Local consuls wanted in every ward to look after new members, and particularly to report all violations of the sprinkling, sweeping and street cleaning rules, also to report on all needed repairs to streets. Eternal vigilance is the price of cycling liberty in St. Louis, and if you want to push the good cause along, make early application for appointment as ward consul.

ROBT. HOLM, Chief Consul.

MISSOURI DIVISION.

The quarterly meeting of the board of officers was held at the South Side Cycling Club, with the following members present: Chief Consul Holm, Secretary-Treasurer Butler, and Representatives Robert, Gilbert, Bettis, Sanders, Towar, Hildebrand and Mardorf.

The minutes of Dec. 5, 1895, were approved as originally published in the BULLETIN.

Chief Consul Holm announced that he had appointed Mr. Chas. Espenchied as representative at Large, as the division now had more than sixteen hundred members.

Chief Consul Holm then read his quarterly report, of which the following is an abstract:

During the quarter more than two hundred members have been added to our rolls. A new list of local consuls has been made up, being guided largely by the record of the past quarter's work on recruiting, in judging of the probable efficiency of these officers. One hundred and thirty-six have been appointed, with Kansas City, St. Joseph & St. Louis yet to be provided for. Badges for the local consuls will be furnished by John Harriott of Boston, at fifty cents each, and note heads and cards for local consuls, at twenty-five cents per hundred. The local consuls are expected to make monthly reports on the official blanks, and a record is kept of these reports, to be checked up by the secretary's books, to show who is doing the most efficient work. The former recruiting pamphlets being nearly exhausted, it was thought best to prepare a new form, profiting by the suggestions and experience of other divisions. The road books now on hand will soon be exhausted, but as we have plates, they can be easily repainted, though new maps will be required, as our stock of these is about out. Much of the success of the past quarter has been due to the cordial and efficient aid given the officers by the Associated Cycling Clubs of St. Louis, who have assumed the financial support and management of the local tours formerly given by the board, and at considerable expense. Our city streets committee have done us yeoman service in bringing about a better condition of our city streets, and have by their personal efforts secured nearly two hundred members during the last three months. Here too, the Associated Cycling Clubs lent financial aid, contributing fifty dollars cash for this work, besides arranging with the local board of trade, so that a part of the proceeds of the late very successful cycle show will be set apart for the use of this committee. The committees for '96 have been announced in the BULLETIN. The State meet has cost much time and labor to arrange, and though I have written to several cities in regard to it, I have no definite offer to report, except from Moberly. The choice of place for the meet is left to the board.

The secretary-treasurer submitted the following membership report :

Membership at last report	1,517
Applications since published	131
	1,648
Deduct names twice counted	11
Membership — Bulletin February 21	1,637
Unpublished	66
Total to this date	1,703

Financial report, March 1, 1896.

Dr.—Balance, last report	$439.10
From Abbott Bassett	249.50
For local consul's supplies,	.50
Receipts,	$689.10
Cr.—Clerk hire, chief consul	$25.00
Office of chief consul,	17.55
Salary secretary-treasurer, three months,	37.50
Postage, secretary-treasurer,	16.03
Other expenses of secretary-treasurer,	4.75
City streets committee,	60.00
Highway improvement committee,	25.00
Road book account	42.82
Printing,	10.50
Commissions, 237 applications,	50.25
Delegate to national assembly,	50.00
Recruiting account,	30.08
Touring committee,	4.00
Expenses,	$393.08
Net balance,	270.08
	$689.10

The highway improvement committee (Mr. Chubbuck, chairman), reported that they were getting organized for an active campaign for '96. Special efforts have been made to secure the passage of the bill for a national highway commission, and it is hoped this important step will be taken by Congress. Attention is called to the alleged diversion of license taxes in some of our counties to other than road improvement, as provided by law. The committee are working with the rights and privileges committee to ascertain just what can be done to check this. Efforts will be made to secure in the political platforms of both parties this year, an expression that will commit them all to the cause of better roads. The twenty five dollars formerly appropriated for our work is still on hand, the emergency for its use not having arisen.

The touring and road book committees reported through Mr. Gilbert that the Abbott case in Pike Co., referred to in December is progressing slowly. The helping hands formerly ordered are now here and will be put up in conjunction with the city streets committee. Of our 1637 members, about 483 have never sent postage for their road books, and it is recommended that another notice be sent them. (So ordered, secretary.) The new map ordered at the December meeting will be ready to send out when the renewal season begins. A list of short tours around St. Louis has been printed for local use, which is the only expense for local purposes the committee has incurred. The report was duly received.

No report from the racing committee (Mr. Sanders) as no racing is now going on.

The city streets committee reported that they had received from various sources $142.70 and paid out $127.20, leaving a cash balance of $15.50. They have further about $540 due them as their share of the late cycle show.

The committee report that most of their work is in such shape that it would be unwise to publish details at this time. The block patrol system of street cleaning is now an assured fact, and also much larger appropriations for street cleaning in '96.

Mr. Sanders as delegate to the national assembly, submitted his account, from which it appears that there is due him $5.20, besides the $50 already paid. The secretary was directed to pay this.

Mr. W. H. Shipley was duly seated as representative of the Monett Wheel Club, his credentials being in proper shape.

State Meet.

Mr. Fred K. Smith and Mr. O'Leary of Moberly appeared before the board to present the offer of Moberly for the State meet. After hearing them, the chief consul, secretary-treasurer, and chairmen of the racing and touring committees were appointed as the meet committee with power to act for the board. (Note by the secretary. A duly signed guarantee for $700 for the support of the meet has since been drawn up and placed in the secretary's hands.)

Mr. Bettis submitted a letter from chairman Ferris of the rights and privileges committee, stating that in his opinion, the charge now made by Missouri railroads was illegal, and offering to conduct the case, should it seem on further examination best to litigate the matter. One hundred and fifty dollars was set aside as the maximum sum to be spent on this most important work.

Adjourned.

Attest, W. M. Butler, Sec.-Treas.

St. Louis, March 5, 1896.

1800 — MISSOURI DIVISION — 2500

Roll of Honor.

The following applications were secured by members during the quarter beginning Jan. 1 to March 20:

W. J. Rodgers, St Louis,	16.	Dr. Jno. T. Sibley, St. Louis,	15.
W. M. Butler, "	11.	W. B. Dean, "	8.
Sanford Northrop, "	7.	Wm. Seymour, Sturgeon,	7.
Robt. Holm, "	6.	Hy. V. Lucas, St. Louis,	6.
Chas. Espenschied,	6.	Geo. C. Oetros, "	6.
Thos. R. Collins, "	5.	Chas. J. Bauer, "	5.
Jno. R. Williams, "	4.	E. N. Sanders, "	5.
W. G. Simmons, "	4.	Hy. T. Kent, "	4.
T. B. Waters, "	3.	D. W. Robert, "	3.
E. W. Pattison, "	3.	A. H. Woods, "	3.
C. B. Allen, "	3.	S. W. Morton, "	3.
W. W. Nisbet, St. Louis,	3.	F. K. Smith, Moberly,	3.

The following have sent in two applications each:

W. N. Shipley, Monett.	Price Lane, St. Louis.
W. C. Wicke, St. Louis.	H. A. Kramer. "
E. N. Abudie, "	M. J. Gilbert, "
E. R. Seidlitz, "	M. Hahn, "
C. C. Hildebrand, "	W. B. Hazen, St. Joe.
B. F. Horton, "	

The following sent one each:

Lewis Booth.	C. M. Parker.
H. D. Wood.	E. S. Hall.
W. P. Laing.	M. R. Windhorst.
J. O. Moore.	F. J. Boyd.
W. J. Freeman.	A. Kurtzeborn, Jr.
P. M. Kramer.	S. D. Capen.
F. A. Cline.	W. D. Waters.
E. J. Costigan,	F. A. Glasgow.
A. A. Knight.	C. Hith.
G. A. Conaway.	C. L. Carter.
H. G. Wolzendorf.	H. G. Henley.
C. F. Bartlett.	A. W. Douglass.
J. A. Roobe.	G. M. Huston.
W. H. Reynolds.	Robert Moore.
W. J. McClean.	F. J. Engleman.
R. Hurck.	O. H. Greene.

Twenty cents commission allowed for every new member provided applications are all mailed to W. M. Butler, secretary-treasurer, 2636 Osage street, St. Louis.

Robt. Holm, Chief Consul.

OHIO ROAD BOOK.

Ohio members are notified that the edition of the '96 road book issued last year, has been exhausted for the last two months. All members who have not received a copy of this book will receive a copy of the new book as soon as issued. While the work on the new book is progressing satisfactorily, we will not be able to get it out before June. Members who have maps for correction are urged to return them promptly as considerable must be done after the maps are returned.

Arthur B. Howson, Sec.-Treas.

OHIO.

The following local consuls have recently been appointed:

C. W. Murphey, Albany, (Lee P. O.), O.,
W. L. Stouffer, No. Baltimore, O., Frederic L. Brooke, Newark,
W. H. Baum, Batavia, O., E. Stanley Thomas, Fremont,
Frank L. Shenk, Delphos,

and the following League hotel, the Wagner House, Sidney.

April 4, '96. Arthur B. Howson, Sec.-Treas.

WISCONSIN GOOD ROADS AGITATION.

The Milwaukee *Sentinel*, on April 2, issued a special good-roads edition of both its daily and its weekly number, and is now engaged in sending out to farmers and those interested in the work, a vast number of extra copies, sufficient to give the good roads number a total circulation of 80,000 copies. The special edition of this paper was issued under the editorship of Mr. Otto Dorner, a member of the National and State Highway Improvement committees of the L. A. W. and secretary of the Wisconsin League for Good Roads, an organization formed under the division's auspices last year. It was through his efforts that letters and articles were obtained from leading farmers, town chairmen, road superintendents and others, the illustrations prepared and the copy arranged, involving a vast amount of work on his part.

The Wisconsin division has every reason to feel proud of this edition, as the creation of one of its members, which will do a great deal in moulding public opinion on the good roads question. We would like to get more names of farmers and others to whom this paper might be sent, and every member is requested to send in names to the secretary of the division. Let the list be as large as you can make it.

By the by, if any one whom you are urging to join the League asks you what good the League is doing, do not forget to mention this good roads edition.

M. C. Rotier, *Sec.-Treas.*

MORE WISCONSIN LOCAL CONSULS.

The following is a list of consuls who have acknowledged acceptance for the ensuing year. Dated April 4, 1896.

W. J. Hopkins, Racine	J. M. Schroeder, Burlington
W. A. Christians, Johnson's Creek	Charles E. Tasker, Fall River
Jas. Eliasen, Maple Valley	Charles S. Weeks, Whitewater
Louis A. Maier, Mellen	L. W. Earle, Tomah
A. Lester Hellwig, Bayfield	H. A. Burdick, Lake Geneva
Charles S. Sharp, Ripon	Elmer E. Kent, Barron
E. E. Wilcox, Florence	Solon A. Davison, Waupun
W. W. Watkins, Shell Lake	F. W. Spencer, Wanpaca
Gus Morterud, Bloomingdale	W. A. Melcher, Winneconne
L. E. Schroeder, Clintonville	L. C. Smith, Cedar Grove
F. F. Myers, Hillsboro	E. W. Hopkins, Commonwealth
H. G. Hambright, Delavan	M. D. Larson, McFarland
Arthur V. Hill, Ranney	Louis Pierron, Milwaukee
P. O. Schubert, Kiel	M. T. Patchin, New London
S. J. Fairweather, Sheboygan	Arthur Elvis, Medford
George M. Mashek, Kewaunee	W. D. Lyon, Elkhorn

COLORADO.

The following local consuls have been appointed for Colorado:—

B. W. Cole, Pueblo	Miss Jessie C. Barlow, Colorado Springs
W. O. Statton, Monte Vista	Phil Peter, Jr., Ouray
H. C. Knight, Lake City	H. Exter, Salida
D. J. Crockett, Littleton	J. E. Berry, Montrose
E. L. Daniels, Leadville	C. A. Beerbohm, La Junta
A. D. Gilleland, Denver	R. E. Hanna, New Windsor
W. R. Marshall, "	F. H. Morrill, Alamosa
W. G. Lotze, "	J. G. Huntington, Del Norte
C. S. Price, "	J. E. Blair, Colorado Springs
O. E. Boles, "	F. L. Brown, Golden
Miss Florence Hene, Denver	W. E. Culver, Las Animas
Mrs. M. E. Crandall, "	A. H. Major, Creede
B. G. Eatons, Eaton	G. S. Long, Trinidad
G. C. Brigg, Evans	C. L. Hoon, Georgetown
J. H. Parsons, Boulder	F. L. Lindell, Fairplay
L. M. Taylor, Ft. Collins	G. B. Merrick, Canon City
G. R. Hunter, Loveland	A. Neal, Adalaide
H. Taunn, Colorado Springs	

Yours fraternally,

Harry M. Booth.

GUIDE BOARDS FOR NEW YORK STATE.

Under the new law any five or more resident tax-payers in any town can compel the commissioners of highways to put up guide boards at any or all of the road intersections within the town limits. Any twenty or more tax-payers residing in *any part of a county* can compel the erection of guide boards in *any or all of the towns of the county*. We have prepared blank applications to be signed by tax-payers and addressed to and served upon the commissioners of highways, and these blank forms are now ready for distribution. I particularly urge all members, and especially all consuls, to immediately take advantage of the provisions of this law and take up the matter of erecting guide boards in the various counties throughout the State. Blanks will be sent on application. Let me also urge you to co-operate with commissioners by getting the wheelmen together in your town and serving upon the commissioners your proposition to supply accurate cyclometer measurements of all distances from points where guide boards are to be erected to the various towns named on the guide boards. The distances should generally be measured to the Court House (of county seats), or to the postoffices or principal hotel of the smaller towns.

Isaac B. Potter, Chief Consul.

NEW YORK STATE DIVISION.

$25.00 Reward.

Stolen on the evening of Apr. 14, 1896, from the street in front of the Genesee Valley Club, in the city of Rochester, one Victor bicycle, 1896 pattern, black enamelled, 26-inch frame, rat-trap pedals and manufacturers' number 88,715.

The above reward will be paid for information leading to the detection and the conviction of the thief. Members of the New York State division are urged to use their best zeal in detecting him. The bicycle belonged to Mr. George A. Carnahan of Rochester.

Isaac B. Potter, Chief Consul.

TENNESSEE CONSUL.

T. S. Ford, Memphis.

Chas. J. Scherer, Chief Consul.

MASSACHUSETTS CLUB REPRESENTATIVE.

Somerville Cycle Club No. 318, C. C. Payson.

A. D. Peck, Sect-Treas.

OKLAHOMA L. A. W. MEMBERS.

Have you not among your lady friends some who indulge in the enjoyment of wheel riding? If so, why not urge upon them to become L. A. W. members, we need their help as well as the men and we want our division to have lady members as well as others. As an inducement to become members we will give every lady member a very handsome L. A. W. pin. Now let every member speak to their lady friends and see who will be the first to send in a list of lady members. At present we have only ordered six ladies' pins but earnestly hope we will be compelled to order that many more at once.

Chas. L. Wesner, Chief Consul.

March 30, 1896.

RHODE ISLAND DIVISION.

Appointments.

Representative: J. Henry Cremins, Newport, in place of Leo Kaufman, resigned.

COMMITTEES.

Rights and Privileges: Geo. L. Cook, chairman; Nathan W. Littlefield, Pawtucket; Chas. C. Mumford, Providence.

Improvement of Highways: G. Richmond Parsons, chairman, care Crompton Co., Providence; John Jenckes, Nayatt; Willard B. Tanner, Providence.

Touring and Transportation: John H. Barrett, chairman, 58 Pearl St., Providence; Jos. A. Kinghorn, Providence; Harry E. Nason, Newport.

Racing: James Smith, chairman, box 1269, Providence; Percy A. Harden, Providence; Arthur Robbins, Providence.

Recruiting: Geo. W. Millard, chairman, Box 969, Providence; Geo. W. Bughee, E. Providence; F. Goldthwaite Kimball, Newport; Wm. Whytock, Jr., Providence; (others to follow).

Hotels: Newport, Ambrose House, 110 Thames St.; Rates: Meals, 40 cents; Lodging, 60 cents; Supper, lodging and breakfast, $1.25; Per day, $1.50. Warren, Goff's Hotel, Main St., corner Joyce St. Rates: Meals, 40 cents; Lodging, 40 cents; Per day, $1.75.

Consular appointments will be announced next week.

Geo. L. Cooke, Chief Consul.

Providence, R. I., March 30, 1896.

MINNESOTA.

To Local Consuls:—

Many of you have not reported contracts with hotels. Please close contracts and return one copy to me as soon as possible as I wish to publish the complete list. If any of you can make contracts in adjoining towns where we have no members, please let me know and I will send blanks.

M. L. Knowlton, Chief Consul.

PENNSYLVANIA.

Additional Committee Appointments.

Improvement of Highways. C. A. Mertens, Erie, Pa.; Frank A. Dean, Wellsboro.

Recruiting Committee. C. C. Barker, Pittsburg.

Additional Local Consuls.

Lawrenceville, Frank G. Hagar, 277 Main street, Pittsburg.

Evans, F. R. Rineswith,	Johnstown, F. S. Hyde,
Waynesboro, J. W. Bonebrake,	Lincoln, W. K. Romig,
Kane, Frank M. Brooder,	Lenni, Chas. E. Powell,
Carversvile, Charles Helwig,	Lansdale, John C. Gallagher,
Silver Spring, H. A. Farmer,	Martensberg, Dr. Wm. M. Bolger,
Fayette City, Jas. H. McCrory,	Melrose, Harvey Uhler,
Altoona, D. M. Easter,	Mount Pleasant, Ed. A. Greene,
Burgettstown, W. B. Culley,	Oakdale, Harry J. Nesbitt,
Clearfield, J. E. Harder,	Pine Grove, Geo. W. Dobbs,
Cornellsville, R. W. Soisson,	Pittston, Frank Snyder,
Emporium, E. O. Bardwell,	Punxsutawney, Des Freas
Elk Lick, W. R. Hay	Pottsville, Jacob W. Cox,
Gold, C. J. McClure,	Saxtonburg, E. G. Hembold,
Jersey Shore, John C. Irwin,	Spring Mills, C. F. Lontz.

OREGON.

I announce the following appointments for this division. Vice-consul, C. L. Howe, Portland; Secretary-treasurer, Frank M. Wells, Portland.

A. Inglis Donnell.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Boston, April 24, 1896.

Total, 1171 — 36,554.

Arizona, 1 — 134

Unattached

100,631	Abraham, J.	Clifton

Arkansas, 2 — 219

P. B. C.

100,632	Illing, C. A.	Pine Bluff
3	Jungkind, Julius C., 512 Main st	Little Rock

Colorado, 1 — 394

P. P. R.

100,634	McDill, L. H., box 684	Colorado Springs

Connecticut, 19 — 496

B. W. C.

100,635	Chapman, H. C., Water st	Bridgeport
6	Ford, Harry T., 417 E. Main	"
7	Freyler, Edward, 12 High	"
8	Houston, George B., 65 Harriet	"
9	Hill, George S., 87 Myrtle ave	"
640	Maxam, J. B., 70 Beach st	"
1	Murray, William D., 69 Beach	"
2	Percy, Geo. T., 31 William	"
3	Treat, Frank B., 65 Harriet	"
4	Whitehead, George B.	Greens Farms

Unattached

5	Stewart, Charles G., 76 Liberty	Ansonia
6	Post, E. E.	Clinton
7	Burrows, H. R.	"
8	Redfield, Sturges G., box 91	"
9	Kneen, Edward W., box 141	Derby
650	Voorhis, Jacob	Greenwich
1	Hine, C. P., 46 Hillhouse ave	New Haven
2	Blackman, I. Percy	Sandy Hook
3	Gooding, G. M., 167 Cherry	Waterbury

Florida, 2 — 36

Unattached

100,654	Duffey, Chas. B., *Times-Union* office	Jacksonville
5	Sperring, W. L., F. C. & P. office	"

Georgia, 2 — 24

C. C. C. C.

100,656	Bright, L. L., 615 Elm	Macon

Unattached

7	Satterfield, Vance E.	Hartwell

Illinois, 9 — 1250

D. C. C.

100,658	Farrand, R. S., Jr.	Dixon
9	Ingraham, C. C., 1st st	"
660	Phelps, A. A., 264 Galena ave	"
1	Page, C. W., 15 Everett st	"
2	Parsons, John D., 3 First st	"
3	Standish, A. A., 222 Ottawa ave	"

C. & C. C. C.

4	Allen, Thurman D., 427 Oak	Danville

Unattached

5	Abbott, Arthur V., 203 Wash. st	Chicago
6	Merriam, James, 4317 St. Lawrence ave	"

Indiana, 24 — 468

White C. C.

100,667	Gadd, Bert, 453 E. Market	Indianapolis
8	Paul, Henry G., Jr., 181 Davidson	"

Evansville C. C.

9	Eichel, Wm., 313 2d st	Evansville
670	May, S. L., 47 Wash. ave	"

Unattached

1	Lerch, Chas, F.	Ambia
2	Stoker, W. E.	Brazil
3	Brookly, J. L.	Brookville
4	King, Herbert S.	"
5	Dick, Carl, 904 Wash. ave	Evansville
6	Frank, Gus, 409 Main	"
7	Loewenthal, Harry, 327 Upper Third st	"
8	Marsicano, I. G., Parrett st	"
9	Muth, Herbert, 313 Upper 2d st	"
680	Nonweiler, Berthold, 930 E. Mich. st	"
1	Robinson, Cyrus, 313 Upper 2d	"
2	Rasser, John H., 922 E. Virginia	"
3	Sanderson, Theo., White Swan Laundry	"
4	Winters, T. A., 224 Chandler ave	"
5	Furness, Edwin L.	Furnessville
6	Kirk, Louis A.	Valparaiso
7	Beck, Albert J., 7 S. Broadway	Peru
8	Porter, A. R., 12 N. Broadway	"
9	Porter, S. F.	"
600	Webb, Fred, Webb R. R.	"

Iowa, 26 — 855

C. R. C. C.

100,691	Bithray, Thomas, 100 4th ave. W.	Cedar Rapids
2	Allison, G. F., 525 8th ave	"
3	Meagher, Fred, box 372	"

C. C. C.

4	Eckerman, A. L.	Centerville

M. C. W.

5	Penson, Geo. E.	Mason City
6	Hill, Leon L., 302 Main st	"

Peru C. C.

7	Baity, Chas., 117 W. 4th st	Peru

C. C. C.

8	Rea, S. W.	Chariton

K. C. C.

9	Dunlap, J. W., box 152	Keosauqua

R. R. C. C.

700	Wyckoff, D. A.	Rock Rapids

Unattached

1	Moore, Ernest R., C. R. Savings Bank	Cedar Rapids
2	McDonnell, W. S., 1300 Penn ave	Des Moines
3	George, Arthur D., 566 7th st	"
4	Blomgren, V. A.	Ft. Dodge
5	Chamland, Wm. T., box 622	"
6	Marshall, Chas. M.	Moulton
7	Simpson, James	"
8	Shohoney, W. H.	"
9	Gray, D. G., box 100	Muscatine
710	Ballou, Vic E.	Nevada
1	Grove, Guy, box 190	"
2	Klove, E. J., Jr., box 541	"
3	Winger, Frank B., box 734	"
4	Kenyon, Carl H., box 43	New Hampton
5	Rathjen, John H.	New Liberty
6	Lyon, Geo. A., box 333	Rockford

Kansas, 5 — 528

T. A. A. W.

100,717	Bird, W. A. S., 601 Kansas ave	Topeka
8	Downing, C. S., 38 Columbia bl'dg	"

Unattached

9	Blaker, Ernest, 607 Freeman st	Kansas City
720	McLellan, C. T., 421 Woodlawn ave	Topeka
1	Young, John S., 217 Branner	"

Kentucky, 12 — 450

Aquilla C. C.

100,722	Robinson, John R., 728 W. Main	Louisville

Unattached

3	Hays, W. F., 404 Garrard st	Covington
4	Graves, C. O.	Georgetown
5	Wells, Lucien F.	Junction City
6	Clarke, James G., 2011 Floyd st	Louisville
7	Conner, E. H., 211 Clay st	"
8	Callahan, R. L., 14th and Magazine sts	"
9	Green, John S., 219 W. Main	"
100,730	Hoeppner, Rudolph A., 1735 Maple	Louisville
1	Houston, Allen P., 921 Fourth ave	"
2	Nunemacher, F. C., 436 W. Main	"
3	Larkin, Albert M., 545 Lexington ave	Newport

Maine, 13 — 297

A. B. C.

100,734	Jackson, Rupert E., 20 No. Chestnut	Augusta

P. W. C.

5	Dunlap, Maurice E., 28 Exchange	Portland
6	Turner, Geo. H., 31 Bramhall	"
7	Welcome, F. O., 457½ Congress	"
8	Wish, O P. T. 250 High st	"

York Co. W.

9	Quinby, Harry C.	Saco

Unattached

740	Roberts, Orville L., 41 State st	Augusta
1	Morse, George F., box 4	Hallowell
2	Hunt, Warren A. T., 92 Pine	Portland
3	Harmon, William M., box 150	Saco
4	Campbell, R. E.	Seal Harbor
5	Cox, William	"
6	Forbes, Arthur E.	South Paris

Maryland, 10 — 548

C. C. C.

100,747	Greene, E. V., Hotel Cambridge	Cambridge
8	Henry, W. Laird	"
9	Johnson, Jas. C.	"
750	Winterbottom, W. G.	"

Unattached

1	Gibson, Edw. G., 415 Law building	Baltimore
2	Wessel, Henry, Jr., 417 E. Hamburg st	"
3	Branch, Charles	Ellicott City
4	Iglehart, J. H., Jr.	"
5	Smith, Dr. J. Carl	Elerslie
6	Wilson, Charles I.	Upper Marlboro

Massachusetts, 134 — 4998

Berkeley C. C.

100,757	Gill, Charles E., Pearl ave	Beachmont
8	Barry, Frank J., Winthrop ave	"
9	Hall, C. A., 2 Wash. sq.	"
760	Hall, Clarence, 2 Wash. sq.	"

Mass. B. C.

1	Berendt, John, 211 W. Newton	Boston
2	Smyth, Geo. H., 135 Wash. st	"
3	Thomas, John, 84 Parker st	Chelsea
4	Raub, Edgar L., 12 Mt. Vernon st	Dorchester

C. B. C.

5	Bowler, Wm., 6 Haverhill st	Charlestown
6	Field, R. G., 6 Haverhill st	"

S. C. C.

7	Shearer W. L., 393 Broadway	Cambridge

Dayton B. C.

8	Jones, Henry W., box 600	Fall River

M. B. C.

9	Hamblen, Wm. B., 31 Ashland st	Malden
770	Joseph, Frank A., 35 Hillside ave	"

Vesper B. C.

1	Barr, Wm. A., T. & S. Mills	Lowell
2	Dodge, Wm. H., 403 Stevens st	"

Rox. B. C.

3	Hatch, Henry I.	Boston

Clover C.

4	Shaw, Herman, Main st	Randolph

Conn. V. W.

5	Hamilton, Chas. E., 22 Acushnet ave	Springfield
6	Kuppe, H. R., 45 Oak st	"
7	Blinn, Fred L., 153 Main st	"
8	King, H. W., Ft. Pleasant ave	"

T. F. B. C.

9	Force, Edward, box 203	Turners Falls

Old Powder House B. C

780	Medeiros, John M. A., 6 Webster ave	Somerville

W. B. C.

1	Coakley, Thomas	Warren
2	Dempsey, David, box 620	"

Unattached

3	Grover, Louis E., 224 Park st	Attleboro
4	Manchester, Luther, West st	"
5	Anderson, John, 14 Charles st	"
6	Peterson, Chas., 14 Charles st	"
7	Corp, Chas. T., box 726	"
8	Sawyer, Elbridge F., 175 Mass. ave	Arlington

100,789	Brooks, A. W.	Ashland
90	Brewer, Frank C., Prov. Inst. for Sav.	Boston
1	Chenery, Cornelius, 170 Tremont	"
2	Crowell, Henry E., 10 Park sq	"
3	Coughlan, P. H., 231 Wash. st	"
4	Coleman, H. H., 10 Yeigler	"
5	Davidson, Chas., 83 Myrtle st	"
6	Dumaresq, Philip K., 305 Sears Bldg.	"
7	*Hebbard, Mrs. E. C.*, 122 Huntington ave	"
8	Hitch, Charles, Jr., 302	"
9	Oxnard, Wm. A., 9 Hyde Park ave	"
800	*Plummer, Mrs. A.*, 184 Columbus ave	"
1	Poole, Allen A. P., 325 Wash. st	"
2	Stanwood, F. M., 527 Beacon	"
3	Thayer, Herbert A., 38 Bromfield st	"
4	Wild, Loring Q., 190 Clarendon st	"
5	*Poor, Miss Ella A.*, 13 Concord sq	"
6	White, Louis, 570 Tremont st	"
7	Appleton, Charles B., 207 Aspinwall ave	Brookline
8	Linney, John, Warren st	"
9	Lawson, Wm. T., 128 Main st	Brockton
$10	Greene, Chas. H.	Buzzards Bay
1	Bradford, Russell, 375 Howard st	Cambridge
2	Dyer, Lyman T., 25 Claverly Hall	"
3	Garfield, S. T., 60 Pearl st	"
4	Howe, Frederick C., 10 Ellsworth ave	"
5	Hunter, James, 11 Appian Way	"
6	Hunter, Joseph M., 46 Clark st	"
7	McAskill, Silas P., 167 Main st	"
8	Powell, Wilson M., Jr., 25 Claverly Hall	"
9	Sherman, Geo. W., 140 Austin st	"
$20	Ewell, Harry B., 50 Franklin st	Cambridgeport
1	Russell, John S., Clinton House	Clinton
2	Souther, Harry W., box 93	Cohasset
3	Herbst, W. H.	Dedham
4	Naylor, Fred W., 92 Auckland st	Dorchester
5	Bourne, Frank S., 1112 Adams	"
6	Wold, John, 6 Carlos st	"
7	Wise, Geo. W., Jr., 10 Bullard st	"
8	Moulton, John A., 18 Richmond st	"
9	Taylor, Edward	Fairhaven
$30	Taylor, Chas. P.	Hinsdale
1	Lennon, M. A.	Housatonic
2	*White, Miss I. M.*, 18 Greenough ave	Jamaica Plain
3	Harrison, Wm. J., 333 Haverhill st	Lawrence
4	Morrison, Wm., Jr., 411 Canal st	"
5	Sherman, H. L.	"
6	Derby, Lucius A., 72 Middle st	Lowell
7	Tabor, Uberto S., 32 Middle st	"
8	Prince, Arthur D., 137 Stackpole st	"
9	Tucker, A. B., 41 Willow	Lynn
$40	Randall, M. H., 40 Munroe st	"
1	Torrey, A. W., 99 High Rock st	"
2	Sweet, Everell S., 42 Appleton st	Malden
3	Cleaves, Geo. E., 16 Grape st	"
4	Snow, E. B., North st	Medfield
5	Casey, David J., 93 Maple	Melrose
6	Davis, Elbert B., box 200	New Bedford
7	Chase, Arthur M., 37 Fifth	"
8	Veo, Dr. Chas. H.	Newtonville
9	Moseley, Herbert	Newton Highlands
$50	Crafts, Fred N.	New Salem
1	Wilbur, Walter M.	Orange
2	Wheeler, G. M.	"
3	Bolles, F W.	Pepperell
4	Knapp, S. E., Sutton st	Peabody
5	Averill, Herbert L., Pleasant st	Randolph
6	Bailey, Irving D., Main st	"
7	*Emerson, Mrs. T. A.*, box 331	Reading
8	Clark, Frank L., box 576	Rockland
9	Whittier, Alvin W.	"
$60	Hadlock, C. H., 40 Harlow st	Roxbury
1	Cronin, J. F., 71 Congress	Salem
2	Collins, Geo. A., Jr., 198 Essex	"
3	Evans, Clarence A., box 308	"
4	Perkins, Frank S., box 308	"
5	Smith, George A., 7 Warner	"
6	Ralph, Jos. W., 32 Bartlett	Somerville
7	Adams, P. M., 14 Dartwell ave	"
8	Goldsmith, H. O., 79 Bonair	"
9	Fitts, Charles N., 17 Pleasant ave	"
$70	Schmidt, Ernest A., 2 K. st place	South Boston
1	Shankland, W., 615 Broadway	"
2	Inman, F. R., 141 Hollis st	S. Framingham
3	King, John G., box 1466	Springfield
4	Tuttle, S. L., 198 Walnut	"
5	Sinclair, Fred O., 14 Orleans	"
6	Grose, Arthur W., box 10	Stoughton
7	Upham, C. S.	"
8	Stapies, George M., 13 Otis	Wakefield
9	Black, J. W., 178 Charles	Waltham
$80	*Grunnell, Miss B. J.*, 189 River	"
1	Ross, Dr. C. E. A., 254 Crescent	"
2	Walsh, Jno. F., 118 Calvary	"
3	Dennett, Geo. K., Bellevue	West Roxbury
4	Danforth, Bushnell	Williamstown
5	Le Favour, Henry, box 43	"
6	Peck, James I.	"
7	Sweeney, N. P.	"
8	Walden, Elmer	"
9	Brownell, Geo. A., S. & H. Co	West Somerville
$90	Holbrook, Walter A., box 369	Wollaston

Michigan, 10 — 380

Detroit Wheelmen

100,891	Hozack, Jas. W., 95 E. Montcalm	Detroit
2	Smith, Ernest, 55 Congress st E.	"

Unattached

3	Jones, Edward T., care Von Herman & Co.	Bay City
4	Walter, Chas. B., box 63	Cassopolis
5	Belcher, Fred S.	Charlotte
6	McGrath, Harry T.	"
7	Green, Homer	"
8	Packard, W. H.	"
9	Bradley, C. R., 267 Putnam ave	Detroit
900	Bush, Willard K., 439 Lincoln ave	"

Minnesota, 2 — 108

Unattached

100,901	Tabor, O. B.	Almelund
2	Benton, Eugene S., 2316 So. Bryant ave	Minneapolis

Missouri, 57 — 1476

Kenneth C. C.

100,303	Hopkins, B. C., 3947 Page ave	St. Louis

Qui Vive

4	Isaacs, H. Joe, 813 Washington ave	St. Louis
5	Levy, William, 4108 Page ave	"
6	Rosen, Louis, 305 So. 7th	"

Unattached

7	Colburn, Jay C., box 44	Bevier
8	Latshaw, H. J., Jr., 850 N. Y. Life Building	Kansas City
9	Augermueller, W. F., 1801 Chouteau ave	St. Louis
910	Aldrich, A. D., 6210 Virginia	"
1	Aberer, Oscar, 5222 Ridge ave	"
2	Blair, J. L., Union Trust Building	"
3	Clark, T. S., 3217 Locust	"
4	Coyne, Joe, 6th & Locust	"
5	Clark, E. O., 2706 Lucas ave	"
6	Davis, C. R. H., 4102 Westminster place	"
7	Deney, Geo., 3402 Klem	"
8	Etz, Frank, 904 No. 4th	"
9	Foley, Thos. J., 3733 La Salle	"
920	Furlong, Thos., 2723 Walnut	"
1	Gondon, G. Hal, box 210	"
2	Gallagher, James, 3004 Chestnut	"
3	Hermann, Julius C., 3944 Castleman ave	"
4	Heath, W. L., 1907 Cora place	"
5	Holtcamp, Chas. W., 5840 Cabanne ave	"
6	Harris, H. W., Equitable Building	"
7	Hall, Thrasher, 623 Commercial Building	"
8	Healey, A. P., 1810 Longfellow ave	"
9	Hunkiug, F. P., 4226 Washington ave	"
930	Hussmans, Chas. E., 2739 Dayton st	"
1	Hawley, H., 3005 Easton	"
2	Isler, Chas. H., 6215 Michigan ave	"
3	Johnson, Ned B., 2341 Scott ave	"
4	Kephart, W. E., 23 So. 4th st	"
5	La Beaume, Sims T., 5824 Maple ave	"
6	Levis, Thos., 718 No. Garrison	"
7	Mayer, Abe, 620 South 7th st	"
8	Merton, S. D., 706 Bank of Com. Building	"
9	Matthews, W. E., 920 Olive st	"
940	Mehagan, W. L., 3043 Clark ave	"
1	McBean, A., 2337 Geyer ave	"
2	Quinlan, F. P., 10th and St. Charles	"
3	Orr, R. H., Union Trust Building	"
4	Owen, J. B., 920 Morrison ave	"
5	Parmelee, Earl L., 4857 Fountain ave	"
6	Pasmore, Geo. E., 4334 Laclede ave	"
7	Ryric, J. M., 3128 No. Broadway	"
8	Recker, Wm., 1428 No. Market	"
9	Speck, V. E., 2133 So. 3rd	"
950	Sheridan, J. B., 3121 No. Magazine	"
1	Hockhoff, H. H., 2024 Rutger	"
2	Tucker, H. F., 3410 Bell ave	"
3	Wheeler, Hy. H., 6th and Locust	"
4	Wasserman, Bennett, 4333 Washington Boul'd	"
5	Wolff, W. J., Aud. Office Wab. R. R.	"
6	Goslin, Walter, 508 W. Walnut st	Springfield
7	Dunlap, T. L., 322 St. Louis st	"
8	Dunlap, F. C., 322 St. Louis st	"
9	Cooper, Geo., 414 South st	"

New Hampshire, 2 — 196

Unattached.

100,960	Francis, William A., Court st	Exeter
1	Fogg, Irving W., box 258	Gorham

New Jersey, 9 — 2,370

Hackensack W.

100,962	Cane, W. H.	Bogota

Sahodalica B. C.

3	Perry, M. L., M. D.	Morris Plains
4	Prout, Dr. Thomas P.	"

Unattached

100,965 Hill, Horace F., box 277 — Cranford
6 Diggs, Maurice R. — Edgewater
7 Ambrosins, H. Z., 51 Ave. E. — Greenville
8 Flemming, R. L., 76 Montgomery st — Jersey City
0 Harlan, Edwin W., 31 Madison ave — "
970 Root, H. G. — New Brunswick

New York, 624—11,871

Albany Bi. Club

100,971 Scott, Lyman W., 830 Lancaster — Albany

Albany Co. Wheelmen

2 Waltz, George W., 51 Columbia — Albany
3 Boland, Frank T., 558 Madison ave — "
4 Manson, Wm. D., 36 Howard — "

Ballston Spa Wheelmen

5 *Medbery, Mrs. R. M.* — Ballston Spa
6 Moore, Buel — "
7 Vasser, M. Guy, box 753 — "

C. C. of Brooklyn

8 Hill, Dr. E. O., 160 Clinton st — Brooklyn
9 Vernon, F. Joseph, 201 Lafayette ave — "
980 Atkinson, Dr. J. G., 287 Clermont ave — "
1 Barnes, William W., 37 Prospect pl — "
2 Harper, James P., 190 St. Johns pl — "

Aurora Grata

3 Goundie, Wm. T., 773 Hancock st — Brooklyn

Gilbert Wheelmen

4 Condit, Fred D., 433 Clermont ave — Brooklyn

Waverly Bi. Club

5 Baker, W. Edwin, 90 Madison st — Brooklyn
6 Heath, Thomas B., 271 Bergen — "
7 McGee, John M., 576 Pacific — "

South Brooklyn Wheelmen

8 Lohmann, Henry E., 317a 13th st — Brooklyn

Chicora

9 Rhett, A. B., 96 Columbia Heights — Brooklyn

Canajoharie Wheelmen

990 Bellinger, Chas. H., box 552 — Canajoharie

Cohoes Wheelmen

1 Aird, John, Saratoga st — Cohoes

Catskill Wheeling C.

2 Hill, Herbert K., box 516 — Catskill
3 Miller, R. D. — "

Allegheny Co. Wheelmen

4 Bates, John — Friendship

Ithaca C. C.

5 Besemer, H. B., 33 E. State — Ithaca

Centaur

6 Storms, F. E., 10 Pleasant — Hornellsville
7 Brown, E. W., 32 River — "

Mohawk C. C.

8 Johnson, T. M., box 65 — Mohawk

Mt. Vernon C. C.

9 Sleight, W. F., 155 So. 4th ave — Mt. Vernon
101,000 Treuer, Charles F., 309 South 1st ave — "
2 Watson, Henry E., 14 E. 109 — "

Newburgh Wheelmen

3 Firth, James N., 77 Broadway — Newburgh

West End C. C.

4 DePinna, Leo. S., 366 W. 89 — New York
5 Kurzman, Charles C., 291 Grand st — "
6 Aron, Maurice, 58 W. 92d — "
7 Barnch, Bernard M., 51 W. 70th — "
8 Housman, Clarence J., Majestic Hotel — "

Mutual C. C.

9 Becannon, Charles W., 210 E. 126th — New York

Triangle Wheelmen

10 Utz, William H., 71 John st — New York
1 Johnson, E. K., 169 W. 75th st — "

Long Island Wheelmen

2 McBrien, Stephen W., Wool Exchange bldg — New York

C. C. C.

3 Mulrooney, George, 400 W. 51th — New York

Riverside Wheelmen

4 Harrington, R. W., 73 W. 98th — New York

Michaux

5 Pyne, M. Taylor, 52 Wall — New York
6 *Grenfell, Mrs. Pasco*, 49 W. 27th — "

C. C. C. C. C.

101 117 Flores, P. R., 37 So. Williams — New York
8 Lolo, Alfredo, 219 W. 44th — "
9 Picornell, G., 661 Lexington ave — "

Century

20 Harrison, Dr. Gessner, 221 W. 23d — New York
1 Phillips, Henry, 260 8th ave — "

Van Cortlandt Wheelmen

2 Ames, Louis W. — Peekskill
3 Smith, Harry A. — "

Schenectady Co. Wheelmen

4 Barhydt, T. Low — Schenectady
5 Mills, Frank, 225 Nott Terrace — "

Ideal Social C. C.

0 Delaney, James F., 62 Durston ave — Sing Sing

Trojan Wheelmen

7 Wood, E. W., 95 Grand — Troy

Coxsackie Cycling

8 Palmer, Chas. M. — West Coxsackie

Waterloo Wheelmen

9 Peirson, Frank J., box T. — Waterloo

Unattached

30 Chester, Alden, 17 Tweddle bldg — Albany
1 Gilliland, Edwin A., 26 Mohawk — "
2 Jagger, Ira F., 420 Clinton ave — "
3 Kinmey, E., 46 State — "
4 McDonald, Donald, 51 Lancaster — "
5 Widdemer, Wm. L., 99 Madison ave — "
6 Sharp, William C., postmaster — Argyle
7 English, H. D. W. — Arcade
8 Fishel, Mortimer, 135 Main st — Astoria
9 Clark, C. C. — Black River
40 Child, E. S. J. — "
1 Dexter, D. E. — "
2 Ford, E. A. — "
3 Hubbard, J. Austin — "
4 McAfee, H. U. — "
5 Oaks, G. K. — "
6 Parkinson, M. A. — "
7 Porter, Chas. G. — "
8 Reeves, W. C. — "
9 Woodward, Jess D. — "
50 Merriman, D. A. — "
1 Ten Eyck, John H. — "
2 Andrews, William H., 218 6th ave — Brooklyn
3 Adams, Frank W., 142 Montague — "
4 Abel, Joseph P., 48a Pulaski st — "
5 Angle, W. K., 307 State st — "
6 Atwater, H. Day, 184 Joralemon — "
7 Adams, Charles L., 160 Vernon ave — "
8 Abernethy, Arthur B., 25 7th ave — "
9 Aube, Reuben W., Jr., 51 Summer ave — "
60 Allyn, Geo. W., 288 Leonard — "
1 Black, David, 63 Kosciusko st — "
2 Bouton, William C., 58 Green ave — "
3 Beattie, C. W., 291 6th — "
4 Brazie, Hiram S., 18 3d — "
5 Burdett, William V., 365a 14th — "
6 Behrman, C. H., 197 Hooper — "
7 Baynon, E. C., 11 Russell pl — "
8 Bower, Samuel A., 770 Lafayette ave — "
9 *Bainbridge, Miss Hattie A.*, 797 Putnam ave — "
70 Collom, Frank W., 208 Adelphi — "
1 Challies, Albert J., 146 Bergen — "
2 Conover, John S., 701a Monroe — "
3 Carlson, A. B., 610 Macon st — "
4 Cornehlsen, C., 539 Greene ave — "
5 Dollard, John F., 783 Union — "
6 Durels, John F., 386 Grand st — "
7 Dennis, George D. M., 280 22d st — "
8 DeMars, John, 800 Carroll — "
9 Dahm, Sverre, 91 Pineapple st — "
80 Forman, Fred P., 283 Cumberland — "
1 Fitzpatrick, Albert L., 36 Park pl — "
2 Fradley, George F., 543a Halsey — "
3 Fox, W. B., Jr., 295 Jefferson ave — "
4 Gehorsam, J. Leonard, 386 Vernon ave — "
5 Gunnison, Walter B., 77 Wilson — "
6 Greenleaf, E. A., 362 15th — "
7 Gates, Charles O., Union st. and Park Circle — "
8 Hamburger, B., 462a Quincy st — "
9 Hoxie, Erskine B., 47 Brevoort pl — "
90 Hoxie, N. B., Jr., 74 Halsey st — "
1 Harmon, Orville S., 318 Monroe st — "
2 Hening, J. W., 502 1st — "
3 Howard, C. J., 615 St. Marks ave — "
4 *Hall, Mrs. Chas. J.*, 175 Prospect pl — "
5 Hanan, Nathaniel, 297 Gates ave — "
6 Ingersoll, O. W., 1032 Bergen st — "
7 Kiessler, Louis, 161 Weirfield — "
8 Klinefelter, Overton E., 61 Hicks — "
9 Keeney, Gideon, 18 St. Felix — "
100 Jennings, Emerson P., 113 Park ave — "
1 Lightell, M. A., 40 Grove st — "

100,102 *Loomis, Miss Mary H.*, 155 State — Brooklyn
3 Lillibridge, Ray D., 2 Montauk ave — "
4 Martin, H. V., 186 Eckford — "
5 Murray, Lindley, Jr., 6 Clark st — "
6 Macgowan, W. J., 627 Wythe ave — "
7 Meyer, F. C., 1310 Myrtle ave — "
8 Moore, William A., 325 12th — "
9 Miller, John J., 346 4th — "
110 Munoz, E. M., 220 Carroll — "
1 McDougall, Malcolm, 102 McDonough — "
2 Nolan, Wm. H., 1350 Park pl — "
3 Nash, Albert L., 439 Putnam ave — "
4 Notman, Grant, 149 Joralemon — "
5 O'Rourke, Hugh, 19 Eldert st — "
6 Pallez, Wilder A., 153 Washington ave — "
7 Phail, John W., 802 Greene ave — "
8 Peters, H. N., 980 Butler — "
9 Roe, Albert F., 1232 Bedford ave — "
120 Rogers, Everett L., 67 Decatur — "
1 Richards, F. St. J., 617 Hancock — "
2 Roberts, Martin, 508 Bedford ave — "
3 Reed, Wm. A., 150 Halsey — "
4 Reid, Robert S., 102 Willow st — "
5 Robinson, Nathaniel, M. D., 516 Nostrand ave — "
6 Rink, Walter S., M. D., 295 Halsey st — "
7 Seidel, W. H., 537 Greene ave — "
8 Scott, Chas. W., 165 Dean — "
9 Seytlert, Roderick C., 1197 Bedford av — "
130 Smith, Thomas E., 261 Wyckoff — "
1 Watson, W. C., 124 So. Oxford st — "
2 Woodhull, Nelson S., 497 Monroe st — "
3 Wells, Henry M., 341 Ocean ave — "
4 Zimmerman, J. F. D., 1146 Bedford ave — "
5 Sartorius, Otto, 184 Washington pk — "
6 Sparrow, J. Everett, 628 Bedford ave — "
7 Staniford, Arthur T., 550 Pacific st — "
8 Streightoff, W. P., 637 Greene ave — "
9 Spering, S. A., 491 3d st — "
140 Anderson, John, 914 Kensington ave — Buffalo
1 Allen, Daniel W., 312 Auburn ave — "
2 Brownell, Robert, 45 Manhattan ave — "
3 Boughton, Guy C., 40 Vermont st — "
4 Brown, C. H., 172 Morgan st — "
5 Davis, N. H., 419 De Witt — "
6 Depew, Chauncey, 44 Johnson pk — "
7 Faxon, W. H., 170 Linwood ave — "
8 Faul, Alfred C., 271 Main st — "
9 Graesser, Herman H., 649 Eagle st — "
150 Jones, James Rene, 111 Hanbey st — "
1 Janner, F. H., 100 Hamilton st — "
2 Kirtland, Charles E. L., 301 West ave — "
3 Keating, Langford S., 584 Delaware ave — "
4 Linke, Charles T., 318 Landon — "
5 Logan, Arthur C., 338 Bryant — "
6 Lewis, Alfred G., 656 7th st — "
7 Mason, Edward C., 995 Ellicott sq — "
8 Middough, Loran H., 508 Main st — "
9 Miller, James C., 39 Board Trade — "
160 Perkins, Thomas G., 67 Irving pl — "
1 Page, Herbert B., 192 Vermont st — "
2 Rollinson, Chas. F., 500 Richmond ave — "
3 Smith, Willard P., 203 Hudson — "
4 Smither, Robert K., 456 Elmwood ave — "
5 Thompson, U. F., 180 14th st — "
6 Thomann, Louis G., 284 Broadway — "
7 Barnes, Alfred J., 84 Mariner — "
8 Berry, James G., The City Bank — "
9 Burt, Frank A., 529 Niagara — "
170 Cox, Wm. H., 184 18th — "
1 Clifton, Charles, 61 Irving pl — "
2 Davis, H. Townsend, 200 Main st — "
3 Eichler, C. E., 46 Chapin Block — "
4 Glenny, Bryant B., 499 Delaware ave — "
5 Gerrans, H. M., 513 Delaware ave — "
6 Hollister, Frank M., 186 North st — "
7 Howell, Stephen Y., 164 Franklin — "
8 Hall, Edward A., 183 Delaware ave — "
9 Hubbell, John C., 307 Main st — "
180 *Howard, Charlotte B.*, 79 Johnson pk — "
1 Ince, J. H., 326 Franklin st — "
2 Koerner, Raymond W., 150 North st — "
3 Swindell, A. O., 237 Niagara — "
4 Thomas, H. V., 52 Niagara sq — "
5 Vedder, Harrison N., 300 Linwood ave — "
6 Winslow, N. Howard, 304 Delaware ave — "
7 Walker, Robert M., box 103 — "
8 White, Eugene R., 32 Irving pl — "
9 Waters, Henry D., 51 Board of Trade — "
190 Lathrop, J. H., Menands — Colonie
1 Bundy, M. C. — Cooperstown
2 Frisbie, John A., Union House — Cape Vincent
3 Gardner, A. C. — "
4 Laird, W. D. — "
5 Drake, David S — Corning
6 Gross, Robert J., 60 W. 4th — Dunkirk
7 Chamberlin, B. S., 300 E. Water — Elmira
8 Wilnerding, Henry A., 172 Franklin pl — Flushing
9 Rossiter, A. W., 23 Sanford ave — "
200 Lumley, Chas, J. — Fort Plain
1 Hix, Henry C. — "
2 Parr, John, Jr. — "
3 O'Conner, George, Jr. — "
4 O'Conner, W. W. — "
5 McKee, W. J. — "

100,206 Bergen, Christover — Fort Plain
7 Lipe, H. S. — "
8 Le Moine, Albert — "
9 Keyser, Geo. — "
210 Roslet, Chas. — "
1 Shults, Wm. D. — "
2 Yopps, Geo. — "
3 Scott, Chas. — "
4 Linney, W. D. — "
5 Gregory, Delaney — "
6 Chase, Orville G. — Geneva
7 Herendeen, Wm. L. — "
8 Hale, J. Ellery — "
9 Sattler, Wm., 190 Genesee st — "
220 Schnirrel, Rheinhold — "
1 Webster, Horace — "
2 Wood, John W., Jr. — "
3 Stoddard, S. R., 36 Elm st — Glens Falls
4 Mills, V. K. — Goshen
5 Wilmartth, Fred S., 20 McNab ave — Gloversville
6 Mortimer, Geo., Astoria Silk Works — Heinway
7 *Mortimer, Miss Annie*, 323 Ditmars ave — "
8 Craw, Warren B. — Irvington-on-Hudson
9 Mairs, Edwin H. — "
230 Timmerman Charles E., 120 E. Seneca — Ithaca
1 Crane, Warren S., 44 Union Hall st — Jamaica
2 Aiken, Harry B. — Johnsonville
3 Loughran, Elbert D. B., box 80 — Kingston
4 Hart, George — Lynbrook
5 *Stevens, Mary Otis* — Lawrence Station
6 Carmichael, W. G., box 8 — Le Roy
7 Martin, E. P., 12 Purson st — Long Island City
8 Ernst, H. L., box 208 — Lyons
0 Lissauer, Harry, box 175 — Mt. Kisco
240 Rhodes, Bradford — Mamaroneck
1 Egbert, George W., box 332 — Mariners' Harbor
2 Merrell, Rudolph — "
3 Font, C. M., Main st — Mechanicsville
4 Milligan, Frederick J., 127 North 7th ave — Mount Vernon
5 Wemple, Harry Y., 420 South 4th ave — "
6 Stoothoff, H. A., 29 Bridge st — "
7 Conyngham, Redmond — New Brighton
8 Greppo, Theodore — "
9 Kelley, Austin P., Tyson st — "
250 Williams, Otis S. — "
1 Innes, Frank H., 451 3d st — Niagara Falls
2 White, J. Du Pratt — Nyack
3 Lynd, David L. — Nassau
4 McClimpha, Harry I. — Newfane
5 Cottrelly, Alfred, 35 Banks st — New Rochelle
6 *Lathers, Annie R.*, 212 Winych ave — "
7 Lathers, Richard, Jr., 212 Winych ave — "
8 Alexander, Geo., 263 Broadway — New York
9 Amend, G., 2416 8th ave — "
260 Althause, Walton C., 60 W. 40th st — "
1 Angell, Edw'd L., 108 Fulton st — "
2 Adams, Charles T., 32 Nassau — "
3 Austin, Dr. A. E., 108 E. 72nd — "
4 Anderson, Louis C., 2040 7th ave — "
5 Bayerdorfer, Fred, Jr., 128 4th ave — "
6 Bateman, L., 88 Wall st — "
7 Boylan, Christopher, 210 E. 68th — "
8 Butler, Nicholas Murray, 110 E. 30th — "
9 Bartlett, Frank H., M. D., 36 W. 65th — "
270 Brinton, J. C., 145 W. 126th — "
1 Becker, R. M., 323 West 47th — "
2 Baird, James, 273 W. 73rd — "
3 Byrd, Alfred H., 60 Park ave — "
4 Bloodgood, K. F., 123 W. 30th — "
5 *Blair, Mrs. S. E.*, 161 W. 54th — "
6 Birchall, Henry Charles, 304 W. 22nd — "
7 Bevier, J., 315 W. 53rd — "
8 Baumann, Sidney J., 1200 Madison ave — "
9 Buxton, Walter G., 150 W. 120th — "
280 Blacque, Valentine A., 310 5th ave — "
1 Beckman, Charles, 7 Park place — "
2 Bernard, Adolphe A. (360 Monroe ave, Elizabeth, N. J.) New York — "
3 Bruckheimer, Marcus, 77 W. 113th st — New York
4 Cole, Parsells, 522 Hudson st — "
5 Cox, Douglas F., 16 Exchange place — "
6 Cromwell, William A., N. Y. Cotton Exchange — "
7 Crowell, F. B., West 44th — "
8 Cropper, Harold, 143 E. 18th — "
9 Chickerio, Dr. J. A., 156 E. 114th — "
290 Chickerio, John E., 156 E. 114th — "
1 Currie, Chas. H., 72 W. 87th — "
2 Churchill, Dr. B. Frank, 317 E. 86th — "
3 Carlstedt, Oscar, 1710 2nd ave — "
4 Cottle, George F., 1 Gramercy park — "
5 Cahn, J., 450 4th ave — "
6 Day, A., Hoffman House — "
7 De Porry, J., 699 Park ave — "
8 Draper, S. W. F., 1323 Broadway — "
9 Dean, Edwin, 2256 7th ave — "
300 Dwight, Theodore, 103 W. 55th — "
1 Dale, Eugene L., Cotton Exchange Building — "
2 Edmonds, S. O., 30 Wall st — "
3 Eidlitz, Robert James, 51 E. 78th — "
4 Ernst, Peter H., M. D., 141 E. 16th — "
5 Evans, William H., 233 5th ave — "
6 Epstein, Edward, 320 E. 4th st — "
7 Ford, J. Parker, 3 Maiden lane — "

101,328	Friedenberg, Walter, 1020 2d ave	New York
9	Frank, Isaac, 305 Broadway	"
310	Fox, A. K., 513 W. 34th st	"
1	Ferguson, Geo. W., 123 W. 30th st	"
2	Fitch, Porter, 10 Harrison st	"
3	Frecon, Henry L., 210 W. 80th st	"
4	Friedenstein, Arthur A., 114 E. 81st st	"
5	Galligan, T. P., Jr., 331 E. 57th st	"
6	Grall, William C., 438 W. 128th st	"
7	Griggs, Herbert L., 121 Madison ave	"
8	Goodman, Henry D., 1088 Lexington ave	"
9	Gude, Oscar J., 113 6th ave	"
320	Goodwin, Alfred J., 684 E. 136th st	"
1	Greenhall, Charles L., 277 Broadway	"
2	Gitterman, Jesse W., 43 W. 46th st	"
3	Griggs, John S., Jr., 142 W. 10th st	"
4	Hebert, Martin S., 152 W. 73d st	"
5	*Hewitt, Mrs. Peter Cooper*, 11 Lexington ave	"
6	Hering, Prof. D. W., University heights	"
7	Howells, Edward W., 150 W. 34th st	"
8	Harrison, Robert L., 59 Wall st	"
9	Haase, Harry, 137 Perry st	"
330	Hunter, Robert A., 127 W. 21st st	"
1	*Humphreys, Mrs. E.*, 21 E. 35th st	"
2	Hayward, Charles M., 124 Nassau st	"
3	Hobein, August Edward, 311 E. 55th st	"
4	Hall, Chas. J., 206 Canal st	"
5	Hickey, Phil A., 5 Bowling Green	"
6	Horsey, Robert F., 210 Church st	"
7	Harvey, Arthur J., 31 E. 14th st	"
8	Hildburgh, Leo Walter, Park ave hotel	"
9	Hauser, Frank, 307 E. 88th st	"
340	Jacobus, John S., 107 E. 37th st	"
1	Janney, Samuel M., box 2911	"
2	Jackson, Benjamin A., 101 Chambers st	"
3	Johnson, A., 156 E. 114th st	"
4	*Jessen, Mrs. S. F.*, 144 E. 60th st	"
5	*Jenkins, Julia H.*, 400 W. 57th st	"
6	Jenkins, Dr. G. R., 400 W. 57th st	"
7	Jackson, Louis L., 171 W. 83d st	"
8	Johanson, H. C., 87 Broad st	"
9	Kerr, James N., 69 Water st	"
350	Koen, J. J., 194 Fulton ave	"
1	Keller, George F., 84 Nassau st	"
2	Klemann, Hugo, 675 E. 136th st	"
3	Kimball, D. Eastman, box 17, station D	"
4	*Knowles, Miss Eleanor D.*, 116 W. 130th st	"
5	Kramer, I. H., 277 Broadway	"
6	Kenny, William J., 220 E. 59th st	"
7	Keeler, Theo. Jr., box 1510	"
8	Lewis, Geo. Gaston, M. D., 239 W. 24th st	"
9	Lazarus, Sol., 140 W. 86th st	"
360	Loppin, A. J., 632 Columbus ave	"
1	Levy, Nathaniel, 277 Broadway	"
2	Luckett, L. O., 310 Broadway	"
3	Lembcke, Carlos, box 917	"
4	Lewis, Thomas W., 349 E. 118th st	"
5	Luthin, R. H., 101 Bowery	"
6	Lilly, Henry, 59 Reade st	"
7	Lee, Geo. W., 328 W. 125th st	"
8	Law, W. L., 413 W. 24th st	"
9	*Lynch, Lida W.*, 220 W. 53d st	"
370	Myers, Lawrence Brush, 5 W. 53d st	"
1	Marvin, F. B., 150 5th ave	"
2	McGuckin, Walter, 307 W. 76th st	"
3	McDougall, Chas., 329 W. 35th st	"
4	McFarland, C. C., 60 Front st	"
5	McGovern, Charles, 1838 3d ave	"
6	McAdam, Thomas, 5 W. 121st st	"
7	*McAdam, Mrs. Thomas*, 5 W. 121st st	"
8	*MacBride, Mrs. N. L.*, 138 W. 43d st	"
9	McCue, Frank J., 440 W. 34th st	"
380	Morrill, Walter, Carolus, 2023 7th ave	"
1	Murphy, John H., care of N. Y. Life Ins.	"
2	*Marriott, Mrs. Edward E.*, 174 St. Nicholas ave	"
3	Martin, Clinton S., 230 W. 70th st	"
4	*Martin, Margaret A.*, 230 W. 70th st	"
5	Mossman, Thomas W., 340 Broadway	"
6	Moore, Raymon, 108 W. 22d st	"
7	*Morris, Emily*, 349 Grand st	"
8	Murray, E. F., 240 E. 78th st	"
9	Muller, Edward, 307 W. Broadway	"
390	Nussbaum, Milton, 323 E. 85th st	"
1	Northrup, James F., Old Pier 41, U. R.	"
2	Nichols, E. W., 420 Broadway	"
3	O'Reilly, Thomas, 8 Mt. Morris park, West	"
4	Palmer, R., 733 E. 141st st	"
5	Pratt, Dallas B., 24 W. 48th st	"
6	Poulot, Charles, 41 E. 4th st	"
7	Pierson, I. Fred, 24 W. 34th st	"
8	*Potter, Mrs. Jos. J.*, 42 W. 84th st	"
9	*Palmer, Miss E. F.*, 261 Canal st	"
400	Patterson, Frank N., 149 E. 34th st	"
1	Parraga, C. F., 164 W. 77th st	"
2	Post, Abram S., 173 Madison ave	"
3	Runk, Wm. B., 75 W. 54th st	"
4	Richards, Thomas T., 24 Exchange pl	"
5	Reed, L. A., Park ave hotel	"
6	Robinson, E. H., 240 W. 80th st	"
7	Ryan, Wm. H., 69 William st	"
8	Rodewald, W. MacNeill, 31 W. 72d st	"
9	Rauchfuss, E. J., 46 University pl	"

101,410	Rappard, Auguste, 48 W. 50th st	New York
1	Randolph, Wm. F., 41 Broad st	"
2	Richards, H. C., 18 Broadway	"
3	Ryan, James J., 156 E. 114th st	"
4	Riedel, Dr. Emil H., 146 DeLancy st	"
5	Radzinsky, C. A., 1356 Webster pl	"
6	Ransom, Charles C., M. D., 152 W. 48th st	"
7	Shaw, Geo. W., 227 E. 62d st	"
8	Seymour, Julius, H., 301 W. 80th st	"
9	Sour, Samuel M., 141 W. 82d st	"
420	Stevens, Alexander, 215 E. 57th st	"
1	Selleck, Billy, 168 W. 22d st	"
2	Sage, Edward E., 30 Wall st	"
3	Stephens, J. G., 2444 Tiebout ave	"
4	*Stevens, Mrs. B. K.*, 34 W. 32d st	"
5	Soper, I. Newton, 348 W. 28th st	"
6	Schuyler, Montgomery, Jr., 1025 Park ave	"
7	Styles, Charles H., 168 E. 72d st	"
8	Styles, Walter B., 168 E. 72d st	"
9	Schlesinger, Dr. H. W., 120 Lewis st	"
430	Southwick, F. H., 22 White st	"
1	Sands, Sylvester, 127 W. 80th st	"
2	Siegmund, C. C., 521 W. 126th st	"
3	Schernikon, Ernesto, box 1101	"
4	Salomon, Ab., 826 Lexington ave	"
5	Schramm, Arnold, 91 Wall st	"
6	Starke, E., 63 Morton st	"
7	Sage, Wm. O., 42 Wall st	"
8	Schwind, William, 30 St. Marks pl	"
9	Todd, W. E., 109 Washington st	"
440	Tracy, Frank B., 14 W. 20th st	"
1	Taylor, Robert C., 253 Broadway	"
2	Thomas, Wm. R., 100 Broadway	"
3	Taylor, Talbot J., 46 New st	"
4	*Tiemann, Mrs. H. N.*, 125 W. 43d st	"
5	Taliaferro, Wm. F., 51 Leonard	"
6	Tucker, James K., 779 8th ave	"
7	Toplitz, Monroe F., 118 W. 71st st	"
8	Underhill, Adna H., 487 8th ave	"
9	Vinton, James B., 440 W. Boulevard	"
450	Veysey, W. F. W., 31 W. 104th	"
1	Van Houton, Irvin M., 12 Morton	"
2	Van Dyke, Raymond, 125 W. 45th	"
3	*von Garritts, Miss Agnes*, 344 E. 42d	"
4	Vail, Walter N., 67 *Tribune* bldg.	"
5	Wood, Dennistoun, 32 Nassau	"
6	Walter, F. A., 560 E. 151st	"
7	Wiese, Albert J., 412 4th ave	"
8	Walker, H. L., 57 W. 93d	"
9	Wachenheim, Edgar, box 477	"
460	Wheeler, W. D., 10 Warren	"
1	Westcott, Charles H., Teachers College	"
2	Wilcox, Joseph, 575 W. 140th	"
3	Widmayer, William F., Jr., 137 W. 61st	"
4	Wortmann, Martin, 126 E. 79th	"
5	White, J. McK., 409 Broome	"
6	Winkelman, Wm. C. T., 1 Columbus ave	"
7	*Wempe, Mrs. Lucy E.*, 420 S. 4th ave	"
8	Weil, J. B., 87 Nassau	"
9	Wallace, John, 78 E. 105th	"
470	Weiler, Louis, 417 E. 117th	"
1	Yard, John, 2 Wall	"
2	Yewell, George H., 51 W. 10th	"
3	Brown, E. C., 280 Broadway	"
4	Bousfield, Frederick C., 31 E. 22d	"
5	Bacon, Clarence E., 77 Cedar	"
6	Donald, William Milne, 48 Exchange pl	"
7	*Hosmer, Miss Nina E.*, 448 Madison ave	"
8	Hanford, Solomon, 40 Wall	"
9	Hoeland, Adolph, box 2626	"
480	Irwin, L. C., Hotel Metropole	"
1	Ingersoll, Frank A., 307 E. 86th	"
2	Lee, Harry W., *Star* office	Oneonta
3	Miles, James A., East End	"
4	Stoddard, Ralph P., *Star* office	"
5	Potter, A. C., 9 Watkins ave	"
6	Potter, S. H., Welbur Nat'l b'k	"
7	Stevens, Thos. W., 124 Main	"
8	Taylor, James W., 339 Main	"
9	Taylor, F. K.	"
490	Westgard, C. P.	Orangeburg
1	Kenworthy, R. A., 280 Main	Ponghkeepsie
2	Soderberg, Frank, 131 N. Clinton	"
3	Slater, Chas. W., 54 Smith	"
4	Bayer, Harry, 29 Conklin	"
5	Davis, E. M.	Port Jefferson
6	Laper, Arthur G.	"
7	Randall, Chas. P.	"
8	Battey, A. H.	Poplar Ridge
9	Fisher, Joseph, Central ave	Pearl River
500	Oakley, Robert, Pearl st. and Park ave	"
1	Rufner, Ferdmand	"
2	Serven, James, Pearl st	"
3	Mickle, A. A.	Phœnix
4	Mickle, George S.	"
5	Allison, Chas. L., 3300 Baring	Philadelphia
6	Tuthill, A. A.	Quogue
7	Bailey, Charles H., box 424	Rochester
8	Babcock, Chas. H.	"
9	Carpenter, Dr. H. B., 278 Alexander	"
510	Cogswell, Wm. N., 11 Portsmouth terrace	"
1	*Farley, Miss Mary B.*, 149 Lake ave	"

101,512	Fisk, Warren L., 15 Exchange	Rochester
3	Graham, James S., 505 N. St. Paul	"
4	Harris, Edward, Jr., 415 East ave	"
5	Hoyt, David, 235 University ave	"
6	La Salle, Clint W., 604 Granite bldg.	"
7	McKown, James, 44 Harvard	"
8	Palmer, George W., 145 Powers blk.	"
9	Palmer, C. H., 18 Merriam	"
520	Quick, Chas. S., 175 Pearl	"
1	Sheldon, Smith, 7 Aqueduct	"
2	Sage, Nelson, 10 Gibs	"
3	Smith, Franklin, 280 Alexander	"
4	Thayer, George W., 11 Strathallan pk	"
5	Van Voorhis, Charles, 259 East ave	"
6	Winn, Herbert J., 101 East ave	"
7	Wilder, George, Central bank	"
8	Welcher, H. E., 14 Oxford st	"
9	Cole, Fred A., 35 State	"
530	Fenn, Albert O., 57 Ambrose	"
1	Lamberton, A. B., 303 East ave	"
2	Lodge, C. V., 15 Wilder arcade	"
3	*Heff, Miss Louise I.*	Rhinebeck
4	Wilbur, D. W.	Red Hook
5	Boyles, T. D., 400 Union	Schenectady
6	Blackburn, Edward, 102 Seminary pl	"
7	Blackwell, F. O., care Gen. Elec. Co.	"
8	Cooley, E. N., 212 Front	"
9	Chandler, Alex., 223 Union	"
540	Cravens, Geo. W., 14 Union	"
1	Couover, E. F., 27 Front	"
2	Dalsen, John J., 19 Mynderse	"
3	*Ellis, Miss M. C.*, 2 N. Union	"
4	Foster, W. J., 105 Front	"
5	Gilmour, R. F., 607 Union	"
6	Hewlett, E. M., 931 State	"
7	Jacobs, C. B., 27 Front	"
8	Jenkins, J. H., North Church	"
9	Kappesser, J. F., 150 Lafayette	"
550	Lyman, James, 830 Union	"
1	McDonald, Geo., 134 Rotterdam	"
2	Morrow, B. E., 9 Gillespie	"
3	McCully, Geo., 764½ E. Liberty	"
4	Murray, E. K., 858 Union	"
5	Redding, S. A., Villa House	"
6	Stewart, John, 541 Liberty	"
7	Snyder, E. B., 248 Green	"
8	Van Deventer, Theo., 928 State	"
9	Van Epps, Howard D., 32 Front	"
560	Wagoner, W. W., 405 Summit	"
1	Wilson, L. M., 7 Front	"
2	Baumler, G., 310 Hullet st	"
3	Forte, T. F., Chapel st	"
4	Fries, M. J., 716 State st	"
5	Grannenan, C. H., Van Vranken ave	"
6	Haines, W. H., 541 Liberty st	"
7	Haufner, C. J., 710 State st	"
8	Letteron, Henry, box 705	"
9	Rankin, A. A., box 972	"
570	Walsh, M. J., 307 Germania ave	"
1	Rice, M. P., 58 Union ave	"
2	Chun, Charles, box 490	Saugerties
3	Ferguson, John S.	Scotia
4	Clark, Alonzo F., 346 10th	South Brooklyn
5	Tuttle, Louis S.	Speonk
6	Coon, D. W., 688 Broadway	Saratoga
7	Hill, J. M., 301 Slocum ave	Syracuse
8	Mundy, John, Syracuse Cycle Co.	"
9	Mills, Edward D., Syracuse Cycle Co.	"
580	Bainbridge, E. R., 331 River	Troy
1	Chicoine, John B., 473 River	"
2	Howe, Frank E., 215 Broadway	"
3	Smyth, Samuel B., 135 River st	"
4	Wells, John, Lynd House	"
5	Curtiss, Warren	Unadilla
6	Lansing, Robert, 10½ Washington	Watertown
7	Warren, Stephen J.	West Henrietta
8	Faber, J. Eberhard, Davis ave	West New Brighton
9	Pratt, J. H.	Waterford
590	Ford, Willard F., 1415 3d ave	West Troy
1	Getman, A. R., 908 Broadway	"
2	Balch, S. W.	Yonkers
3	LaNoy, E. G. D., 10 Main	"
4	Breen, John J., 320 Riverdale ave	"

North California, 10 — 1,197

Camera C. C.

101,595	Smith, F. E., 498 Eugenia ave	San Francisco

Healdsburg W.

6	Delventhal, Ed.	Healdsburg
7	Stewart, L. H.	"

Olympic W.

8	Brown, Henry A., Wells, Fargo Bank	San Francisco

Unattached

9	Temby, Chris, Jr., box 108	Grass Valley
600	McFarlane, W. C.	Hanford
1	Belrose, William, 1013 B'dway	Oakland
2	Messusmith, E. Turner, 1101 Pine st	San Francisco
3	Meyer Alfred, 1524 Jackson	"
4	Wade, Geo. Edwin, Wells, Fargo & Co. Bank	"

Ohio, 53 — 1,332

Cin. Gymn. B. C.

101,605	Bohm, Harry J., cor 3d and Race	Cincinnati
6	Bartner, Wm. H., Jr., 1st Nat'l B'k Bldg.	"
7	Andrews, Vernon, 73 Pike st	"
8	Crawford, Morris C., Randle Arms Co.	"
9	Costello, John H., 71 Carew Bldg.	"
610	Decker, Raymond, Spring Grove ave	"
1	Egan, Fred F., 1020 Wesley ave	"
2	Eisenheimer, Al., 831 Walnut st	"
3	Farhman, Al. V., 10 Pike Bldg.	"
4	Herbsleb, Aug. F., 47 Clinton	"
5	Hentz, Geo. E., Elm st near 9th	"
6	Haughton, B. F., Senator pl	"
7	Langhorst, Herman, United Bank Bldg.	"
8	Law, Gordon E., Clifton ave	"
9	Meyer, Louis, 120 West 3d	"
620	Marmet, Edwin, 612 W. 4th st	"
1	Murphy, Ed. W., Johnston Bldg.	"
2	Moeser, Charles, Pickering & Co.	"
3	Morrison, Geo. T., 1017 Bigelow ave	"
4	Nagel, Frank, 55 E. Clifton ave	"
5	Smith, J. Frank, 325 West 7th st	"
6	Wolf, Abe I., 6th and Walnut st	"
7	Wessell, Edward, Strobridge Lith. Co.	"
8	Wells, James M., care of John Shillito Co.	"
9	Longenecker, Maurice, care of Cin. Gymnasium	"
630	Butler, Joseph C., 5th and Main	"
1	Benton, W. K., Reading Road and Oak	"
2	Rauh, Louis, 115 East 3rd	"
3	Lowenburg, Jack, 247 Chappel	"
4	Drury, J. A., 112 East 6th st	"

C. W. C.

5	Guthrie, H. L., 134 Broad st	Conneaut
6	Smith, Fred F., 25 Madison st	"

W. B. C.

7	Brenenstul, H. M.	Wakeman

Ports C. C.

8	Kaps, G. P., 77 West 10th st	Portsmouth
9	Rottinghaus, J. B., Jr., 209 Market st	"
640	Shaw, S. P., 146 East 3rd st	"
1	Zoellmer, Otto, 135 West 2nd st	"

Unattached

2	James, Homer M., box 204	Caldwell
3	McCandless, W. H., Wier Frog Co.	Cincinnati
4	Tietig, Harry, 110 East 6th st	"
5	Wendel, Dr. H. C., 519 McMicken ave	"
6	Cornell, Chas. L., 813 High st	Hamilton
7	*Cornell, Mrs. Chas. L.*, 813 High st	"
8	Cornell, John B., 128 No. 2nd	"
9	Jones, Clarence L.	Lee
650	Romer, Geo. B., box G, 624	St. Henry
1	Altenbaugh, B. M., 217 W. Perry	Tiffin
2	Dawalt, Willis, 37 Douglas	"
3	Fulmer, T. J., 61 Sandusky	"
4	Muller, Wm., 145 4th ave	"
5	Nelson, Wm., 19 Second ave	"
6	Anderson, D. R.	Toronto
7	Domer, W. S., 8 Monumental building	Zanesville

Oregon, 1 — 158

Multonomah W.

101,658	McAlpin, A. B., Dekum building	Portland

Pennsylvania, 118 — 3214

B. W.

101,950	Lose, Joseph T., 130 No. Spring	Bellefonte

Century B. C.

660	Challenger, T. E., 2001 Merrine st	Philadelphia
1	Barnes, Albert E., 2100 No. 6th st	"

Maple City W.

2	Lyne, G. W., box 618	Honesdale

Suburban W.

3	Houser, C. W., box 362	Olyphant
4	Northrup, Frank L., Lacka. Coal Co.	"

Duquesne B. C.

5	Humphreys, W. Y., Dallas ave	Pittsburg

Mason B. C.

6	Hillegass, Oren W., 2277 Kennedy st., Frankford, Philadelphia.	

Centaur B. C.

7	Barnard, Chas. H., 2302 DeSauey	Philadelphia

Tioga W.

8	Gerhaf, Chas., 3404 No. 19th st	Philadelphia

Pa. B. C.

9	Day, Samuel C., 1532 No. 19th	Philadelphia

Renovo Ramblers

101,670	Belford, Wm.	Renovo
1	Noll, Wm.	"
2	Welsh, Thos. F., Erie ave	"

Ridgway B. C.

3	Kline, J. Ross, box 571	Ridgway

Unattached

4	Nicholson, H. L., 1124 13th ave	Altoona
5	*Barrett, Miss Lillian E.*	Bellefonte
6	*Dewling, Miss M. E.*	"
7	*Gerberich, Miss Ida E.*, 51 No. Thomas st	"
8	Keller, Harry	"
9	*Spigelmyer, Miss Maud E.*, West Howard st	"
680	Fox, Robert E.	Bryn Mawr
1	Elder, Irwin C.	Chambersburg
2	Huber, Robert L.	"
3	Nelson, Tom. M., Jr.	"
4	Raney, Jos. P.	"
5	Presho, C. H.	Colesburg
6	Fletcher, W. W., M. D., 15 Main st	Carbondale
7	Nowlen, J. W. F., 31 South st	Columbia
8	Cloud, S. Albert, 23 West 3d st	Chester
9	White, Willis J., 133 W. Long ave	Du Bois
690	Zerby, R. H., 10 Main st	"
1	Gall, Geo., 312 West 10th st	Erie
2	Metz, Eugene, Jr., 928 State st	"
3	Newbury, Chas. J., 907 East 6th st	"
4	McCreary, W. S., box 132	Fairfield
5	Morgan, Theo. H.	Fairview
6	Harmer, John P., 117 Harvey st	Germantown
7	McAnally, Peter, 419 E. Chelton ave	"
8	Smith, Dr. S. MacCuen, 218 West Chelton ave	"
9	Speigel, Chas. A., 113 Maplewood ave	"
700	Ewing, I. Price, 401 West Chelton ave	"
1	Blocher, Paul W., Centre Square	Gettysburg
2	Pentz, Chas. H., 517 Colder st	Harrisburg
3	Carnahan, David, 501 Reily st	"
4	Holcombe, H. W., 926 No. 6th st	"
5	Melhorn, E. L., 276 Briggs st	"
6	Diller, Charles F., 210 North Prince st	Lancaster
7	Stoner, Isaac F., Cooper House	"
8	Thomas, Essex, 4th and Walnut	McKeesport
9	*De Brois, Miss Berthe*	McDonald
710	Herron, Wm., 4th and 9th	New Kensington
1	Hill, Chas. W., box 187	"
2	*Adaire, Miss Anna*, 1414 Palmer st	Philadelphia
3	Adaire, Alexander, 1414 Palmer st	"
4	*Allen, Miss Sara*, 2265 Woodstock st	"
5	Badge, Evan G., 1234 So. Broad st	"
6	Barrows, John, 1724 W. Juniata st (Nicetown)	"
7	*Badger, Carrie*, 1234 So. Broad st	"
8	Blattenberger, Paul, 2637 Bridge st	"
9	Bryant, Walter H., 1200 Girard Building	"
720	Burr, Edward H., 2014 Arch st	"
1	Bates, W. E., 337 Walnut st	"
2	Clavill, Harry L., 1247 Jackson st	"
3	Cochran, Chas. P., 1204 W. Lehigh ave	"
4	Croasdale, John P., 1525 Walnut st	"
5	Dagney, Thos. F., 1404 So. 15th st	"
6	Eustis, John G., 2100 De Lancey pl	"
7	Firman, L. D., 3005 Page st	"
8	*Firman, Mrs. L. D.*, 3005 Page st	"
9	Furness, Radclyffe, 711 Locust st	"
730	Garrigues, Marshall G., 407 Walnut st	"
1	Goldsmith, George W., 7th and Thompson	"
2	Gesing, Chas., Jr., 313 W. Norris st	"
3	Heys, E. M., 337 Walnut st	"
4	Hanawalt, D. R., 1623 Gratz st	"
5	Henry, Chas. R., 259 So. 15th st	"
6	Morrow, David A., 2916 No. 16th st	"
7	Maule, Wm. Henry, 1711 Filbert st	"
8	Maule, Chas. P., 2500 South st	"
9	Maloney, Clifton, 625 North 15th st	"
740	Matos, Louis Jos., 728 Union st	"
1	Nautz, August, 1811 Walnut st	"
2	Pomnitz, Wm., 1140 Canal st	"
3	Pflaumer, Eugene, 917 South 20th st	"
4	Roderer, John F., M. D., 2426 No. 6th st	"
5	Rodgers, John J. P., 1034 So. 15th st	"
6	Rublack, A. F. W., 710 Sansom	"
7	Smith, Elwood, 2019 No. 15th st	"
8	Smyth, Carroll, 2110 Walnut	"
9	Scholl, Edward L., 1528 Market st	"
750	Wolf, Louis U., box 1054	"
1	Wood, Grahame, 1313 Spruce st	"
2	Warren, A. R., 3200 N. 5th st	"
3	Wheaton, Wm. R., 2476 Frankford ave	"
4	White, Harry J., 1235 S. 15th st	"
5	Boyle, Dan P., 1501 N. 22d st	"
6	Archer, Harry G., 1516 Cliff st	Pittsburgh
7	Faris, W. H., 213 Locust st	"
8	Rankin, J. M. W., *The Dispatch*	"
9	Wellings, John, 124 45th st	Ridgway
760	Null, George	Rutledge
1	Townsend, Elgar H.	Sellersville
2	Kremer, Chas. J.	Sheffield
3	Havues, Warren W., box 454	Sturgeon
4	Elvinger, W. E., box 74	South Bethlehem
5	Convers, G. G.	Scranton
6	Vegiard, Chas. E., 606 Wyoming ave	Williamsport
7	*Andrews, Miss Viola*, 347 Locust st	"
101,768	Baker, L. G., M. D., 162 Pine st	Williamsport
9	Baker, Heaton, 408 W. 4th st	"
770	Moore, Frederick T., 317 Pine st	"
1	Higbee, Ira M., box 54	Watsontown
2	Pease, L. E.	Wesleyville
3	Anson, A. L.	Worcester
4	King, Chas. A., 334 W. Princess st	York
5	Watt, A. Paul, 20 S. Duke st	"
6	Wilt, Paul E., 19 N. Beaver	"

Rhode Island, 3 — 554

Unattached

101,777	Washburn, U. S., 45 Gano st	Providence
8	Jenks, Samuel F, 93 Second ave	Woonsocket
9	Lasalle, Joseph A., 182 Main st	"

South California, 2 — 119

Unattached

101,788	Scandland, G. A.	Etiwanda
1	Peters, M. J., Grand and Temple st	Los Angeles

Texas, 6 — 185

C. C. C.

101,782	Blackwell, J. E.	Cleburne
3	Fonash, W.	"
4	Hill, Ed. E., box 231	"
5	Lesnik, Julius	"
6	Reeves, A. J.	"
7	Willingham, Eugene	Kopperl

Vermont, 2 — 51

Unattached

101,788	Bryant, Ernest C.,	Middlebury
9	Banks, M. E.	White River Junction

Virginia, 1 — 97

Ports. W.

101,790	Schmoele, Harvey, care Friedlens	Portsmouth

Washington, 5 — 66

York C. C.

101,791	Watt, Earl B.	No. Yakima

Unattached

2	Ramsaur, H.	Fort Simcoe
3	Wallace, G. C.	No. Yakima
4	Knowles, Dr. S. H., 9125 Pac. ave	Tacoma
5	Ryder, Wm. F., 930 Pacific ave	"

West Virginia, 1 — 52

Unattached

101,796	West, J. Eugene, box 6	Charlestown

Wisconsin, 5 — 821

Unattached

101,797	Cronkhite, Chas. M.	Kimball
8	*Douglas, Mrs. G. L.*, box 431	Port Washington
9	Douglas, Geo. L., box 431	"
800	Feiker, H. A., box 293	"
1	*Stelling, Louise M.*	"

RENEWAL LIST NO. 3.

Including renewals from April 9, to April 17, 1896.

Arizona	1	New Mexico	1
Arkansas	1	New York	325
Colorado	43	North California	24
Connecticut	15	North Carolina	1
Delaware	3	North Dakota	1
District of Columbia	3	Ohio	142
Florida	2	Oregon	3
Illinois	95	Pennsylvania	301
Indiana	8	Rhode Island	23
Iowa	20	Southern California	8
Kansas	21	South Carolina	1
Kentucky	31	Tennessee	2
Louisiana	1	Texas	12
Maine	41	Utah	1
Maryland	25	Vermont	2
Massachusetts	374	Virginia	4
Michigan	21	Washington	1
Minnesota	16	West Virginia	6
Missouri	61	Wisconsin	126
Montana	2	Canada	1
Nebraska	9	Germany	1
New Hampshire	27		
New Jersey	111	Total	2013

NEW LEAGUE CLUB.

669	Moulton Cycling Club	Iowa

X Ray Single Tube Tire...

— Is the —

BEST SINGLE TUBE TIRE MADE.

THE ONLY TIRE MADE

SMOOTH INSIDE

Repairs made easy and certain.

It being also Cement Coated Inside

Preventing the Blooming of the Rubber.

MANUFACTURED BY

Combination Roll & Rubber Co.

BLOOMFIELD, N.J.

NEW YORK UPTOWN AGENTS

Miami Cycle & Mfg. Co.

1773 Broadway, - - - N.Y. CITY.



Exclusive Improvements:

Long Outside Tapering Connections.

Spring-tempered Bayonet Cranks.

Hollow-forged Oval Fork Crown.

Remington Reliability is one of the features of the

REMINGTON BICYCLES.

Agencies arranged in unoccupied territory. Catalogue on application.

REMINGTON ARMS CO.

313-315 Broadway,

Factories, Ilion, N. Y. New York City.

BRANCHES:

New York. 59th Street, Grand Circle. Brooklyn. 533 Fulton Street. Boston. 162 Columbus Avenue. San Francisco. 418-420 Market Street.



H. W. C., Milwaukee.

Tell your state and local consuls how the hoodlums insult people. The wide-awake newspapers of your town will help to put down such rowdyism. Wheelmen deserve and should demand respect, and can get it by organization.

H. M. J., Chicago.

Massachusetts and Ohio have bills well under way providing for the free transportation of bicycles as baggage.

Zulu:—Consult the advertising columns of the L. A. W. BULLETIN for information regarding the best bicycle made.

W. H.:—Yes, thousands of wheelmen will ride their bicycles to church this summer.

E. McK.:

A lady should not assume the position of the "scorcher." Don't stoop so low.

BICYCLES BUT NOT WAGONS.

We are asked whether drivers of wagons can be compelled to carry lights in a town where there is an ordinance which makes a light necessary on the bicycle. We would say that depends on how much "get-up-and-get" there is in the local wheelmen. If the town contains a lot of riders who don't see what they would "get for their dollar," they must put up with whatever the city fathers give them. If, however, they will "get together" and *act together* they may have something to say when it comes to the making of ordinances.

Eliza:—Plan your trip thoroughly before starting. Study the subject of dress and points for rest and refreshments. Don't ride too far in a day. Don't burden your wheel with unnecessary articles.

HARRY F. ESTEY, Worcester, Mass., writes that he will gladly furnish brother League members with information regarding routes in his vicinity.

Organizations *can* influence legislation, indi viduals as a rule cannot, or at least they do not.

Are you a member of a thriving organization? Or do you, like Dundreary's bird, flock by yourself?

Columbia Bicycles

THE SAFEST TO BUY

An expert in bicycles recently said: "The safest bicycle in the world to buy is a Columbia. You know what you are getting."

BECAUSE

The Columbia is the Standard Bicycle of the World.

It is fully guaranteed by the greatest and oldest house in the bicycle business, with a record of 18 years for making better bicycles than any one else.

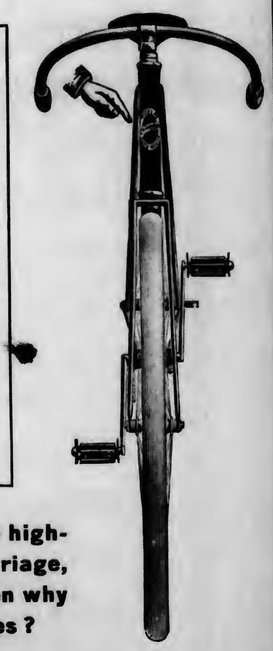
You will run no risk. There is no guesswork in the making of Columbias, and there are no untried devices. The Columbia Bicycle represents the carefully tested work of the highest trained corps of mechanical experts and inventors in the world.

It contains the finest materials to be had, regardless of cost, and you are sure of the quality. All materials used in Columbias are ordered to specifications, in the same way that the Government orders its materials, and they are rigidly tested both chemically and physically to see that they conform to the requirements.

It needs fewest repairs, and is easiest to repair, adjust, and clean.

You can promptly get an accurately-fitting duplicate of every one of its parts.

A Columbia will sell second-hand for more than most other bicycles will new.



$100 With money enough to buy the highest priced piano, watch, or carriage, you wouldn't experiment, would you? Then why have anything but the Standard in Bicycles?

POPE MANUFACTURING CO., Hartford, Conn.

1896 Art Catalogue will tell more than we can here. By mail from us for two 2-cent stamps.

Reserve 805

THE L·A·W BULLETIN AND GOOD ROADS

Vol. XXIII. Boston, May 1, 1896. No. 18.

B.P.L. Rec'd MAY 5 1896 A.M.

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN



THE POWER OF MONEY.

Yes, "money makes the mare go,"
When properly applied
In building roads whereon with loads
She can get right up and glide.

Subscription, $1.00 per Year. **Special Club Rate, to League Members Only, 25 cts**

Entered at Boston Postoffice as Second-class Matter.

Price, 5 cents.

PAID CIRCULATION, 39,998





(Shows pelvis as it rests on the ordinary saddle.)

(Shows pelvis as it rests on the Christy Saddle).

Christy... Anatomical Saddle

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.

SETH THOMAS

CYCLOMETERS

POSSESSING FEATURES FOUND IN NO OTHER CYCLOMETER.



1,000 Miles. DIAMETER 1¾ INS. **Price, $1.00.**

10,000 Miles. DIAMETER 1¾ INS. **Price, $1.50.**

LIGHT, STRONG, ACCURATE, DURABLE, SHAPELY, COMPACT AND EASILY READ.

Register 1,000 or 10,000 miles and repeat.
Can be set at any time without the use of special tools.
Will not register when motion is reversed; thus a rider can spin his wheel backward when oiling, etc., without disturbing index.

SETH THOMAS CLOCK CO.,
Makers of Clocks and Watches,
Address all correspondence to THOMASTON, CONN.
49 Maiden Lane, NEW YORK.
149 State Street, CHICAGO.
126 Sutter Street, SAN FRANCISCO.

Bicycle Suits for Men...



One of the most remarkable offerings of the season.

They are made of excellent grade mixed cloths, sewed throughout with silk, and are among the most perfect fitting Bicycle Suits on the market. The bloomers have two hip, two side and two watch pockets, and are reinforced. The coat has four patch pockets and the seams are piped.

We have made an extraordinary effort to provide an exceptionally good suit at the very low price of

$3.75 EACH

We will send a Booklet, containing samples of materials, to any address upon request.

STRAWBRIDGE & CLOTHIER,

PHILADELPHIA.

CORRESPONDENCE

To obviate cramping of the muscles while riding, a Kansas member says one should take the homœopathic preparation of *veratrum alb.*, the third or sixth alternation, a dose three times a day for a week, and once a day for a week longer. But no one should take drugs of any kind without a knowledge of their strength and action.

Out of respect for his friends we refrain from printing the name of the Massachusetts member who asks: "Why is Professor Roentgen's new discovery like a successful negotiation of a loan of ten dollars? Because it is an X raise.

FRED D. OSBORN, No. 367 West 56th street, New York, anticipating a trip to Montreal this summer, would like to communicate with cyclists having same object in view.

F. C. Hodkinson, 20 S. 12th street, Ann Arbor, Mich., would like information concerning best route from Pittsburg to and through the Shenandoah Valley.

Two Of Our Most Popular Offers.

G. & J. OFFERS Nos. 4 & 5.

....Here's A Chance For Road Riders....

$300.00 and $200.00 To Two Wheelmen.

"**FOR RAMBLER RIDERS.**" **No. 4.**—"To the individual rider, who shall have to his credit, between April 1 and December 1, 1896, the greatest mileage on a Rambler Bicycle, fitted with G. & J. tires, we will present **$300.00 in Gold.**"

"**FOR G. & J. TIRE RIDERS.**" **No. 5.**—"To the individual rider who shall place to his credit, during the same time, the best mileage on **any** make of bicycle, other than the Rambler, fitted with G. & J. tires, we will present **$200.00 in Gold.**"

These in addition to

Offer No. 1. **$1000.00 to some amateur.**
Offer No. 2. **$500.00 to Race-meet promoters.**
Offer No. 3. **$400.00 to some club.**
Offer No. 6. (Rambler). **Handsome souvenir.**
Offer No. 7. (G.&J. tire). **Handsome souvenir.**
Offer No. 8. (Rambler) "Two-minute" souvenir
Offer No. 9. (G. & J. tire). "Two-minute" souvenir.
Offer No. 10. (Rambler). Grand souvenir.
Offer No. 11. (G. & J. tire). Grand souvenir.

Still more to follow.

For full particulars, see any Rambler Bicycle agent in the U.S.

GORMULLY & JEFFERY MFG. CO.,

"Bicycle Builders for 17 Years."

CHICAGO. BOSTON. WASHINGTON. NEW YORK. BROOKLYN. DETROIT. COVENTRY, ENG.

Is riding a wheel with loose spokes rattling fun?

Some wrong-doers should be turned down, but the scorcher should be straightened up.

In union there is strength. Join the L. A. W.

Don't worry—other people.

Most boys, if what they say is true,
Would all be daring sailors;
They get that from their mothers who
Themselves are Lap-land whalers.

Start right. Plenty of kindling makes the fire burn.

Don't find fault where it isn't.

Money, alone, makes no one rich.

Take time by the forelock,
But do not despair
When fortune permits you
To clutch its back hair.

Don't ride too far. Ride often.

Men and pins are no good when they lose their heads.

Of two evils, choose neither.

He who looks only after his own happiness will not find it.

Some men make a soft living by sponging it.

"NEVER look a gift horse in the mouth"; he might bite you.

The prudes won't be content until
They have somebody put
A garment on to skirt the hill
So as to hide its foot.

THE number of a man's friends depends on his conduct.

CONSIDERATION for the rights of others is a desirable qualification.

Some tariff defences are awfully thin,
And others are hard to deny;
But the best thing we've seen on American tin
Is a jubilant pumpkin pie.

GOOD roads mean good homes and good government.

Try to like that which is best for you.

It is too bad that most all effective medicine is bitter.

A Fast Life.

When once started downward a man will proceed
On his way to destruction and grief at fool speed.

HONESTY *is* the best policy, notwithstanding a good many seem to do pretty well some other way.

SOME editors do their work by *shear* force of will.

Genuine kindness has no price-tag attached.

He rides his bicycle the best
Who rides for pleasure and for rest.

Thinking-time, past;
.....Acting-time, present.

The city streets, the country roads, the farthest by-ways are alive with live men and women on their lively wheels. The bicycling season is "on."

You have thought long enough about getting a Cyclometer — it is high time to *get* it. Every up-to-date wheelman caries one, and you are dreadfully out of fashion. You don't realize how much of increased enjoyment you are missing because of your withholding of a dollar or more for one of the three styles of "Standard" Cyclometers. One will bring you larger returns for the investment, than any equal expenditure you will make in this whole year of grace. Fact!

The New York Standard Watch Co.

The Average Man.

I very much admire many traits that I possess,
And though I blush to say it, still I candidly confess
There's lots I like about me; and while other folks may see
Things in a very different light, I'm really pleased with me.
It's true my thoughts, my words, my deeds, my figure and
my face
May to the careless eye appear as only commonplace,
But that's because I throw about my nobleness of mind
A meek and modest air that makes my greatness hard to
find.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Humber.

One of the most artistic and comprehensive catalogues of the year is issued by Humber & Co. (America, L'td), Westboro, Mass. The beautiful cover design, printed in white, red and purple, prepares one for the pretty pages within, where "Humbers" are very neatly and handsomely described. All in all, the artist and the printer have made a very attractive book of it.

Viking.

The Union Mfg. Co., Toledo, O., has issued one of the most attractive catalogues of the year. The many-colored cover page design, showing a Viking ship of "ye olden time," is very striking. The book throughout is rich in color and designs.

Hoffman.

The Hoffman Bicycle Co., Cleveland, O., has issued a neat 20-page catalogue describing the "Hoffman."

Minneapolis.

S. F. Heath Cycle Co., Minneapolis, Minn., issue a catalogue regarding their make of wheel and of bicycle sundries.

Ivanhoe.

V. P. Humason, 80 Chambers street, New York city, has issued a 16-page catalogue, with a neat title page, regarding the "Ivanhoe."

Clark.

The Geo. W. Clark Co., 605 Association Building, Chicago, in a 12-page catalogue printed in two colors, tell of the "points" about the "Clark."

Baby Carriers.

Kalamazoo Cycle Co., Kalamazoo, Mich., issue a 20-page catalogue regarding carriers and other bicycle accessories.

Now the weather clerk "lays" for the riders of wheels,
And with shine from the towns does he coax 'em,
But when he once gets them way out in the fields
He brings on a torrent and soaks 'em.

"IF you must fight dogs, wear false teeth."

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL STREET, - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

MAY 1, 1896.

PROTECTION AGAINST THIEVES.

In the BULLETIN of April 3d, I referred to an arrangement which had been made with the American Wheelmen's Protective Association of Chicago to register wheels belonging to League members at $1.00 per year, the regular price to others being $2.00. Much misunderstanding has resulted from certain agents of said company having refused to accept L. A. W. risks except at $2.00, and also from the report circulated in some quarters that this concession could not be obtained after a certain date.

The matter is exactly as I stated, and any L. A. W. member who fills out a blank similar to the one on page 641, and sends it with one dollar to the address given, will receive the full benefit for which other wheelmen will have to pay $2.00.

A Very Important Point

However has just been settled; suppose a wheelman who is not a League member should represent that he was, and so obtain protection at the L. A. W. rate, no question need be raised at the time; he pays his dollar and gets the contract which will expressly state on its face that in consideration of the low rate it is assumed that he is a League member in good standing. This is all that is necessary at the time, but should he lose his wheel and ask the Protective Company to act, they would at once ask Secretary Bassett if the applicant was a member at the date of his application for protection, and also if he is now a member. If the answer is "yes," then the wheelman will at once receive a wheel to use while they find the original; if it turns out that he was a fraud, no harm is done except that he has paid a dollar for his folly.

To do exact justice all round we have decided that this low rate of protection shall run with the L. A. W. membership, but not afterward; for instance, the L. A. W. membership may have nearly expired, the member may obtain the L. A. W. rate of protection for one year on condition that his membership in the League is renewed, otherwise he is protected until the end of the L. A. W. ticket.

STERLING ELLIOTT, Pres. L. A. W.

Total number printed this week, . . . 42,500
Sent to paid Subscribers, ... 39,998
Samples to Advertisers, Exchanges, etc., 2,502

A VERY REMARKABLE CASE.

NIXON WATERMAN.

Oh, once on a time there lived a man
(There may have been two or three)
Who fancied his death would sadly twist
The whole community.
So he lived as long as he could because
He knew what an awful space
There'd be, that the world could never fill,
With him in another place.

But the next day after he died the sun
Rose up in the same old way,
And went right down in the same old place
At the latter end of the day.
And a stranger got off the cars to stretch
His legs, while the engine "drank,"
In the town where the corpse had lived for years,
And never once noticed the blank.

OFFICERS OF SMALL DIVISIONS

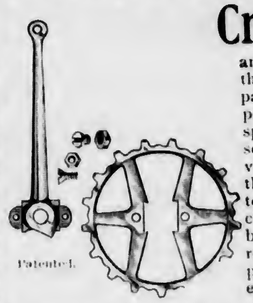
Sometimes report that they are unable to gain members as they would like, owing to the fact that they cannot accomplish what larger divisions can, and hence there are not so many reasons to use in soliciting wheelmen to join.

All divisions were small once. The man who said he "would have to wear his boots a few days before he could get them on" was wrong: it can't be done. It is harder to get the start than to keep the pace; but the start must be made.

Many wheelmen would join a division which has a thousand members, and who would not want to come in with a small number. How would this do? Write an agreement by which the solicited party promises to become an L. A. W. member if you can get a thousand others in the same State, make ten copies, and then go about getting signatures. A committee of ten could soon obtain a hundred each. Then put them together and ask each man to "ante."

Try it.

BE courteous and deserve courtesy



Cranks...

and sprockets are among the most important parts of a bicycle. Our patent detachable sprocket is proving itself to be one of the very best inventions of the age. The sprocket teeth are cut **to fit** our chains. The gear can be changed without removing cranks or pedals. These sprockets are fitted to cranks

Patented.

That Don't Break.

We have delivered nearly 5,000 bicycles fitted with this device, and have not yet received a single broken crank. The cranks are forged separately. They require careful milling and machining. A defective one is not likely to go through our factory without being discovered. These cranks and sprockets are to be found on Clipper bicycles only.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

Attention, Cyclists!

Order . . .



"America"

Model II,

Wearing this "Trade Mark."

And ride the

Original and Improved "Truss" Frame.

Made and patents owned by the...

International Mfg. Co.

73-75-77 Fulton St., CHICAGO, ILL.

Under the personal supervision of the inventor thereof.

BICYCLE PATHS IN PARKS.

The eight hundred League members of Buffalo have started after a cycle path through the public park, and under the able captaincy of Thomas Cary Welch are likely to get it.

Parks are presumed to be maintained for the pleasure of the public. An overwhelming percentage of that portion of the non-walking public that visits the park is composed of wheelmen. This is true of all cities.

Bicyclists are, to a large degree, the public. Their numbers are rapidly increasing. They deserve recognition, not because they are bicyclists but because they are persons constituting the people.

There are over 40,000 bicycles in Buffalo, most of which are owned by voters. If their wishes are not worth respecting they should make their strength felt, or else use their ballots to wad pop guns.

Buffalo wheelmen are well organized, and most of them are awake before it is fairly daylight. If they do not secure that park path we shall almost believe there is no balm in Gilead.

BROKEN stone and gravel don't make mud.

LOAM is worth more than gravel, but not for road making.

THE NATIONAL MEET FOR 1896.

The place is Louisville, Ky. The date, August 10 to 15, inclusive. All questions sent to '96 Meet Club, room 46 Board of Trade Building, will receive prompt attention.

G. E. JOHNSON, Chairman Press Com.

HURROO! ANOTHER RECORD SMASHED!

Over two thousand (2039) applicants for membership in the L. A. W. are published in this number of the L. A. W. BULLETIN. The largest number received in one week, last year, was 1518, which list was published June 28, and was "high water mark" until the present week. This week's record overtops all previous ones. And the end is not yet. Now is the time to join.

The butcher, the baker, the candlestick maker,
Are all of them prone to begin it,
And no matter where there's a window to spare,
A bicycle's sure to be in it.

TIME passes quickly while one is wheeling. Some men ride a century in a day.

LIVE to-day; it 's a part of all the time you've got.

MARRIAGE is the end of all trouble. Don't ask *which* end.

You should see how the orders for

'96 STERLINGS "BUILT LIKE A WATCH"

are coming in! Factory running twenty hours daily.

STERLING CYCLE WORKS,

Dame, Stoddard & Kendall, 374 Washington St., Boston, Mass.
Pacific Coast Branch, 314 Post St., San Francisco, Cal.
Schoverling, Daly & Gales, 302 Broadway, New York City.

274-276-278 Wabash Ave., Chicago, Ill.

Renew your membership today.

Close your ears to slander. Open your lips to praise.

The devil is always offering a job to the idle mind.

The man who sees no good in his fellows needs an eye doctor.

He who a splendid bicycle buys
Is sure to be healthy, wealthy and wise.

A. R. Farrington, 33 Smith street, Portland, Me., wishes best route from Chicago to Livingstone, Mont., via Minneapolis.

F. C. Weymouth, 32 Wells street, Chicago, wants a companion on a wheel trip to California.

A MAN who is unkind to his wife deserves the mother-in-law he sometimes gets.

WE always find an excuse for our own blunder, and sometimes forget that there are others.

ROAD improvement is good business — morality and religion, all in one.

"DON 'T bite off more than you can chew," but chew all you can.

The L. A. W. never before grew as it grows now. Have your friends joined?

THE Jacksonville (Fla.) wheelmen have subscribed nearly $1,000, and are building a five-foot shell path to Panama Park, a noted summer resort. A permanent good roads organization has been formed, and the wheelmen will push the work throughout the country.

SAN FRANCISCO wheelmen have formed a Good Roads league, and will build a league of good roads.

NEW YORK city wheelmen are asking that West 81st street between Central Park and the Riverside Drive be paved with asphalt.

THE Warren Cycle Club, Vicksburg, Miss., and Chas. E. Ashburner, Jr., Richmond, Va., wish information regarding the building of bicycle tracks.

WHEN the clock strikes one what should one do about it? — L. A. W. BULLETIN, April 3.
Why, strike too. No. 7574.

THE cloak of religion won't keep anybody cool in the next world.

Now that the ice cream season is here there will be more or less of a coolness between spooney pairs.

LET 's get together and act together.

SEVENTY-FOUR ladies join the League this week.



Waverley BICYCLES.

America's Favorites

Are Built in the Largest and Best Equipped Factory in the World.

Experienced dealers recognize the importance of handling a standard line of wheels, something that has an established reputation, and that everybody knows. It is uphill work trying to sell unknown wheels; it is no work at all to sell Waverleys. Only dealers who handle them know how easily they are sold. You can make more money, with less labor, selling Waverleys than any other bicycle. Write for catalogue and terms. Our prices will interest you.

INDIANA BICYCLE CO.

Eastern Wholesale Branch, 339 BROADWAY, NEW YORK. General Office and Works, **Indianapolis, Ind.**

"SOME HOME-MADE POEMS."

Our associate editor is a many sided man, but he is not "two faced." He is an "all-round man," and yet he is "perfectly straight."

One of Mr. Waterman's strongest points is his ability to think over old thoughts and clothe them anew in rhythmic words. He is also a prolific source of new, unharnessed ideas, which he sometimes hangs out on the line to air.

He looks at the world through the eyes of an optimist, and tells us of what he sees in the words of a philosopher. He is a preacher of helpful sermons; a singer of decidedly human songs.

He has recently published a book containing what his inherent modesty prompts him to call "some home-made poems." They bear about the same relation to the average poetry of commerce, that good home made bread bears to the product of the bake shop.

Humor, philosophy, poetry, sentiment and common sense are so delightfully blended that when you have read the hundred and ten pages your only regret is that it wasn't two hundred and twenty.

The book stores sell it, handsomely bound, for $1.00.

Don't lose sight of the importance of broad tires for keeping the roads good.

THE GREAT SHERIDAN ROAD.

OTTO DORNER.

(Secretary Wisconsin League for Good Roads.)

CHICAGO, claiming nearly two million inhabitants, and Milwaukee with a population of over a quarter of a million, are less than one hundred miles apart. Both cities are on the west shore of Lake Michigan.

For several years it has been the dream of a number of public-spirited men to unite the two cities by a broad and beautiful driveway, skirting the lake, and making communication easy and delightful between the two great centres of population. The picturesque ravines, the rugged bluffs, the stretches of meadowland, the shady groves of tall and stately trees, and the never-ending beauty of the curving shore line are to be brought from their charming inaccessibility and placed in sight and touch of one of the world's greatest thoroughfares.

The magnificent highway projected has already been completed for a distance of twenty-five miles in Illinois. It has been located and surveyed from Chicago to Fort Sheridan, and the largest portion of this distance has been graded and paved with macadam. The road for its entire length skirts the lake, being the northward extension of Chicago's lake shore boulevard, running through Edgewater and Rogers park to Evanston, through Wilmette, Winetka, Glencoe and Ravina to Highland Park, and continuing northward through Fort Sheridan to Lake Forest.

A law was passed by the Illinois legislature during the past winter, providing for its extension to the State line from Lake Forest, through Lake Bluff, Waukegan and Spring Bluff, so that the Illinois part of the Sheridan road is an assured fact. It now remains for Wisconsin to do her share, and from the character of the men who are interested in the project, and the widespread sentiment which exists in its favor, it will not be long before a coaching journey or a ride on a horseless carriage over a good macadam road may be made from Chicago to Milwaukee and back.

Beginning at the Milwaukee end of the road the drive will lead southward through the Cream city, past the Bay View rolling mills, down along the lake bank to St. Francis' seminary, along the shaded banks past the manufacturing village of Cudahy to South Milwaukee, through the picturesque ravine of Oak Creek; southward still along the lake through farming lands and wooded patches down to a level winding road to Racine, out upon the very edge of the bluffs adjoining the belle city on the south, and skirting the lake over a level ten miles of road to Kenosha, and south again another six miles to the line dividing two great States.

Horsemen all along the line are full of praise of the proposed roadway, and wait an opportunity to aid in its construction. The road from Racine



Where the Sheridan Drive Will Be Built. South of Racine. Photo by H. E. Noyes, Milwaukee.

Unions Sell on Worth, Not Wind.



A bicycle made without regard to cost.

Popular with wheelmen because of its splendid record for stability.

The people's most emphatic choice.

Built on a Gold Basis.

UNION CYCLE MFG. CO.

PHILADELPHIA BRANCH. 814 Arch Street.

Highlandville, Mass.

Tire Comfort

HARTFORD SINGLE TUBE TIRES

The bicyclist whose machine is fitted with Hartford Single Tube Tires knows well what the pleasure of bicycle riding is. A buoyant feeling found in no other tires, a security from accident insured by the easy methods of repair, are the rewards of those who secure

Hartford Single-Tube Tires

The Standard Single Tubes.

No other maker has the experience we have in making Single Tube Tires.

"IF IT'S A HARTFORD TIRE IT'S RIGHT."

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:
300 Chambers St., New York 1781 Wabash Ave., Chicago
DISTRIBUTING DEPOTS:
370 Atlantic Ave., Boston 503 Market St., Philadelphia
17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

RACING MEN SAY
OUR RUBBER TOE CLIP IS
"THE BEST THING THAT EVER HAPPENED"



WE THINK SO TOO

MORGAN & WRIGHT
CHICAGO

to Kenosha is perhaps more travelled than any other stretch along the line, and every Sunday brings out dozens of buggies and vehicles, working their way over the sandy soil which God put there in his wisdom, and which the hand of man has left almost undisturbed. Racine seems to have made up her mind to bring about a change, and has been improving the character of this line of road within her city limits.

Interest in the Sheridan road is crystallized, so



Where the Sheridan Drive will be built, near Cudahy.
Photo by W. M. Foster, Port Washington, Wis.

to speak, in the Wisconsin league for good roads, an organization of leading citizens formed at Milwaukee last January, in the interest of good roads throughout the State, and having the construction of the Sheridan road as one of its purposes.

It is safe to assume that the league for good roads and its friends may be depended upon to push the Sheridan road project to a successful completion, as rapidly as the character of the work will permit.

Aside from the members of the league for good roads, the wheelmen have been doing much to promote interest in the matter of securing better roads, and incidentally in the Sheridan roadway. The body of bicycle riders is becoming so numerous among all classes of people that the wheelmen may well be claimed to constitute a considerable per centage of the population.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,971 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

Queries.

If you owned a house, what would you call it if a man should seize one room in it for his personal occupancy, without even a "by your leave;" and then refused to pay rent, on the excuse that he believed your title to the house to be imperfect.

You would call it Trespass, would you not, and expect to deal with the trespasser by a summary process?

Similarly, if you had been granted a patent by the United States, what would you call it if a man should use that patent without your leave and without offering you any compensation, on the excuse that he believed the patent to be unsound.

You would call it Infringement, and you would feel as if you ought to have a summary process against him, would you not?

Wherein is the one less of a wrong-doer than the other?

FIRST BLOOD.

Dedham, Mass.
Road Race....

137 Starters.

3 Orients in the First Ten Finishes

First and Second Time Prizes won by PETTIGREW and ELLIOTT on

ORIENTS

They Lead the Leaders.

The Waltham Mfg. Co.

BRANCHES:
Chicago, Detroit, Denver, Providence, Waltham, Newark, N. J. Kansas City, Brooklyn, New York, Omaha, Cincinnati, Philadelphia Springfield, Lynn, Mass. Buffalo.

Main Office, 240 Broadway, New York.

Factory: Waltham, Mass.

Boston: 194-198 Columbus Ave.

Palmer Tires

give the rider confidence



THEY are the only tires you are sure of getting home on if punctured. Air will not escape for hours. *Palmer Tires* are the easiest riding, quickest repaired and fastest tires. They mark the high-grade wheel. They are expensive. Send for catalogue. PALMER PNEUMATIC TIRE CO., CHICAGO.

It is to be expected that the wheelmen will prove a valuable auxiliary to the League for Good Roads in pushing the construction of the Sheridan road.

Racine, Kenosha, Milwaukee, South Milwaukee and Cudahy are deeply interested in the building of the Sheridan road, knowing the value of such a highway, and the farmers all along the route are only too sensitive to the increased value which it would give to their farms.

The State law under which the Sheridan road improvements have been made in Illinois is a peculiar one. It provides for the organization of park and driveway districts, upon the petition of 100 voters in the proposed district, through the aid of the county judge, and a public election to decide upon the question of laying out parks and building roads. A body of commissioners is created, which assumes control of the proposed parks and driveways, and superintends the improvements, which must be made under the direction of a competent engineer appointed for the purpose. This law is peculiarly suited to the situation in Illinois, where cities, towns and villages are strung along the shore, almost to the State line, and where park systems are entirely practicable. It is under this law that much of the work already accomplished was done, and the law will admit of the completion of the Illinois end of the road without trouble, and in a short time. The same law also provides that the lake frontage for the entire distance shall be the property of the people of Illinois, thus insuring the entire beach for park purposes. Think of the possibilities this opens up for a magnificent system of parks, such as the world has never seen! And it is as a part of this splendid undertaking that the Sheridan road is to be built to Milwaukee.

When the first great interstate highway was dreamed of a few years ago, and the Milwaukee and Chicago friends of the project began to give it publicity, it looked to many like a Utopian day-dream, beautiful to contemplate, but as far from practicable as a bridge across Lake Michigan. But to-day the matter looks differently. Thirty miles or so of road laid out through Illinois, twenty or more miles of it completed and in first-class condition, and public interest all along the line continually growing, are bountiful assurance that the plans already formed for the construction of the Wisconsin part of this great roadway are not only feasible, but sure of success in the near future. Property-owners along the entire route eager with interest, leading citizens in each of the towns united to further the project, and methods of procedure clearly pointed out, it needs only those expressions of the public will which bring about other great things, to call into existence a magnificent roadway, a source of pleasure to young and old, and of direct practical value to all residing on or near it. The construction of the Sheridan road as first conceived by Volney W. Foster of Chicago, and as planned by representative men in the cities along the lake, would give to Milwaukee and to Chicago a magnificent thoroughfare, the like of which cannot now be found in this country, and scarcely in Europe.

Application to the American Wheelmen's Protective Ass'n, Chicago.

Dated.....189

I hereby certify that I am the owner of Wheel No.....

name of Wheel.....Pattern.....Condition.....

From whom purchased.....Date.....189

and I hereby apply to the **American Wheelmen's Protective Association, Chicago,** for registration of said Wheel, agreeing to comply with all the conditions of contract to be issued upon this application.

Color Enamel.....Gear.....Tire.....

Rim.....Pedal.....Handle.....

Saddle.....Weight.....

Name.....City.....

No.....Street. Agent.....

13068 Bicycles Stolen—95. Only Bicycle Protection that Protects. Only Association Protecting.

THE AMERICAN WHEELMEN'S PROTECTIVE ASS'N, OF CHICAGO.

THEIR BLUE TAG PROTECTS.

In these times when the bicycle thief is unusually numerous and correspondingly industrious, the man who purchases a new wheel or rides a valuable one without securing protection against theft is foolish. The risk of a wheel being stolen when left standing for a moment by the curbing or in a hallway is great, why run such risk of loss of wheel to ride, when you can place the care with such a responsible association, who will give you a new duplicate of the stolen wheel to ride until yours is recovered and returned in as good condition as when stolen. The American Wheelmen's Protective Association, home office, 1522-1523 Marquette building, Chicago. *The only association in the United States affording absolute protection to bicycle owners from loss by theft, at a cost of two dollars. L. A. W. members one dollar.* The paid-up capital of the American Wheelmen's Protective Association is $100,000, with a surplus of $27,060.77, as shown by the treasurer's report, February 1, 1896.

I have investigated the financial standing of the Wheelmen's Protective Association, Chicago, and find that they are perfectly reliable and will carry out any contracts which they make.

STERLING ELLIOTT, *President L. A. W.*

A MIDDLE-AGED LOVE STORY.

NIXON WATERMAN.

With every tick of the clock, my dear,
The days go singing by,
And the skies are blue and our hearts are true,
And there's love in your laughing eye.
And never you care if the silver hair
Steals into each golden lock,
For your heart must know you dearer grow
With every tick of the clock.

With every tick of the clock, my dear,
We drift from the shores of youth,
And we swifter glide on the broader tide
Of the grander sea of truth.
The flight of time but smooths to rhyme
Life's every grief and shock,
And we nearer grow in love's glad glow
With every tick of the clock.

25 members make one consulate.
50 " " " sub-division.
100 " " " division.

Divisions make the L. A. W., which will soon have a hundred thousand members.

It's a great comfort to a man to feel that he is doing his part.

Laws are made by votes.

The Bunker Saddle Co.

Chicago, Ill.



Pneumatic Saddles.



OFFICIAL... HANGING PIN.

L. A. W. Emblems



Finest made; hard, white enamel tires and ruby centre. Get up an order for six and we will send you one free. Special discount on dozen or more. Special Club Pins, Society Emblems, etc.

CATALOGUE FREE.

The Society Emblem Co.
PROVIDENCE, R. I.
P. O. Box 351.

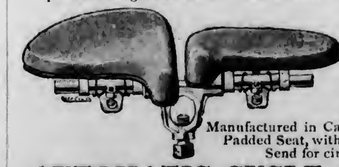


Solid Gold, $1.75 Rolled " .90

Solid Gold, $2.25 Rolled " 1.25

The Improved Automatic Cycle Saddle

As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



Dr. W. T. DODGE, Surgeon to St. Mary's Hospital, Big Rapids, Mich. "I like your saddle very much. It is made on the correct principle."

Manufactured in Cane, Wood, Leather or Padded Seat, with or without springs. Send for circulars, to the

AUTOMATIC CYCLE SEAT CO.
441 Rood Block, Grand Rapids, Mich.

Write this on a Postal

R. H. Wolff & Co., Ltd.,
Foot East 118th St., New York City.

Gentlemen:

Kindly send me, free, your catalogue of Wolff-American High Art Cycles

Name,

Address,



TRUE BALANCE OF QUALITIES

Lively and Elastic. Strong against tearing. Durable in use. Easy and quick of repair. Free booklet mailed on request.

HODGMAN RUBBER CO.,
459-461 Broadway, New York.
Atwood Building, Chicago, Ill.
135 Essex Street, Boston, Mass.

Standard Rubber.... Cushioned **Spring Saddle...**

Price, $4.00



With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and a perfect seat. Made for ladies and men, and meets all hygienic requirements

CAPITOL MFG. CO.

125-137 Rees Street, Chicago.

See advertisement of Climax 10,000 mile Cyclometer next week.

Use the best

"THIS IS IT"



The only *clean lubricant* on the market. Will not *soil* the *hands* or *clothes*, keeps the *chain bright* and *clean*. Is *superior* to any *Graphite* on the market. Can be handled with a *kid glove*. It *positively* will *not gather dust*. Send 10 cents for sample. Write for our '96 catalogue of **Cycle Sundries.**

Manufactured only by
DAVIS, HOPP & CO.,

358-366 Dearborn St.,
CHICAGO, ILL., U.S.A.

A NEW YORK member writes: Last Sunday while my brother and I were riding our wheels we were attacked by a dog. I was pulled off my wheel, my stockings and underclothing were torn. What risk do I take by shooting a dog like this?

Ans: None that should deter you from doing so. Your real danger would seem to lie in letting such a dog live.

THE world contains lots of "dead wood," and dead wood doesn't even make the best of fuel.

NOAH built an ark and got under cover. Some of those people didn't.

ADAM was the only man who had a good excuse for not belonging to an organization.

ALL BULLETIN subscriptions expire with expiration of League membership.

The loser declares it is Fate's hard plan,
But the winner, ho, ho! he's a self-made man.

LAWS are made by the people and *for* the people.

N. B.—We are the people.

MORE members.
More votes.
More influence.
More road improvement.
More wheelmen's rights.

14 Models. All Sizes, Styles and Prices.

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below:—

New York State and New Jersey, north of Trenton. The H. & D. Folsom Arms Co., 314 Broadway, New York City.

Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.

Illinois. The Henry Sears Co., Chicago, Ill.

California. Smiths' Cash Store, San Francisco, Cal.

Northern part of Ohio and eastern part of Michigan. A. J. Rummel Arms Co., Toledo, Ohio.

St. Louis, Mo. E. C. Meacham Arms Co.

If outside of this territory, apply direct to the manufacturers.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

The World Famed **Humber Cycles**

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

Hold more records than all other makes combined . . . .

Enjoy the most discriminating class of patronage in all parts of the civilized world . . .

Why? Humber Quality.

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director,
WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d St.

Brooklyn Salesrooms,
845 Fulton St. 1313 Bedford Ave.

Baltimore Salesroom,
111 North Charles Street.

Branches in all parts of the civilized world.

HIGHWAY LOCATION.

GOOD roads are being practically and scientifically considered by the Oregon Road Club, of Portland, Ore. It recently issued a bulletin in which W. B. Chase, a member of the club, gives some interesting points on "Highway Location." The following lines are taken from his paper:

To locate a wagon road properly is a work requiring no little thought and careful consideration. To weigh all the conditions, giving to each its proper importance, and finally to make a location in which conditions are balanced, requires much time and thought, and cannot be done in a day. To be sure, it is easy enough to say that a road over which a team can haul a ton is better than a road on which half a ton is a limit. But, maybe the people who are to use the road have more horsepower and time to spare than money. Again, the traffic of a district may be light, so that it is cheaper, both at present and in the long run, to endure the inconvenience of steep grades than to reduce them.

Again, the future development of a district must be considered. A traffic of twenty tons a day now may grow to a hundred tons. The loss caused by steep grades might be unimportant to

Do you know . . .

The Rialto?

We do; and we know it is as good as can be made. Better investigate it.

Our "Deep-Sea Green" is a Beauty.

...

Continental Cycle Co.

15th Street and Western Avenue, Chicago.

THE **TRANSIT**

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.

A Hundred Dollars for a Wheel!

. . . NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

THE FLOWERS THAT BLOOM
in the Spring

HAVE NOTHING TO DO WITH
the case

BUT IF YOU HAVEN'T
secured catalog

AND QUOTATIONS ON ELMORE
and Ixion Bicycles

YOU SHOULD DO SO AT ONCE
Edw. Oliver & Co.,

No. 23 PARK ROW, N. Y. CITY,
can tell you all you

MAY WISH TO KNOW ABOUT
those splendid wheels.

PERFECTION TOE CLIP



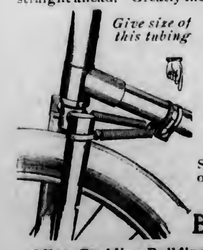
Biggest Bargain ever offered.
Only a few left.
Write for prices.
Send thirty cents for sample pair.
No stamps.

Weight 3 oz. to the pair.

W. MYLES,
Box 271,
BRIDGEPORT, CT.

The Automatic Bicycle Balance

Easy to ride with "Hands Off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.
Write for Circular and Trade Prices.



Give size of this tubing

Weighs only 2 ounces. Entirely nickel plated. Adjustable to any bicycle.

PRICE $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St., New York.

the losers in the first case, but serious in the latter. To express it differently, what does grade cost the users? Or what effect has grade on the traffic? What would it be worth to the users of a road to have a lighter grade? How far would you be justified in spending money to go around a hill to avoid going over it?

All other things being equal, the farm line is the place for the road. In the middle west, especially in the prairie States, the section line was generally as good as any other, but in the hill countries the locator ought not to be required to locate on a division line, simply because it is some one's farm line.

In the study of grades, the direction of the heaviest traffic should be considered. Most of our market towns are in the lowlands, while producing districts are higher up. Obviously, a hill down which a load must pass is not so objectionable as one which a load must ascend. You would not spend so much money nor use so much distance to reduce a grade which is down for most of the traffic, as you would for one which must be ascended by the loaded teams. Of course, the subject of direction of traffic cannot be considered as closely as in railroad work, but it ought not to be lost sight of.

Enough undulation in a road for good drainage is desirable, but heavy undulation causes more loss of horsepower and waste of time than any other one mistake of the road locator. To go up a hill just to go down again ought to be avoided,

Old Features
Of Standard Excellence

New Features
Of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES...

Popular with all who appreciate superiority in bicycle construction

THE YOST MFG. CO.

New England Branch.

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.



BEWARE OF IMITATORS

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows—always leads.

Send for Catalogue No. 72.

Wheeling at night,
With the "Search-Light,"
—is a pleasure.

yet that is what we are doing on most of our hill roads.

The locator, when laying out roads connecting places of different altitudes, should endeavor not to lose grade, that is, when the grade has been brought down to the desired level, keep it there; or, if it has reached the desired altitude, do not go down again.

We ought to be willing to make considerable distance to avoid making an up-grade in the direction of heaviest traffic steeper than five per cent. Grades up to ten and twelve feet in one hundred are not uncommon in mountain districts, but they are bad for any but light traffic. Keep your long-grade lines below five per cent if possible, or, if they must be steeper, break the line occasionally with a short distance of easier grade. It sometimes occurs that a valley road miles long, has one or two bad hills in its way. This is the place to spend your money to reduce grade, either by digging down or going around, for this one hill determines the hauling capacity of your teams, which might haul two tons over the miles of nearly level valley road, and but half a ton over the hill. A road leading from one town to another, or from a densely populated district to market or through manufacturing districts, ought to have lower grades than simple neighborhood roads.

The traffic determines whether it will pay to go around a hill or over it. If it is a poor road, those who use it must suffer for it, either by hauling more loads or increasing horsepower. Avoid

U. S. CYCLOMETERS (MODEL '96)
Odometers and Lamp Brackets
For Carriages. Detachable.



FULL SIZE.

ABOVE READS 4652⅞ MILES.

10,000 MILES.
WEIGHS 1¼ OUNES.
ONE INCH LONG.
Attaches on Right Side.
Repeats or may Easily be Set.
Reads Plainly from Saddle.
Made for 20, 22, 24, 26, 27¼, 28, 30 to 46 in. Wheels.

Guaranteed accurate and will be repaired or replaced free of charge in case of accident.

Cyclometers . . . $1.50
Odometers 2.25
Lamp Brackets . . .25

U.S. Manufacturing Co.
FOND DU LAC, WIS., U. S. A.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum. The models for 1896.



⅔ SIZE
MODEL B.

Model A registers 1,000 miles and repeats, weight 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight 2¼ oz. Price $1.50.

Model C, registers 10,000 miles and repeats, weight 1¼ oz. Price $1.75.

TRENTON WATCH COMPANY, Trenton, N. J.

THE ROCHESTER
Combination Cleaning Rack and Holder.



As a Cleaning or Repairing Rack. As a Rest or Holder.

Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition. **PRICE, $1.50.**

Automatic Parcel Carrier.

Price $1.00.



Weighing only FOUR ounces with a carrying capacity of *Over ten pounds.*

Automatic. Ornamental. Handsomely Nickeled.

Indispensable to every Cyclist.

For sale by All Dealers, or Holder and Carrier sent prepaid on receipt of price

ROCHESTER BICYCLE COMBINATION HOLDER CO.,
ROCHESTER, N. Y.
145 Powers Block.

INVESTIGATE THIS

Before you buy any wheel. You can get, without extra charge, on any of the lines of wheels we sell (all of standard make), the marvel of bicycle invention.

The Spencer Invisible Brake...

Applies to the Crank Axle. Operates by turning the Grip. Weighs only a few Ounces.

There is nothing about it to get out of order, and in practical use it is unbreakable. **It can be applied with infinite graduation; or can be made to lock the wheel absolutely.**

•••

THE SPENCER BRAKE CO.
140 Chambers St., NEW YORK.
Agents for the Liberty, Wolff-American and Crescent Cycles.

Much Hard Pedaling

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy Running

"Gendron" Bicycles
Truest Bearings Most Rigid Frame

Gendron

Send for Catalogue.

Gendron Wheel Co.
Toledo, Ohio.

When ordering your wheels REQUEST that they be fitted with

Hunt
BICYCLE SADDLES
WESTBORO, MASS

dead-level roads unless they can be well drained. Avoid swamps, if possible. It is very expensive to build a good road through a marsh, and expensive to maintain.

Do not lose sight of the drainage question. It is easy enough to drain where grades are, but dead-level valley roads are too often a little earth thrown up between two long frog ponds. Drain these off, if possible, for, depend upon it, drainage is the soul of a good road.

Avoid crossing streams, whenever possible. Bridges add much to the cost of a road.

In general, keep your grades as low as you can consistently with the purposes for which the road is built, and the ability of the people to pay for work, not forgetting that the better the location the less it will cost to build and maintain the road.

Some persons think that the day of the road horse is about ended, and the roads should be located and built to suit some sort of motor. I do not share the belief. The horse will be with us a good long time yet, but a road that is good for horses is good for anything else.

Pied His Form.

FIRST COMPOSITOR: "Where's the foreman today?"

SECOND COMPOSITOR: "I don't know." The devil: "He tried to ride a bicycle last night and pied his form. — *Wheelman*, Australia.



You Know the Good Results of Riding.

Do You of Evans'

?

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & Co.,
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price-list of uniforms.

So Paderewski's gone again;
Now let's be saving and secure
Of cash enough to see him when
He pays this land another tour.

BE a man, not a monkey; sit up.

THE hump-backed "scorcher" is a poor recommendation for cycling.

THOUGH the cabbage may come out ahead, we are likely to see the tomato ketchup.

If you expect a reply to your communication it is necessary that we have your full name and address.

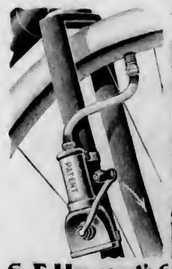
RENEW your membership.



EUROPEAN BICYCLE TOURS,
Under Leading Authority on Foreign Routes! Seventeen Plans!! Most Extensive, Comprehensive, Select, Best-appointed, Cheapest Ever Offered!!! Men; Women. J. Perry Worden, Columbia University, N.Y.

MILWAUKEE BEER...
IS FAMOUS
PABST
has made it so

Then insist on having
PABST MILWAUKEE



The Crank Bicycle Pump Is a little wonder
Only 4 inches long
As powerful as a foot pump.
For sale by Jobbers and Dealers
S. E. Howard's Son & Co., Sales Agts
21 & 23 Mercer St., New York.

McCune Cycles...
NONE BETTER,
Send for Catalogue.
EVERETT CYCLE CO.
EVERETT, MASS.
Agents Wanted.

M & C
BIKO
LINIMENT
TRADE MARK

After riding, rub down with
BIKO
and FEEL LIKE A NEW MAN. Relaxes muscles, removes lameness, strengthens, invigorates, cures sprains, bruises, rheumatism. *Send 25 cents for a Sample Bottle. Agents Wanted.*

J. J. MILLER & CO.,
13 Tompkins Place, Brooklyn, N. Y.

The Orange Universal Supporter.
THE BEST IN THE MARKET.



Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot-Ball players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.
AGENTS SHOULD SEND FOR SPECIAL PRICES.
The H. A. & W. C. KEITH CO., Providence, R.I. Brockton, Mass.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.
JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

CYCLOIL *The Best Lubricant. The Best Lamp Oil. Odorless and Clear as Crystal.*

Prevents rust, cannot gum, burns brilliantly, does not jar out.
25 cents per 8 ounce bottle.
Ask your dealer for it, or write to
McKesson & Robbins, 91 Fulton St., New York.

Cycle Salesman Wanted.

Wanted, by a prominent Eastern bicycle manufacturer, experienced salesmen, controlling high-grade territory in New England, Middle Atlantic and Western States. Only those at present employed in this territory and controlling exclusive and unquestioned trade will be considered. Address, stating experience, age and salary expected, "Cycle," Post-office Box 822, New York City.

Superintendent of . . .
CYCLE AGENCIES WANTED.

A prominent Eastern Bicycle Manufacturer, wishes to secure the services of a thoroughly experienced Superintendent of Agencies and Agency Correspondence. Must occupy such a position at the present time, and be of unquestioned ability. Address, stating particulars. "Cycle," Post-Office 822, New York City.

THE Juniata BICYCLES

Suggest style, speed, safety. Ask your dealer about them.
H. H. LANE MFG. CO., Huntingdon, Pa.
Send for Catalog. New York Office, 595 Broadway.



A Boon to Cyclists. No more Saggy Tires.
BASCH'S SUCTION BICYCLE VALVE CAPS.
PREVENTS Leakage from the Valve. Loosening of Metal Valve Cap. Dirt accumulating between tire and rim.
Keeps the Valve Clean. Fits any Valve.
Ask your dealer for them or send 10c for sample to **D. BASCH,**
12 Waverly Place, New York.





PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.



"Ball-Bearing" Bicycle Shoes
For Men and Ladies,
They are made from Soft and Flexible Leathers. Fine Corrugated Soles. Ask your dealer for them. Booklet free.
C. H. FARGO & CO., Makers,
CHICAGO, ILL.

GOING OUT OF BUSINESS
Famous Scorcher Shoes **$1.50**
D.E HOSE SUPPORTES 25¢ PAIR
SENT FREE OF CHARGE, DET. CLEAT CO. 302 WASH. ST. BOSTON

ROAD MAPS

Of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut. These maps are handsomely colored, and show all the roads and points of interest. For sale by the dealers, or sent by mail by the publishers. Price 25 and 50 cents. Send for catalogue.
GEO. H. WALKER & CO., Lithographers,
160 Tremont Street, Boston.

RUBBER GOODS BY MAIL
For Men, Women and Children. Catalogue free. Quick Sales. Big Profits to Agents. A. U. Betts & Co., 120 Water St., Toledo, O.

LOEW 10,000 MILE CYCLOMETER.
With Independent Trip Dial.
Price, 90 cts. each.
CAPITOL MFG CO. - - Chicago, Ill.

For Bicycle Clubs. Every cycle club should be supplied with vest pocket folders for its members, which give the name of the club, the members, the officers, time and place of meeting, etc. Write for samples and prices.
W. C. ELLIOTT, Reynoldsville, Pa.



AN OBJECTION TO GOOD ROADS.

Chief Consul Scherer of Tennessee, tells of a farmer who gave him a severe reprimand for advocating good roads. His objection to the modern highways was based upon the novel argument that the mud road was more economical. "Why," said he, "I can drive my mules the year round without shoes in the dirt, but on these blamed stone roads it costs me thirty-six dollars per year for shoeing."

PAVEMENTS MADE OF HAY.

Permission has been granted by the mayor of Baltimore to lay a sample of a new pavement, made of swamp hay, in order to test its durability and to ascertain whether it should be allowed to compete with asphalt and other paving material.

The material of which the paving blocks are made is swamp grass, which grows luxuriantly in the salt marshes along the Atlantic coast. It grows very compactly and in many places to a height of six or eight feet. It is cut at any time of the year, except when growing.

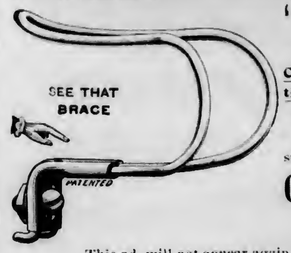
Laborers go into the marshes with large, flat boats and cut the hay, which falls into the boat as it is poled slowly through the water. The material is then put into bundles and cut up into the proper length by a machine similar to the ordinary hay-cutter, with which the boat is provided. It is afterward subjected to a moderate pressure and made into blocks by a machine attached to the cutter, about 6 inches thick by 16 long and 20 wide. These are then fastened in the shape stated by wires, very much in the manner as hay is put up. Before the blocks are shipped from the factory to their destination they are treated with a preparation of "dead oil," and they are then ready to lay upon the street.

The cost of putting down this pavement complete, including the preparation of the concrete foundation, is given at from $1.40 to $1.70 per square yard. The cost will vary somewhat from surrounding conditions, the freight on the blocks, cost of labor and cost of crushed stone and other material for the foundation. — *Exchange.*

WEEDS won't grow in a good road.



Catalogue and Sample section of Tire free upon application. Address
THE PUNCTURE PROOF TIRE CO., Quincy, Ill.



"BRACE" CLIP.
The Lightest, Strongest, Cheapest and most Practical Clip on the market.
Weight less than 2 oz. a pair.
Send twenty-eight cents in stamps for sample pair.
G. W. Cole & Co.
111 Broadway, NEW YORK.
This ad. will not appear again so order at once.



Sandy's Muscle Wash
For Bicyclists and Athletes. Recommended by all riders.
A 50c. bottle will make two gallons of the best and cheapest wash used. Sent to any address in the U.S. on receipt of price. Address:
H. J. ANDRUS, Afton, Chenango Co., N.Y.
Sold by Bicycle dealers. Agents wanted.

Sweaters, 50 cts. WHITE, NAVY BLUE or BROWN.
Send for Samples of Material.
HALL & DOWNING, 595 Broadway, New York.

BICYCLE STOLEN — April 6, '96, from residence of Dr. J. E. Lumbard, 1975 7th ave., New York city; Liberty wheel, model 17, No. 12646, black enamel, brake attachment, the Wheelmen's Protective Company's tab No. 3,830 varnished to front fork; liberal reward.

BUSINESS OPPORTUNITY. — Bicycle business for sales located in seashore resort with a summer population of 25,000, centrally located, private instruction track; no other dealers in town. Address, Box 815, Ocean Grove, N. J.

Really the Best.

"'Twas last noight at the widdin," said Pat with battered face,
"I axed a chap who seemed to be a-bossin' o' the place,
"An' who the deil are you?' fer I was lookin' fer a fight,
When he said he was the 'best mon,' an' I found out he was right."

Cats could be poets, did they choose,
For they can cultivate the mews.

MAKE the highways beautiful as well as good. Plant trees.

Now Oklahoma wants to be
A full-fledged commonwealth, they say:
We'll have to let her in if she
Can prove to us that she's "O-K."

ONLY a small part of the people who want good roads are wheelmen.

A mouse doesn't resemble a conclusion, but a woman will jump at either of them.

Oh, up the stairs of Right we creep
But one step at a time,
But slide down, at a fearful sweep,
The banister of crime.

THE desire for better highways indicates enlightened advancement.

THE road that raises mullens doesn't help to raise mortgages.



Boston, May 1, 1896.

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12 PEARL STREET, - - - BOSTON, MASS.

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FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary, L. A. W.
12 Pearl Street, Boston, Mass

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,.....

Street or Box,.....

City or Town,.....

..... **State,**.....

Cycle Club,.....

References,.....

.....

☞Write plainly, printing preferred, or enclose personal card.

We publish in this issue a renewal blank which we hope will be universally used. A blank of this kind is more satisfactory for filing than a notice of renewal written in letter form. If a member has no blank and does not care to mutilate his paper, he will oblige us by sending the renewal on paper the size of the blank and made out after the same form. The same applies when two or more names are sent.

RENEWAL SEASON.

The renewal season is now open and we are ready to receive the annual dues of those members whose membership expires during April.

FOUNDER'S TICKET.

We have prepared a special ticket for our founders. Any member of the L. A. W. who was present at the Newport meet and has been a member ever since is entitled to one of these. If a ticket has already been issued to such member we will gladly exchange, and others will please make claim for them when they renew.

(COMBINATION BLANK.)

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W.,
12 Pearl Street, Boston, Mass.

Dear Sir:—I enclose One Dollar for which please renew my membership and subscription to the L. A. W. publication for another year

Number .....

Date of Expiration .....

Name .....

Street and No.) .....
or P. O. Box.)

City..... **State** .....

City and Division in which my home is and to which I should be attached.) .....

Bulletin will be stopped at date of expiration.
You have 60 days in which to renew.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

TO REGAIN MEMBERSHIP.

The following provision of the L. A. W. Constitution is self-explanatory.

ART. III. Sect. 6. A member may renew his membership at any time within sixty days from the date of its expiration by payment of the annual dues of 75 cents. ($1.00 with BULLETIN and GOOD ROADS.) If he shall postpone the payment of his dues beyond the sixty days he shall pay in addition to the annual dues the sum of 15 cents for every month or fraction of a month he is in arrears, except that he shall pay no more than $1.00 in fines for a full year.

Officials and recruiting agents should call this rule to the attention of those who are out of the fold and invite them to return.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2840 may place orders for the bar with their renewals.

LAPEL BUTTON.

We have on sale the official lapel button of the L. A. W. Mailed to the address of any member on receipt of 25 cents. The same button with catch pin for ladies' use, 25 cents.

CAP PIN.

The official cap pin is now on sale. Price 35 cents by mail.

PRIZE OFFER TO THE SMALLER DIVISIONS.

Prize. An Eastman No. 4 Folding Kodak, for rectangular pictures, 4x5 inches. Capacity, 100 exposures without reloading. Value, $60. See Eastman catalogue for further description. Will be given to the member of any division, etc., having less than 200 members, April 1, 1896, who sends to this office the largest number of applications for membership from his own division from April 1 to Sept. 7, inclusive. Those who compete for the prize must make claim for record with every application sent in.

ABBOT BASSETT, Sec.

RACING BOARD.

Declared Professionals.

Tom Cooper, Detroit, Mich., own request.
Jos. H. Hocker, Jr., Kansas City, Mo., own request.
L. V. Raymond, Coronado, Cal., own request.

Suspended.

For competing in unsanctioned races, the following are suspended for one year from Apr. 14, 1896: W. A. Grant, J. P. Meurer, A. D. Prince, A. A. Murphy, A. C. Platt, A. L. Hallenbeck, T. Hudenbach, T. N. Drake, C. M. Kervan, W. D. Edwards, R. L. West, W. W. Bainbridge, J. H. Covell, W. R. Pike, G. H. Clark, New York City.

Records Accepted.

One-half mile, tandem, professional, Wm. A. Terrell and W. A. Taylor, unpaced, flying start, 52 3-5 seconds, Coronado, Cal. March 2, 1896.

One-third mile, professional, W. W. Hamilton, unpaced, flying start, 34 1-5 seconds, Coronado, Cal., March 2, 1896.
Two-thirds mile, professional, W. W. Hamilton, paced, flying start, 58 3-5 seconds, Coronado, Cal., March 2, 1896.

Sanctions Granted.

July 4 — Boonton Athletic Club, Boonton, N. J.
May 30 — Neshaminy Falls Athletic Ass'n, Neshaminy Falls, Pa.
May 30 — B. J. Murphy, Altoona, Pa.
May 2 — Y. M. C. A., Philadelphia.
May 15 — Eastburn Athletic Ass'n Philadelphia.
May 7, 8 — Healdsburg Wheelmen, Healdsburg, Cal.
May 30 — Citrus Wheelmen, Los Angeles, Cal.
July 4 — Citrus Wheelmen, Santa Monica, Cal.
May 9 — Smith Academy, St. Louis, Mo.
May 9 — Chester Park Athletic Club Co., Cincinnati, O.
May 16 — Chester Park Athletic Club Co., Cincinnati, O.
May 11, 16 — Case & Manning, Chicago, Ill.
May 2 — Bicycle Park Ass'n, Omaha, Neb.
May 9 — Second Infantry B. C., Fort Omaha, Neb.
May 1 — Company E, Eighth Regiment and Greenwich Wheelmen, New York.
May 30 — Syracuse Athletic Association, Syracuse, N. Y.
Sept. 7 — Syracuse Athletic Association, Syracuse, N. Y.
Aug. 8 — Albany Bicycle Club, Albany, N. Y.
Aug. 15 — Albany Bicycle Club, Albany, N. Y.
May 30 — Rome Cyclers, Rome, N. Y.
July 11 — Riverside Wheelmen, New York.
Aug. 6 — School of Physical Training, Silver Lake Assembly, N. Y.
July 4 — W. C. Green, Watertown, N. Y.
Aug. 12 — Coxsackie Cycling Club, Coxsackie, N. Y.
May 27 — Cortland A. A., Cortland, N. Y.

TO PENNSYLVANIA MEMBERS.

At the end of the year Pennsylvania should have more than twice the members she has now. Just a little "hustle" on the part of every member will bring that result.

The Pennsylvania Button.



Members of the Pennsylvania division will be supplied with an exceptionally handsome and artistic official button, emblematic of the Keystone State. The face is of the finest enamel. The wings and tire of very pale blue, flecked with gold, the keystone a rich carmine, the background is white.

One will be mailed to member sending ONE application with accompanying entrance fee and dues ($2.00), or on receipt of 25 cents.

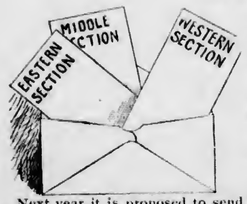
A Neat Cap Pin.



Same design in a larger size for those who prefer it as a cap pin, or for ladies' use, will be sent to any member sending two applications with accompanying entrance fees and dues ($4.00), or on receipt of 35 cents.

In sending applications for which you request either the button or pin do not send direct to Secretary Bassett in Boston, but mail to the secretary-treasurer of the Pennsylvania division, box 1177, Philadelphia.

New Maps.



A new colored road map, which is far the best Pennsylvania ever published is now on press.

The scale is twice as large as map in present road book; contains many heretofore unreported roads, and is printed on bond paper. It is in three sections, and may be carried in coat pocket or in the pocket in back of road book.

It will be sent to every member who renews or who has renewed, and will be embodied in the road books sent to new members.

Next year it is proposed to send every member of the division an entirely new and revised book, on which road book committee are working.

A Recruiting Leaflet.

A neat little eight-page leaflet setting forth the advantages of League membership in Pennsylvania has been prepared, and a package will be mailed to members to distribute among non-League riders. One member writes: "I received twenty-five of the little booklets, and as a result enclose eight applications." Another (a dealer) says: "I put one of them in the tool-bag of each machine sold, and in every package and letter I send out, and a number of the recipients have already sent in applications."

Display it Everywhere.

A very striking hanger, to which is attached application blanks and recruiting literature, is now ready. One of these should be hung in a conspicuous place in every club house, cycle store, and similar place in the State. Write for them and see that they are displayed.

Subscribe for the Bulletin.

Every member should subscribe, even if there is another copy in the family. Notices of meets, voting blanks, and all sorts of invitations are mailed from this list and if your name is not there you are likely to be missed. Secretary Bassett writes: "Pennsylvania has fewer non subscribing members than any other State."

More Local Consuls Needed.

There should be a consul in every town in the State. If there is none in *yours* it is *your* fault. Write at once to the chief consul asking for the appointment yourself, or else recommend some other good active man.

A handsome button similar in design and color to the member's button, but a little larger in size and bearing the word "Consul" has been made for consuls. It will not be sold, but is sent to any consul requesting it when sending two applications, which should be sent to the secretary-treasurer.

P. S. Collins, Sec'y-Treas.

UTAH.

Theo. C. Brantley is appointed local consul for Ogden.
C. N. Butler, Chief Consul.

CONSULS TO CONNECTICUT.

Ansonia, M. J. Whitlock, M. C. Hitchcock.
Avon, Geo. H. Gabriel.
Branford, F. E. Peckham.
Bridgeport, Harry Elliot, Wm. La Hommedieu, C. H. Wolff, G. D. Chamberlain, J. Rudolph Lanbscher, Geo. Bowman.
Central Village, F. W. Tillinghast.
Cranbury, E. L. Gregory.
Clinton, A. H. Stevens.
Colchester, Irving Watkinson.
Cromwell, John B. Bond.
Chester, John B. Hardy.
Danbury, O. W. Swift.
East Berlin, W. W. Mildrum.
East Haddam, Clayton S. Boies.
East Hartford, E. W. Goodrich.
East Hampton, A. S. Hitchcock.
Greenwich, D. W. Lent.
Guilford, H. S. Wedmore.
Greens Farms, Geo. B. Whitehead.
Hartford, Geo. E. Cox, 48 State; E. L. Wheeler, 152 Main; R. H. C. Kelton, Htfd. Rubber Works; Arthur B. Smith, Htfd. Wheel Club.
Ivoryton, Clarence Bushnell.
Mt. Carmel, Arthur E. Woodruff.
Meriden, J. E. Brainard.
Milford, Wm. B. Bush.
Mystic, Dr. G. E. T. Ward.
Moodus, L. G. Mitchell.
Middletown, W. N. Pearne.
Naugatuck, Chas H. Hoadley.
New Haven, C. W. Kellog, 500 State; Clarence B. Dann, Dann Bro.; Arthur Griffs, 7 Centre; W. P. Weaver; C. O. Reichart.
Norwich, W. F. Lester; St. C. Hildebrand; John E. Fanning.
Niantic, B. D. Luce.
New London, F. G. Moxley; Arthur J. Raymond.
Norwalk, Chas. H. Aisthorpe.
Plainville, C. W. Cowles.
Putnam, David Flagg.
Portland, E. H. Wilkins.
Plantsville, C. A. Brooks.
Rockville, W. S. Irwin.
Ridgefield, F. S. Hurlburt.
South Norwalk, Dr. H. N. Clark, Edgar H. Fox.
Stamford, Geo. Weed; C. Ford Seeley.
Stratford, Sellick B. Middlebrook.
Sharon, C. H. Marvin.
Sandy Hook, R. W. Dutcher.
Suffield, L. H. Sikes.
Terryville, A. B. Beach.
Taftville, J. P. Murphy.
Torrington, O. H. Hammond, W. H. Brothwell; S. C. Workman.
Waterbury, G. B. Hall, 505 Washington; E. W. Wilson; J. R. Hughes.
Wallingford, W. R. Gilbert; J. R. Cottrill.
Westport, Alexis F. Downs.
West Winsted, W. B. Phelps.
Willimantic, Geo. E. Hinman; Wm. P. Jordan; Geo. H. Parrett.
Windsor Locks, Don A. Allen, Geo. W. Gates.
Winsted, James L. Dean.
Wethersfield, E. R. Wolcott.
West Simsbury, Geo. O. Fuller.

NEW PREMIUMS.

Any person eligible to membership in the League securing four new applications for membership will be admitted as a member free of cost.

For twenty-five new members the official gold L. A. W. emblem.
James C. Tattersall, Secy-Treas.

LOCAL CONSULS FOR MARYLAND.

Federalsburg, R. W. Messenger.
Ridgley, T. J. Day.
Lutherville, William W. Boyce.
Sparrows Point, Frank C. Eldred.
Mt. Washington, George T. Ruoff.
Reisterstown, Dr. H. M. Slade.
Towson, E. E. Henderson.
Laurel, Thomas Crommiller.
Hyattsville, G. T. Walton.
Cambridge, William G. Le Compte.
Frederick City, John A. Kennedy.
Havre de Grace, Clarence C. Pusey.
Bel Air, D. B. Reckord.
Oakland, B. H. Sincell.
Easton, Frank A. White.
Elkton, Charles G. Wells.
Centreville, J. M. Parvis.
Rockville, G. M. Anderson.
Crisfield, M. H. Douglas.
Salisbury, L. Clifford Dorman.
Hagerstown, A. W. Miller.
Chestertown, W. W. Chapman.
Savage, Robert Morang, Jr.
Ellicott City, J. H. Iglehart, Jr.
Cumberland, William Gullam.
Baltimore, Thomas E. Jacobs, 124 S. Washington st.
Baltimore, Lewis H. Moore, 1817 W. Lanvale st.
Baltimore, Louis F. Glantz, 428 N. Gay st.
Westminister, Joseph H. Krichton.
Union Bridge, J. E. Lambert.
Finksburg, John D. Armacost.
Union Mills, Harry W. Shriver, Jr.
Double Pipe Creek, Harry Weant.
New Windsor, A. C. Smelser.
Manchester, C. J. H. Ganter.
Taneytown, H. B. Miller.
Uniontown, Dr. T. J. Shreeir.
Sykesville, J. H. Wilson.
Hampstead, J. E. Rate.

NEBRASKA.

I hereby announce the appointment of E. B. Pease as local consul at Fremont, Neb.

A. R. Edmiston, Chief Consul.

THE NEBRASKA HAND AND ROAD BOOK

Will soon be out. I would be pleased to hear from any committees of other States of any suggestions they may have to offer; also from members. Advertising is in charge of W. C. Brook, box 10, Omaha, Neb. Routes by A. R. Miller of Columbus, Neb. I would like to get names and officers of all cycle clubs in Nebraska. Let me hear from every member in Nebraska.

L. T. Brodstone, Chairman Hand Book Committee.
Superior, Neb., Lock Box 105.

UTAH DIVISION.

The Reed hotel has been appointed the League hotel of Ogden, and all members of the L. A. W. will receive a special cut rate on presenting their League cards.

C. N. Butler, Chief Consul.

UTAH DIVISION.

Mr. I. C. Brantley of Ogden, Utah, has this day been appointed local consul for Weber county, Utah, by Chief Consul C. N. Butler.

W. S. Evans, Secy-Treas.
Salt Lake City, Utah, April 15, 1896.

NEW JERSEY.

Road book committee announce unexpected delays in preparation of '96 book, and in order to make same as complete and accurate as possible, will be compelled to postpone delivery for at least two weeks. Members please take notice.

Wheel Contest.

Beginning Friday, April 24th, and continuing to July 1st inclusive, an *Orient wheel manufactured by the Waltham Mfg. Co.*, will be given to the member securing the greatest number of new members.

NOTES FOR WISCONSIN MEMBERS.

The offer to members whose tickets expired March 31, 1896, is for one week more. The Wisconsin Division will pay renewal fee of any member who will send to the State secretary two applications. This offer is open for thirty days after expiration.

The Road Map.

The Wisconsin road map which is expected to be out about July 1, promises to be a splendid thing. We offer these maps to all members as a premium, together with a handsome lapel button, for two applications. Regular price of map to members, fifty cents. Non members will not be able to obtain map at any price. Button can be secured alone for one application or twenty-five cents.

Your Local Papers.

You can do some efficient League agitation by preparing copy for your local papers — items concerning the L. A. W. doings in your city and elsewhere. Keep it up. It will bring results and the papers will be glad to use the matter. The secretary will be pleased to receive marked copies of anything you do in this direction.

About Racing.

To obtain L. A. W. sanction for a race meet, address the western representative of the national racing board, Fred. Gerlach, Montauk building, Chicago.

For any racing information, address the chairman of the State racing board, Fred J. Schroeder, foot of Walnut street, Milwaukee, Wis., or any of the other members of the board as follows: Louis Pierron, Milwaukee; J. R. Jones, Jr., Racine; H. E. Pomeroy, Appleton; W. R. Ellers, La Crosse; L. A. Hodges, Monroe.

The State racing board is preparing a State circuit and if your town desires a date on it, address the chairman of the board.

ARIZONA.

I have this day appointed Frank D. Meyers, consul at Prescott, Arizona.

W. L. Pinney, Chief Consul.

1900 — MISSOURI DIVISION — 2500.

To Members, — The left-hand figure shows our membership if every present member renews. The right, what we are aiming at. To reach them by May 1, will require tall hustling but nothing is impossible if we *all* work.

Our elegant map of eastern Missouri is ready and will be sent free only to those who joined in 1896, and those who renew promptly, who joined in 1895.

To further stimulate the prompt renewal of memberships we have had an offer made us to furnish each member who renews prior to May 15, an elegant Missouri Division button of special design, which cannot be purchased at retail for less than twenty-five cents. They must be ordered in quantities and for this reason we must hear from you at once in case you want it.

St. Louis Dry Streets.

Again the city authorities are lending their aid to the L. A. W. and by the good offices of the city streets committee, the dry streets schedule has been greatly extended this year. Maps are being prepared showing streets which are to be left unsprinkled before 9 A. M., and after 5 P. M., printed in red. They will be sent free to all St. Louis members. Each ward and precinct will be in charge of a special ward consul whose name will be printed on the margin of the map. If sprinkling is not done right, complain to your ward consul who will promptly investigate. Street commissioner Milner is an L. A. W. member and will see that rules are strictly enforced. Is the privilege of riding over clean dry streets worth one dollar per year? If so, remember that it will only be ours just so long as we retain the big St. Louis membership we now have. Moral: Renew at once.

St. Louis County Souvenirs.

We have a quantity of the St. Louis county tour souvenirs, furnished by the associated cycling clubs left and will in addition to gifts offered above, mail one, while the limited supply lasts, to every member who renews. A word to the wise is sufficient.

Pike County Tour.

The annual pilgrimage to the magnificent roads of Pike County will take place May 17. We will leave St. Louis May 16 on the new steamer "Jo Reynolds," which has been specially engaged for the trip. Make your arrangements to attend now. Particulars announced later.

Annual State Meet.

Will be held at Moberly, July 3, 4 and 5 and the Moberly Cycle Club is making big preparations to entertain us in royal style. The city is centrally located on both the Wabash and M. K. & T. railroads. Both make special low rates to attract a big crowd. Address P. J. O'Leary, Sec'y, Moberly, Mo., for information.

Robt. Holm, Chief Consul.

NORTH DAKOTA.

We need local consuls in every city, town and hamlet. I call upon at least one reputable member in every such place to write me either suggesting himself or someone suitable for the office.

The season is now on us, now is the time, don't delay, but write me at once. Let every member make himself a committee of one to secure at least one new member, and we shall soon have a flourishing division.

O. St. C. Chenery, Chief Consul.
Grand Forks, N. D., April 10, 1896.

NORTH DAKOTA.

The following members have been appointed local consuls for the current year.

Jamestown, Frank Casey.
Fargo, B. F. Spalding.
Drayton, H. A. Ludlum.
New Rockford, Geo. W. Flater.
Grafton, J. L. Eggleston.
Wondan, R. M. Tuttle.
Casselton, U. B. Fitch.
Woods, S. M. Gaylord.

O. St. C. Chenery, Chief Consul.

TENNESSEE DIVISION.

Members, — Your League membership expired March 31, and unless promptly renewed you will not receive the Bulletin. From the large increase of wheelmen this year we can safely count on a membership strong enough to issue a road book. To do this and get proper information, we need local consuls in every small town and hamlet. I therefore ask the wheelmen of all localities to name some one or suggest themselves, so that we can get information when needed. Note also, every League member will get a handsome white and gold enameled Tennessee division, L. A. W. button mailed to you on receipt of your renewal or application. Any member sending me five new applications will receive a fine 1000-mile standard cyclometer, L. A. W. emblem on it.

Charles J. Scherer, Chief Consul, 211 Main St.
Memphis, Tenn.

WASHINGTON.

I hereby appoint Percy L. Sinclair, of Tacoma, secretary-treasurer of the sub-division of the State of Washington, vice E. P. Baggott, resigned; appointment effective this date.

E. G. Dorr, *Chief Consul.*

NEBRASKA.

I hereby announce the appointment of Mr. Charles A. Best, of Beatrice, Neb., as a member of the Special Highway Improvement Committee, vice R. C. Giddings, resigned.

Messrs. Clyde Probst, Geneva; E. R. Pease, Fremont, and E. E. Howell, Fairbury, are hereby appointed local consuls for their respective towns.

A. R. Edmiston, *Chief Consul.*

ARKANSAS.

All members of this division who renew their application within the time prescribed by the League will receive, gratis, an official lapel button, of which the recipient will feel justly proud.

S. R. Jackson, *Sec. Treas.*

PENNSYLVANIA DIVISION.

Additional Local Consuls.

Pittston, Frank Snyder.
Hydetown, Charles A. Ridgway.
McKeesport, R. J. Caughey.
Wrightsville, A. J. Warfield.
Bristol, C. R. Thompson, 611 Bath st.
Erie, W. W. Bennett, 725 State st.
West Bingham, Frank Johnson.
Freemansburg, L. S. Bixler.
Rovers Ford, Geo. W. Wagoner.
Dalton, Clarence D. Finn.
North Wales, Harvey Supplee.
Catawissa, A. L. Rinard.
Sabinsville, R. D. Eldridge.
Rosemont, A. Ernest Shank.
New Galilee, E. M. Wright.
West Chester, Henry R. Hoopes.
Mt. Carmel, A. Goldschmidt, box 55.
Mansfield, Tioga Co., Dr. Frank M. Newell.
Riegelsville, (P. O. Address, Riegelsville, N. J.,) Joseph S. Siber.
Wyncote, H. Anderson.
Corry, J. L. Spiesman.
Sayre, H. K. Spaulding.
Scottdale, A. H. Myers.
Sellersville, A. C. Groff.
Warren, John R. Birder.

ARKANSAS DIVISION.

I have this day appointed the following local consuls for this division:

Little Rock, F. B. Reynolds.
Pine Bluff, A. E. Smith.
Camden, C. W. McDonald.
Texarkana, S. S. Salinsky.
Benton, W. C. Whitthorne.

ALFRED NEWHOUSE, Chief Consul.
HOT SPRINGS, ARK., April 21, 1896.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By Laws.

BOSTON, May 1, 1896.

Total, — 2039 — 37,750.

Alabama, 2 — 41

B. C. C.
Over 101,000.

802 *Snider, Mrs. J. A.*, 520 No. 23rd, Birmingham
3 McRae, Alan, 2227 Sycamore "

Arizona, 1 — 135

Unattached

834 Temple, H. J. Hnachuca

Arkansas, 6 — 217

M. W. C.

805 Booth, Wm. H. Texarkana
6 Offenhauser, Adam, 610 Pecan "
7 Offenhauser, Nat, 610 Pecan "
8 Gould, Barney "
9 Shaw, Walter, W. "

Unattached

810 Ellis, C. F. Eureka Springs

Colorado, 54 — 437

Denver W. C.

811 Aldrich, Paul L., 221 14th Denver
2 Adams, James B., Barclay block "
3 Cantarphen, O. K., box 731 "
4 Plusch, Geo. W., care Colo. Ice and Storage Co. "

Golden G. W. C.

815 Overman, Oliver C. Golden

Leadville C. C.

6 Smith, Fred T., box 615 Leadville

D. D. P. F. C. C.

7 Bloss, Alva F., 218 East 4th Leadville
8 Dye, C. T., 431 Harrison ave "
9 Glaser, R. C., 411 East 5th "
820 Lancaster, Chas. H., 140 East 5th "
1 McArthur, E. D., 131 W. 8th "
822 Pratt, Clarence E., 219 W. 5th Leadville
3 Riggs, Willard G., 219 W. 5th "
4 Robinson, T. A., box D. H. "
5 Rundell, A. E., Toledo ave "
6 Schlessinger, Bert S., 409 E. 5th "

L. C. W. C.

7 Gallagher, Hugh, D. & R. G. Ry., Lake City
8 Patz, Carl F., box 113 "
9 Ray, W. L., box 227 "

Montrose W. C.

830 Ross, Ben Montrose
1 Walter, W. H. "
2 Spencer, Olin "

Unattached

3 Burkett, Albert Brown
4 Finney, Will A. "
5 Leacey, Fred J., Monteith & Sanford Colorado Springs
6 Lawrence, Dr. G. W., Pikes Peak and Tejon "
7 Strang, C. G., 27 No. Tejon "
8 Townsend, O. C. "
9 Patton, A. L. "
840 Price, John "
1 Hover, Wm. A., box 1505 Denver
2 Hover, Chas. L., box 1505 "
3 Hover, Wm. U. box 1505 "
4 Montross, C. A., Jr., 1729 Arap "
5 Robins, Harry D., box 1505 "
6 Wilde, Wm., 216 32nd ave "
7 Thompson, John M., box 1505 "
8 *Allen, Mrs. Rosa A.* Fountain
9 Allen, J. D. "
850 Moser, A. Grand Junction
1 Pearce, J. W. "
2 Willetts, F. J. "
3 Van Hoorebecke, C. "
4 Lake, Henry F., Jr. Gunnison
5 Rickard, Edward S. La Junta
6 Houghton, D. G., 315 Harrison ave., Leadville
7 *Ramsay, Miss Nellie W.*, 323 W. 7th "
8 Redding, Wm. O. Montrose
9 Dole, E. E. "
860 Law, Geo. H. Ouray
1 Quiggle, W. J. "
862 Waring, H. A. Ouray
3 McLean, Hugh A. "
4 Henry, Lyman I. "

Connecticut, 31 — 513

A. W. C.

865 Hill, Eben, Jr. South Norwalk

Unattached.

6 Peacock, H. H., 6 Franklin Ansonia
7 Willett, E. S., box 284 Bridgeport
8 Johnson, John G. Clinton
9 Stafford, W. H. "
870 Bryant, Edw. B., drawer A Hartford
1 Oughton, Robert A., box 107 Guilford
2 Pierce, Edw. D., Hotchkiss school, Lakeville
3 Hammett, C. E., Hotchkiss school, "
4 Robinson, Harry B. Manchester Green
5 Rockwell, A. L. New Canaan
6 Hankinson, David S., 360 State New Haven
7 Perry, Lewis T., 162 Bradley "
8 Perry, Wm. E., 249 Franklin "
9 Sanders, Edward E., 6 Spring New London
880 Hickey, Wm. N., 286 Bank "
1 Ware, Albert P., 52 State "
2 Latham, Daniel, 141 State "
3 Butler, G. W., box 169 Seymour
4 Spencer, D. S. Saybrook
5 Roby, Thomas, box 603 S. Manchester
6 Keeney, Harry W. "
7 Cheney, Seth Leslie, Hartford road "
8 Schieldge, Adam, box 207 "
9 Wright, Harold A. "
890 Barber, W. V., box 973 Torrington
1 Hart, Roland E. "
2 Wilcox, Martin E., Park ave "
3 Elton, John P., 70 Church Waterbury
4 Hughes, Geo. F., Reid & Hughes "
5 McCarthy, Chas. H., box 1068 W. Winsted

Delaware, 2 — 39

W. B. C.

896 Greenman, Clifford, 7th and King, Wilmington

Unattached

7 Hilles, T. Allen, Hilles & Jones Co. "

INDIANA.

Albert Schilling & Son, 45 Virginia avenue, League repairers for Indianapolis. L. A. W. members receive discount of 30 per cent on repairs amounting to 75 cents, and 33⅓ per cent. on repairs of $3.00 or more.

MARO R. THOMPSON, *Chief Consul.*

WISCONSIN LAPEL BUTTONS.

The handsome gold-lined and colored enamel lapel buttons which have been especially made for Wisconsin division members, can be secured from State Secretary Rotier, by sending him one paid application. The button otherwise will be sold to members for twenty-five cents. Many are taking advantage of this offer. Get one new member. You will feel repaid for the effort when you receive the button.

Applications for the tour book which will be out about June 1, are being filed. Get your name on the list. It costs but a two-cent stamp.

M. C. ROTIER, Sect. Treas.
505 East Water Street, NEBRASKA.

MORE WISCONSIN CONSULS.

The following is a list of consuls who have acknowledged their acceptance:

Antigo, Roy Dorr.
Berlin, W. G. Groffman.
Colby and Abbotsford, A. W. Moerke.
Cumberland, Miss Dora M. Riser.
Cambridge, W. T. Stetson.
Chetek, B. F. Budworth.
Cuba City, Lewis A. Wilson.
Delafield, R. W. Lowerre.
DePere, R. J. Strauss.
Elkhorn, W. B. Lyon.
Eau Claire, W. W. Jackson.
Ft. Howard, Chas. S. Kerr.
Grand Rapids, Geo. N. Wood.
Horicon, Frank S. Forbes.
Janesville, J. G. DeLong.
Lake Mills, F. M. Seaver.
La Vale, B. A. Owen.
McFarland, M. D. Larson.
Medford, Arthur Elvis.
Merrill, Burt M. Crowe.
Milwaukee, Louis Pierron.
Mukwonago, C. D. Palmer.
Manitowoc, Victor P. Salak.
Necedah, C. H. Maxson.
New London, M. T. Patchin.
Oconomowoc, Chas. Osen.
Peshtigo, Wm. Ellis, Jr.
Rhynelander, H. M. Woodard.
Rosendale, J. F. Daly.
Shullsburg, H. B. Chamberlain.
Shawano, Irwin S. McNichol.
Waterboo, Max Janisch.
West Superior, L. F. Snyder.

Dated April 11.

ATCHISON, KANSAS.

Union Depot hotel appointed instead of Byram hotel cancelled.

W. W. WEBB, chief Consul.

District of Columbia, 2 — 116

Unattached

808 Yarnall, J. H., 3028 P st. N. W. Georgetown
9 Hill, John R., 1220 N st. N. W. Washington

Florida, 3 — 39

J. W.

1000 Barrs, J. M., Hogan and Forsyth, Jacksonville
1 Dillon, B. F., Bay and Laura "

Unattached

2 Blount, A. C., Jr. Pensacola

Idaho, 2 — 3

Unattached

915 *Hillard, Mrs. V. M.* Murray
4 *Woods, Mrs. W. W.* Wallace

Illinois, 44 — 1283

Belleville L. C.

905 Abend, Edward, Jr., 224 Abend Belleville
6 Andel, W. C., 315 E. D "
7 Barry, James, 233 Virginia ave "
8 Becker, G. A., 513 E. B "
9 Borders, M. W. "
910 Davies, Wm. A., 500 S. High "
1 Dammrich, Mike, Jr. "
2 Deobald, Henry C. "
3 Eckhardt, Otto E. "
4 Hucke, William L., 1027 Lebanon ave "
5 Hucke, Walter A., 19 E. Main "
6 Heller, W. S., 215 Penn. ave "
7 Harvey, W. B., 24 E. Main "
8 Hilgard, Richard W. "
9 Ittner, M. W. "
920 Koerner, Gus, Jr., 7 S. High "
1 Knobeloch, Geo. W., 7 S. High "
2 Kern, Fred J., Public sq "
3 Maserang, G. W. "
4 Schirmer, Ad., Belleville house "
5 Swayze, J. H., 17 E. B "
6 Starkel, Chas. H., M. D., 300 E. Main "
7 Stanley, Geo. W. "
8 Stoltz, Joseph "
9 Tolle, W. D. "
930 Weber, Rev. Wm., 123 W. B st "
1 Wangelin, E. E., 221 Penn ave "
2 Winkler, Geo. C., 502 Fulton "

Central W.

3 Mitchell, H. G., 100 Adams Chicago

Dixon C. C.

4 Keith, Wm. B., 452 W. 6th Dixon
5 Staples, Jos. W., 216 Hennepin ave "

Unattached

6 Johnson, Edward Atkinson
7 Herring, R. F., 358 Dearborn st Chicago
8 *Magill, Esther W.*, 3024 Calumet ave "
9 Mintonye, Geo. W., 285 E. 43d "
940 Curtis, Theodore, 269 Van Buren "
1 Smith, J. L., 1212 Michigan ave "
2 Gill, T. H. Marengo
3 Patrick, E. D. "
4 St. John, H. F. "
5 *Stewart, Miss Margaret* Pontiac
6 Miller, J. H., box 91 Pana
7 Chambers, C. J., care of U. S. Engr. Office Sterling
8 Clark, Albert W. Sheldon

Indiana, 26 — 494

Evansville C. C.

949 Millis, W. B., 117 Main Evansville

Waverly B. C.

950 Hughes, Wm. A., 329 Park ave Indianapolis

Elkhart C. C.

1 Sell, Frank Elkhart
2 Jones, J. J. "

H. C. C.

3 Baker, E. W., 1 Lee Huntington

Unattached

4 Brown, G. A. J., 252 Ohio ave Anderson
5 Masters, Geo. D., box 478 Boonville
6 Boyden, Clarence P., 313 So. 2d Evansville
7 Hamilton, Arthur G. Franklin
8 Goff, B. A. Fremont
9 Johnston, E. R., box 2018 Fort Wayne
960 Davis, Clarence K., 30 Morrison, Indianapolis
1 Denny, Scott L., 26 No. Delaware "
2 Foor, Wm., 832 No. Penn. "
3 Gates, H. B., 124 E. Maryland "
4 Makepiece, Horace B., 469 No. N. J. "
965 Vogt, Geo. R., Grand Hotel Indianapolis
6 Frenzel, Oscar F., M'ch's Nat'l Bank "
7 Kelley, P. J., 39 Virginia ave "
8 Landis, H. F., 135 Virginia ave "
9 Jenks, R. D., 73 Maple Jeffersonville
970 Avers, G. B., 204 No. Miama Peru
1 Beck, Otto L., 85 W. 6th "
2 Ream, W. A., 160 W. 3d "
3 Penmar, Wm. T., box 1056 Summitville
4 Sinex, Fred, box 86 Shelburn

Iowa, 46 — 899

A. B. C.

975 Wright, F. M. Albia

C. C. C.

6 Reimers, C. D. Centreville
7 Wilkinson, Albert "

F. M. B. C.

8 Clow, Ed., 215 2d Ft. Madison
9 Lesh, I. B., Ft. M. Iron Works "

W. C. C.

980 Benge, Bert M. Winterset
1 Schwaner, Rolla A. "
2 Wilkinson, Ralph R. "

Bohemian B. C.

3 Bednar, V., 1007 1st W. Cedar Rapids

J. C. C.

4 Schoppe, H. F. Jefferson

M. C. C.

5 Hall, C. C. R., 210 E. Main Marshalltown
6 Stone, Chas. F. M., Pilgrim Drug Store "
7 Thurber, H. S., 6 N. 4th ave "

Unattached

8 Byerlee, A. J. Albia
9 Haller, Wm. E. Adel
990 Buriamck, John, Jr., 1015 So. 3d, Cedar Rapids
1 Reed, A. S., P. O. "
2 Sinclair, Robert S., box 587 "
3 Kenney, Sam'l, drawer 587 "
4 Soutter, H. B., drawer 587 "
5 Blei, Oscar F., U. P. Hotel Council Bluffs
6 Harwood, W. H., 215 6th ave Des Moines
7 Scott, Elzumer, box 1090 "
8 Windsor, Leland, 822 W. 17th "
9 Furzee, O. W., 113 Gimmet Ft. Madison
000 Myers, Harry J., 719½ 2d "

Over 102,000.

1 Boardman, W. P., box 554 Nevada
2 Boardman, F. M., box 554 "
3 Hoag, Maurice, box 443 "
4 Boardman, H. N., box 554 "
5 Risdon, Charles, box 135 Dubuque
6 Yeager, J. B. Greenfield
7 Starbuck, A. W., 105 Wash. Iowa City
8 Lorenz, H. C., 1129 Fulton Keokuk
9 Earle, Geo. N. Lake City
10 Pyle, W. C. Webster City
1 Banebright, F. A. "
2 Dygert, J. H. "
3 Dygert, R. H. "
4 Smith, Edwin West Branch
5 Enlow, I. T. "
6 Bunkhardt, Henry Rockwell City
7 Dixon, R. B. "
8 Bellows, W. H. Winterset
9 Demange, E. P. State Centre
20 Hansen, E. L. "

Kansas, 32 — 522

Ab. C. C.

021 Elston, J. F., Dp'rg P. M. Abilene
2 Pattison, C. H., Co. Treas. "

W. W. W. W.

3 Colwell, O. G., 530 Ky. Lawrence
4 Gibb, J. Gordon "
5 Sweeney, W. W. "

Sabetha C. C.

6 Goodman, J. M. Sabetha
7 Graham, Fred E. "
8 Guild, Geo. W. "
9 Hughes, R. E. "
30 Haines, H. C. "
1 Reding, Dr. Harry "
2 Ferguson, Dr. H. B. "

T. A. A. W.

3 Dolman, L. S., 411 Kansas ave Topeka

C. G. C. C.

4 Best, H. E. Council Grove
5 Gillett, Earnest "
6 Munson, Chas. L. "
7 Pollard, Sam'l K. "
038 Richter, Earl Council Grove
9 Schultheis, Chas. "

Unattached

40 Jackson, Andrew Atchison
1 Boone, Fred I. Junction City
2 Dobson, Wm. S. "
3 Thompson, W. H. "
4 Ward, Frank E., 1336 Ky. Lawrence
5 Shaw, Chas. E. Marysville
6 Bacon, F. P., 1266 Topeka ave Topeka
7 Bonebrake, F. M., 1312 Buchanan "
8 Coe, James S., 31 Columbia bldg. "
9 Dolman, J. E., Rock Isl. Gen. Office "
50 Macferran, Horace, 1015 Fillmore "
1 Waters, F. R., 700 Buchanan "
2 Dornblaser, S. P., box 7 Valley Falls

Kentucky, 14 — 460

Unattached

053 Layson, Louis C. Cynthiana
4 *Croninger, Mrs. Ed. H.*, 1536 Madison Covington
5 Kochler, H. C., 250 Crescent ave "
6 Burford, L. M., 1438 6th Louisville
7 Curtcher, P. S., 208 W. Main "
8 Cross, Geo. T., 1232 4th "
9 Owen, S. P., 1706 W. Walnut "
00 Peake, N. B., 2322 Portland ave "
1 Rogers, C. B., Jr., 110 W. St. Catherine "
2 Branders, Alfred, 1340 2d "
3 Gans, Albert P., 534 W. Main "
4 *Johnson, Miss Matt*, 319 W. Broadway "
5 McConathy, James S., 1454 2d "
6 Eubank, Leroy, box 207 Paris

Maine, 13 — 304

Portland W.

067 Mason, Jas. M., 45 Myrtle Portland

Unattached

8 Cook, Otis J., 30 Court Auburn
9 Harding, W. S., 21 Hampshire "
70 Parker, John L. Bangor
1 Lovejoy, H. W. S. Fairfield
2 Parkins, John H. "
3 Learned, Ruel "
4 Libby, A. E. Limerick
5 Smallidge, Walter H., Seal H'b'r, Mt. Desert
6 *Goold, Ellen*, 99 Free Portland
7 Small, Parker J. Pleasantdale
8 *Vinal, Mrs. G. H.*, box 374 Vinal Haven
9 Hubbard, F. B., 57 Elm Waterville

Maryland, 11 — 557

Park B. C.

080 Blackwell, Josiah L., 1222 N. Calvert Baltimore
1 *Blackwell, Mrs. Josiah L.*, 1222 N. Calvert Baltimore

Unattached

2 Hjams, Albert B., 602 Carrollton ave "
3 Cox, John R., 1109 Madison ave "
4 Fisher, Harry, 1219 N. Calvert "
5 Martin, Chas. A., 1212 St. Paul "
6 Schneider, A., 719 N. Mount "
7 Schneider, Conrad F., box 135 Frostburg
8 Bish, John A., Main Manchester
9 Morrison, Taylor, (P. O. Piedmont, W. Va.) Westenport
90 Smith, Thomas A. Lonaconing

Massachusetts, 231 — 5142

Massachusetts Bi. Club

091 McBeath, E. B., 36 Federal Boston

Berkeley B. C.

2 Felch, Clarence, Berkeley Park Beachmont
3 Barnarby, Thomas, Everett Cycle Co., Everett

Middlesex C. C.

4 Hayward, Fred H., Prospect and Hampshire Cambridgeport

Columbian C. C.

5 Minie, Ulysses H., 50 Springfield Chicopee

Rollstone C. C.

6 Nash, Geo. L., 162 Main Fitchburg
7 Ward, Dana F. E. Princeton

Lechmere C. C.

8 Levitch, Alex V., 144½ Spring E. Cambridge

Associate Wells C.

009 Chase, W. A., 19 Lincoln Lowell

Ippos C. C.

101 Meiklejohn, Harry, 23 S. Whipple Lowell

Spindle City W.

1 Dorr, W. B., 433 Dutton Lowell
2 McKay, James S., 48 E. Merrimack "
3 Peabody, Forest H., 191 Mt. Vernon "
4 Mitchell, A. E., 68 Gates "
5 Robitaille, F. M., 52 Bridge "
6 Bradley, Simon, 33 Pleasant "

Vesper C. C.

7 Ames, Butler, Andover Lowell
8 Nesmith, Thomas, 2 Park "

L. C. C.

9 Mather, A., 39 Carnes Lynn

Malden Bi. C.

110 Campbell, W. F., 17 Pleasant Malden

Rox. B. C.

1 Prior, E. E., 2 T Wharf Boston
2 Sutherland, D. W., 178 Devonshire "

Haverhill B. C.

3 Monfils, Napoleon, 179½ Water Haverhill
4 Sturgis, Guy, 191 Merrimack "
5 Young, Bert, 191 Merrimack "

Rumford C. C.

6 Conners, Fred, Main No. Woburn
7 Davis, Rufus, 53 Valley Woburn

R. V. C. C.

8 Bowman, Geo. O. Milton

Everett W.

9 Canneli, Joseph J., 20 Chelsea Everett

D. A. C. C.

120 Maxwell, Robert S., 50 Winslow Roxbury
1 Howe, Irving B., 42 Moreland "

Conn. Val. W.

2 *Sikes, Mrs. A. L. P.*, 5 Lincoln Springfield
3 Sikes, A. L. P., 5 Lincoln "

Norfolk C. C.

4 Curell, Harry W., box 507 South Weymouth

Warren B. C.

5 Rorrison, R. S. Warren

Unattached

6 Coughlan, John P., box 192 Abington
7 Goff, Herbert, box 300 Andover
8 Frere, Georg, box 1 "
9 Teidemann, Henry, box 243 Adams
130 Littlefield, Willie S., 28 Winter Amesbury
1 Newman, W. J., 177 Pine Attleboro
2 Snell, Geo. M., 49 James "
3 Swanson, Theodore, 41 Dunham "
4 Carter, C. H. Arlington
5 Smith, H. DeForrest, 393 Cambridge, Allston
6 Allen, Freeman, 200 Beacon Boston
7 Banfield, J. W., 1630 Washington "
8 Bliss, Geo. W., 228 Washington "
9 Bruerton, James, 12 Central "
140 Barton, William G., 680 to 692 Wash. "
1 Briggs, Fred'k H., 970 Wash. "
2 Downing, Chas. W., 511 Wash. "
3 Grant, J. Allen, 241 Columbus ave "
4 O'Hara, Jos., 32 Spring Garden "
5 Kneeland, H. M., 403 Wash. "
6 Nickerson, F. G., 33 Hawley "
7 Pond, R. L., 8 Exchange pl "
8 Perkins, Chas. B., 13 School "
9 Phinney, Joseph Hamlin, Jr., 135 Columbus ave "
150 Pray, James Sturgis, box 2774 "
1 Robins, Richard, Jr., 72 Bedford "
2 Robinson, A. W., 245 Columbus ave "
3 Sleeper, Frank H., 12 S. Market "
4 Shephard, Robert Finch, 287 Commonwealth ave "
5 Teele, Arthur Page, 42 Court "
6 Vanderwalker, J. H., 89 State "
7 Wheeler, Wm. D., 21 Mass. ave "
8 Wells, George D., 16 Hereford "
9 Weston, Chas. H., rm 25, 53 State "
160 Weinstein, Louis, 9 Crescent pl "
1 Torbert, Rev. Henry M., 7 Florence "
2 Clare, Charles, 21 Mass. ave "
3 Winchester, N. R., 2 Sparhawk Brighton
4 Anthony, E. W., 123 Sewall ave Brookline
5 Friend, E. K., 125 Toxteth "
6 Presbrey, P. E., York Terrace "
7 Gorham, Fred S., 136 N. Montello Brockton
8 Keith, Wallace C., M.D., 185 Main "
9 Cahn, William L., 20 Prescott Cambridge
170 Rolfe, Geo. Wm., 405 Broadway "
1 Thaxter, Roland, 3 Scott "
172 Felton, Walter Eben, 44 Brattle Cambridge
3 McKittrick, W., 20 Cleverly Hall "
4 Brown, A. C. L., 29 Everett "
5 Stevens, Oscar L., 15 Fifth Chelsea
6 McCoubrey, Thos., 17 Perkins Chicopee
7 Demers, Geo. C., box 213 Chicopee Falls
8 Hathaway, George H., box 377 "
9 Gabrille, Geo. H., box 558 Chicopee
180 Wright, George F., Jr. Dalton
1 Davidson, Gideon L., 69 Harvard, Dorchester
2 Barden, Edward J., 151 Norfolk "
3 Boudreau, J. A., 4 New E. Boston
4 Hannant, R. Lester E. Douglas
5 Rawson, Arthur E. "
6 Eaton, William N., box 93 E. Milton
7 Hill, Thomas C. E. Saugus
8 Haven, George E., 22 Davis Fitchburg
9 Willard, Albert R. box 626 Franklin
190 Corney, J. D. D., 641 Highland ave., Fall River
1 Hawkins, Wm. D. Glendale
2 Prescott, W. E., box 122 Georgetown
3 Marshall, W. H., box 98 Greenwood
4 West, George F., box 747 Haverhill
5 O'Hern, C. J., 754 Hyde Park ave., Hyde Park
6 Leavitt, Thos., box 12 Hopedale
7 Silber, Albert H. Islington
8 Bacon, Geo. W., 666 Essex Lawrence
9 Currier, H. E., box 266 Leicester
200 Murdock, L. B., box 13 "
1 Perry, B. W. "
2 Perry, C. E., box 171 "
3 Scott, Arthur "
4 Bachelder, Geo. H., 23 P. O. ave Lowell
5 Dahlberg, H. E., 34 Prescott "
6 Lurvey, Ray S., 434 Bridge "
7 Healey, George W., 19 Warwick "
8 Hall, T. P., 149 Stackpole "
9 Goddard, Chas. B., box 1223 "
210 Simpson, Chas. E. Dr., Lowell Hospital "
1 Blake, Charles L., 201 Appleton "
2 Vinton, Wilbur F., 52 Fourth "
3 Reed, Frank C., 58 Kirtland Lynn
4 Bowen, John F., 4 Smith "
5 Woods, Walter H., 67 Lowell "
6 Langley, Harris W., 22 Appleton Malden
7 *Mason, Mrs. Frank*, 20 Albion "
8 Holmes, Eben Marion
9 Riley, W. Edward Mashpee
220 Brown, Winthrop, box 340 Marblehead
1 Hamelin, Benj. S., box 89 "
2 Cowan, A. J., 10 Chesterave, Medford Hillside
3 Chapman, A. B., 11 Fairmount Melrose
4 Edwards, H. H. Maple Milton
5 Hodges, Percy, Eliot "
6 *Remington, Miss Bertha A.*, 35 S. Main Milford
7 Robinson, James L., 35 Jefferson "
8 Surry, Robert S., 262 Centre Middleboro
9 Jenney, Walter I., 91 Grinnell New Bedford
230 Reynolds, Geo. H., 954 County "
1 Parker, Frank C., 42 Summer "
2 *Palmer, Mrs. Fred W.*, 153 Grinnell "
3 Thompson, Edwin A., 284 So. Front "
4 Hutchinson, Harold, Jefferson Newton
5 Swiss, Chas. S., box 380 N. Brookfield
6 Taylor, Wm. N. "
7 Adams, E. B., box 201 "
8 Mills, Fred F., 616 Broadway N. Somerville
9 Clapp, Chas. F. Orange
240 Harrington, Geo. P. "
1 Pratt, G. M. "
2 Buxton, Natt, 36 Andover Peabody
3 Leighton, Albert Pepperell
4 Bosworth, Chas. F., 100 Elizabeth, Pittsfield
5 Clinchy, A. H., 276 South "
6 Empsall, Fred W., box 980 "
7 Evans, David L., Court House "
8 Foster, Seymour, Francis ave "
9 Johnston, Robert B., 276 South "
250 Lewis, M. D., 153 First "
1 McKee, Wm. J., box 1224 "
2 MacLaughlin, Augustus "
3 MacInnes, W. D. "
4 Sampson, Alden "
5 Lee, James M., box 1235 "
6 Seagrave, E. H., 174 River "
7 Willard, R. K., 2 South "
8 Gillis, John H. Quincy
9 Kingsbury, James A., Main Randolph
260 Carleton, Everett Rochdale
1 Burnett, S. W., 8 Atherton Roxbury
2 Fowles, Chas. D., Jr., 25 Clifton "
3 Bolles, Wm. Sumner, 466 Warren "
4 *Hoskins, Mrs. Chas. E.*, 30 Alaska "
5 Haskins, Chas. E., 30 Alaska "
6 Heit, Jacob, 2306 Washington "
7 Holder, Herbert A., 45 Warren "
8 Hutchingson, Jas. S., 8 Heath ave "
9 McNeill, Jos. H., 104 Morcland "
270 Rimbach, Chas. M., 7 Waumbeck "
1 Henderson, Ephraim L., 21 Pleasant, Salem
2 Upton, George, 101 Bridge "
3 Hall, John E., 182 Summer Somerville
274 Manning, Geo. E., 38 Webster Somerville
5 Salmon, Stephen D., 102 Summer "
6 Watters, W. F., 16 Ames "
7 Bryce, A. P., Massapoig Lake Hotel, Sharon
8 Lane, Wm., 109 Buttonwood S. Boston
9 Upton, Wm. B., 642 E. 3d "
280 *White, Miss J.*, 16 Williams S. Medford
1 Curtis, Louis P., box 75 S. Weymouth
2 Taylor, George, 14 County Taunton
3 Carr, Fred J., 10 Cottage "
4 Bartlett, E. M., 91 R. R. Wakefield
5 Cook, H. P., 42 W. Chestnut "
6 Staples, T. E., R. R. "
7 Bledsoe, J. H. 89 Pine Waltham
8 Goodnow, Frank E., 357 Crescent "
9 Hull, Edgar L., Crescent Park "
290 Mulloy, X. P., 51 Orange "
1 Smith, Kilby Page, 51 School "
2 Scribner, Merton E., 20 Gordon "
3 Wetherbee, Frank W., 357 Crescent "
4 Sullivan, W. H. Westboro
5 Meyer, C. C., box 534 W. Medford
6 Haich, Wm. S., box 682 W. Newton
7 Barker, Walter M., box 202 "
8 Metcalf, Edgar W., 3 Madison Winchester
9 Smith, Geo. S., box 116 Winchendon
300 Richardson, John, Lincoln Winthrop
1 Hall, Edwin E., Atlantic "
2 Le Cain, S. A., 5 Elmwood, W. Somerville
3 Raiche, Thomas F. Wollaston
4 Brown, G. Edwin, Park Woburn
5 Arkwell, Oscar E., 40 Dewey Worcester
6 Cole, Wm. E., 10 Glenwood "
7 Daniels, A. I., 19 Hanover "
8 Day, Chas. E., 23 Richards "
9 Day, Chas. S., 400 Main "
310 Hetu, Hector, 10 Minthorne "
1 Garland, A. R., 705 Main "
2 Kendall, F. H., box 567 "
3 Parker, J. A., 304½ Pleasant "
4 Power, James D., 51 Fountain "
5 *Rand, Miss Edna*, 32 Hudson "
6 Richie, G. M., 46½ Jaques "
7 Southwork, C. E., 200 Austin "
8 Greene, Ray W., M. D., 105 Pleasant "
9 Cheney, Frank W., 21 Bowdoin "
320 Rice, David B., 440 Main "
1 McKee, J. Atkinson, 6 Elm "

Michigan, 27 — 403

D. W.

2 Breimer, W., 20 Grand River ave Detroit
3 Carlisle, Chas. R., 16 Montcalm E. "
4 Duval, Chas., 153 Adams ave "
5 Dennis, H. E., 127 Jefferson "
6 Joly, George, 704 3rd "
7 Otis, Ney, 308 Woodward ave "
8 Venn, Wm. H., 509 16th "

Michigan C. C.

9 Frey, Henry R. Kalamazoo
330 Keyes, Justin "
1 Hungerford, Ollie "
2 Friedman, Charles "
3 Tolz, Sam "
4 Hicks, Henry "
5 Mansy, Walter "
6 Merriman, Mark "

Unattached

7 Dock, George, 14 Cornwell pl Ann Arbor
8 Stevens, Don. S., 13 Oakland ave "
9 Newman, Ed S. Battle Creek
340 Klawiten, Wm. C. "
1 Dawson, J. P., 758 14th ave Detroit
2 Fales, W. J., 69 Jefferson ave "
3 Millin, J. Howard, 150 Jefferson ave "
4 Russell, Lindsey, Chamb. of Com. "
5 Wells, Sam'l, Jr., 32 Fort St. West "
6 Cole, Frank D. Hastings
7 Whitney, Chas. W., 201 Hillsdale, Hillsdale
8 Bailey, F. H. W. Marquette

Minnesota, 50 — 238

Hoffman B. C.

349 Pracna, Geo., 7 Ortman S. E. Minneapolis

Spalding C. C.

350 Darrow, F. L., Columbus Buggy Co. Minneapolis
1 Hall, Willis P., 62 So. 11th "
2 Hale, E. J., Columbus Buggy Co. "

N. U C. C.

3 Meile, A. Gordon New Ulm
4 Boock, Alfred "

Unattached

5 McCoy, Verne Dassel
6 Eitel, Dr. G. G., Dayton Bl'dg, Minneapolis
7 Fawkes, L. H., 6th st and 1st ave S. "
8 *Everts, Miss Mary*, 250 Temple ct "

359 Hoag, Prof. W. R., State Univ'ty Minneapolis
360 Hill, F. J., box 1009 "
1 Jewett, W. F., 310 Dayton Bl'k "
2 Lang, Fred B., 1009 S. E. 7th "
3 Law, Dr. A. A., 213 N. Y. Life Bld'g "
4 McMullen, A. E., 601 S. E. 4th "
5 Story, A. C., 2301 James ave No. "
6 Shumpik, E., 1021 No. Wash. ave "
7 Shepardson, G. D., 1107 S. E. 7th "
8 Woodard, Hartson P., 440 Temple ct "
9 Wilson, H. W., State University "
370 Wright, F. R., 103 Dayton Bl'k "
1 Bunnell, Frank, 428 Central ave "
2 Bradbury, H. G., 2416 Colfax ave., S. "
3 Bovey, Frank A., box 1566 "
4 Clarke, F. J., 633 S. E. 5th "
5 Jenkins, James A., 1216 Mary pl "
6 Korns, F. R., 520 Hennepin ave "
7 Knight, H. A., Masonic Temple "
8 Lara, A. M., 1911 Portland ave "
9 *Lara, Mrs. A. M.*, 1911 Portland ave "
380 Moe, O. B., 2440 10th ave S. "
1 Patton, S. W., 147 Lyndale ave., N. "
2 Murdock, H. E., 204 Bank of Com. "
3 Rees, C. W., 2712 Hennepin ave "
4 Robinson, J. F., 300 So. 7th "
5 Randall, R. W., 611 13th ave., S. E. "
6 Russell, E. E., 2800 Hennepin ave "
7 Smith, E. B., 3 No. 11th "
8 Wagner, F. H., 125 Temple ct "
9 Sawerien, H. L. New Ulm
390 Harrington, D. C., box 210 Pipestone
1 Baker, Elijah, 734 Marshall ave., St. Paul
2 Curtis, Hugh E., 73 East 5th "
3 Copley, Chas. W., 312 Summit ave "
4 Curtis, Henry R., 223 Arundel "
5 McClurg, Trevor, Mer. Nat'l Bank "
6 Moore, Fred B., 20 Buckingham "
7 Pratt, John L., 407½ Wabash "
8 Robertson, C. E., M'ch'ts Nat'l Bank "

Missouri, 46 — 1493

Crackajack C. C.

9 James, Howard P. Butler
400 Kendall, Jos. L. "
1 McKibben, Lloyd J. "
2 Walton, J. Brown "
3 Watkins, Walter N. "

Century R. C.

4 Anshutz, A. G., 3030 Magazine St. Louis

Stag C. C.

405 Gale, Leone, 3445 Pine St. Louis
6 Hill, J. B., 4426 Pine "
7 Townsend, W. B., 4315 Delmar av "
8 Wilson, R. M., 3523 Lindell "

S. S. C. C.

9 Birch, James E., 3039 Wash'gt'n av St. Louis

Unattached

410 Packard, Clark S. Cameron
1 Lint, E. J., box 65 "
2 Smith, Chester A. "
3 Gowdy, Theodore, 345 Woodland, Kansas City
4 Chilton, J. W., Stark Bros. Nurseries, Louisiana
5 Ricketts, John T. Mexico
6 Lee, F. P., 213 No. 6th St. Joseph
7 Brewster, C. M., 4457 Page av St. Louis
8 Blaise, Eugene F., 14 N. Spring ave "
9 Baker, Holland W., 3101 Wash'gt'n av "
420 Bergfeld, J. W., 4449 Morgan "
1 Craig, F. E., 3512 So. Broadway "
2 Hauck, Chas. H., 603 Park av "
3 Flannelly, Thos., 718 Wash'gt'n av "
4 Flory, H. J., 600 Rialto bl'dg "
5 Hoffman, Geo. E., 3916 West Belle "
6 *McGehee, Mrs. Lise C.*, 4209 Finney av "
7 Miller, Geo. A., 1901 So. 3d "
8 Miller, L. E., 1901 So. 3d "
9 Koerner, Theo., King's Highway Arsenal "
430 Lucas, J. B. C., 4405 Pine "
1 McKenna, W. J., 419 No. 4th st "
2 Nulsen, Frank E., 2855 Eads av "
3 Rothchild, Scott W., 3010 a Park av "
4 Spencer, Robt. H., 4220 Westminster "
5 Shands, O. G., 705 Oriel bl'dg "
6 Tompkins, Cornelius, Columbia bl'dg "
7 True, James B., 5837 Von Verson av "
8 Upmeyer, Richard G., 2350 So. 12th "
9 Weible, Harvey L., 2200 So. Broadway "
440 Warren, S. H., 216 Custom House "
1 Williams, James L., 4437 Wash'ngt'n av "
2 Lines, O. M., 322 Boonville Springfield
3 Sappington, J. H., 615 So. Jefferson "
4 Prigmore, W. T., 144 Baker Arcade "

Montana, 17 — 32

Cap. C. C.

445 Ehrenberg, Gus, 304 N. Benton av Helena

Unattached

446 Ferguson, B. C., 31 So. Rodney Helena
7 Pearis, C. F., 203 Ave. 7th "
8 Crawford, R. M., 502 Power block "
9 Pitts, C. W., 330 Lawrence "
450 Bennett, Robt. L., 528 State "
1 Bardon, W. C., 109½ Broadway "
2 Brandegee, E. N. "
3 Dorrance, A. P., No. Jackson "
4 Ide, Arthur W., 39 So. Rodney "
5 Hillman, J., Clifford, 735 Breckenridge "
6 Knight, E. W., Jr. "
7 Garrett, Chas. B., 31 and Chaucer "
8 Jacqueman, Frank G., 27 So. Main "
9 Norris, Dr. F. B., 220 Fifth av "
460 Silverman, Moz. J., 735 Breckenridge "
1 Sax, John O., box D Livingston

Nebraska, 9 — 205

Unattached

462 Howell, E. E. Fairbury
3 Hiser, Francis H., Drawer 21 Fairmont
4 McAuley, L. C. Holstein
5 Burley, P., 616 North 22d " Omaha
6 Hamilton, Frank T., Mer. Nat'l Bank "
7 Bush, C. F. York
8 Carpenter, Rol. A. "
9 Thomas, Bert "
470 Zimmerer, Emil C. "

New Hampshire, 6 — 202

Exeter B. C.

471 Lawrence, Clinton E. Exeter

Unattached

2 Lyford, Edward P. Exeter
3 Richards, Geo. F., box 662 "
4 Vickery, Edwin G., 297 Bridge Manchester
5 Howe, G. F., 1038 Elm "
6 Lockhart, B. W., Lowell "

New Jersey, 192 — 2,498

A. & C. Ass'n

477 Newton, John, 455 Franklin Bloomfield

East Orange Ramblers

8 Allen, H. F., 549 Main East Orange
9 Ready, John J., 502 Main "
480 Mitchell, John E., Jr., 77 N. Clinton "

Zimmerman C. C.

1 Johnston, A. E. Farmingdale

Hackensack Wheelmen

2 Fosdick, Harry, Park Hackensack

Lafayette Wheelmen

3 Scheid, Philip, 221 Van Horne Jersey City

Palma

4 Rice, G. Herbert, 2d Nat'l Bank Jersey City
5 Schmidt, Walter E., 11 E. Hamilton pl "
6 Timson, Chas. L., 209 York "
7 Van Keuren, Fred Corley, 193 Summit av "
8 Holcomb, D. P., 239 Washington av "

Medford C. C.

9 Branin, Fred W., Main Medford
490 Bowker, Herbert S., Bank "

Metuchen C. C.

1 Litterst, George W. Metuchen

Montclair Wheelmen

2 Cummings, C. E., 54 Forest Montclair
3 Jacobus, S. Frank, 85 N. Fullerton av "
4 May, Wm., 603 Bloomfield av "
5 Wrench, Alexander E., 610 Bloomfield av "

Keystone C. C.

6 DeVos, J. P. J., 55 Garfield av Paterson

U. S. Mil. Wheelmen

7 Van Gieson, Aug., 92 Washington Paterson

Tourist C. C.

8 Fowler, C. H., 136 Pennington av Passaic
9 Russell, E. W., 677 East 24th Paterson

Crescent Wheelmen

500 Smith, Thos. U., 65 Westervelt av Plainfield
1 Clarkson, F. H., 330 E. 2d "
2 Giles, J. R., 315 E. 6th "
3 Van Emburg, H. C., 331 E. 2d "

Arlington Bi. Club.

4 Goodrich, F. I. Arlington
5 Moe, J. S. "
506 Serwin, A. F. Arlington
7 Rowe, Wm. H., 175 Parker Newark

Red Bank Wheelmen

8 Cook, Chas. L., box 253 Red Bank
9 Cullington, Fred L., South "
510 Houston, Wm. H., box 116 "
1 Longstreet, Edward D., 53 Mount "

Ocean Co. Wheelmen

2 Grover, Joseph Toms River
3 Havens, W. Burtis "
4 Probst, Eustace B. "

M. C. W.

5 Hendrickson, Franklin, box 551 Trenton
6 Bangham, Jas. F., 214 Jackson "

Unattached

7 *Kinmouth, Mrs. Maud S.*, 710 G and av Asbury Park
8 Davis, Frank J., box 40 Atlantic Highlands
9 Frost, Charles "
520 Irwin, Wm. P. "
1 Lufburrow, Egbert F. "
2 Schlewin, Philip "
3 Savidge, Rufus, box 18 "
4 Radeau, Dr. Chas. W. Allendale
5 Almquist, Leopold, 105 Franklin Bloomfield
6 Dare, C. Wi ford Bridgeport
7 Rogers, Wm. E., 53 W. 5th Bayonne
8 Gravatt, Mount D. Clarksburg
9 Marcy, J. E., Union and Second Clifton
530 Marcy, W. H., Union and Second "
1 Raber, F. W. Changewater
2 Ford, Francis K., box 135 Demarest
3 Craig, Wm., Jr., box 103 Dunnellen
4 Conduit, Arthur W., box F Dover
5 Andrus, W. J., 178 Arlington av East Orange
6 Browne, James A., 65 Hawthorn av "
7 Clafin, C. A., 27 State "
8 Crane, W. F. D., 242 Halstead pl "
9 Joralemon, Chas. E., 37 Washington "
540 Kocher, John H., 31 State "
1 Prager, F. A., 50 State "
2 Stowe, Wayne B., 87 Hillyer "
3 Wilson, Geo. W., 20 State "
4 Stephenson, Wm. R. C., 10 Prospect "
5 Remsen, Frank W. Blackwells Mills
6 *Trnesdell, Miss Carolyne*, Ridge Forest Hills
7 *Geddes, Annie Love, M. D.*, box 91, Glen Ridge
8 Beach, George E., box 244 "
9 Ludlum, Frank E., box 95 "
550 Upson, Wm., Ford, box 15 "
1 Voorhees, Fred Highlands
2 Hall, Theo. M. Hopewell
3 Pierson, Geo. E., box 38 "
4 Van Raden, Theo. Hackensack
5 Lockwood, J. W., box 47 Hilton
6 Knight, David G., box 43 Irvington
7 Young, Frank O., box 288 "
8 Young, Fred W., box 288 "
9 Clarke, John S., 37 Kensington Jersey City
560 Clark, L. R., 205 Pavonia ave "
1 Gibson, H. I., 285 Pavonia ave "
2 Kemp, Isaac, 414 Bergen "
3 Richard, B. F., 103 Provost "
4 Spence, Dr. Henry, 512 Bergen ave "
5 Brown, Samuel, 295 Pavonia "
6 O'Mara, John H., 74 Grand "
7 Sperry, Edward B., 105 Atlantic "
8 Vilade, Charles T., 126 Orient ave "
9 Otto, Geo., 525 Summit ave "
570 Holcombe, Orville L. Lambertville
1 Ennis, Walter "
2 Weiler, Chas. M., box 364 "
3 Hobart, Geo. S. Marlboro
4 Charman, A. H. Magnolia
5 Preston, Edwin W., box 161 Merchantville
6 Walton, Frank S., box 38 "
7 Fite, John Taylor, box 155 "
8 Tait, Thorlin Metuchen
9 Mundy, F. H. "
580 Coriell, Jno. H. B., 3 Maple ave Morristown
1 *Class, Caroline L.* "
2 Sullivan, Theo. G., 226 Orange rd Montclair
3 *Robley, Mrs. Jas. H.*, 62 Forest "
4 Ames, Wm. Winslow, 200 Valley Road "
5 Comstock, Albert, So Mountain ave "
6 French, Albert, 201 Claremont ave "
7 Gwinn, F. W., Prospect ave "
8 Gary, C. N., 95 Grove "
9 Ireland, F. L., 147 Park "
590 Ranney, Francis P., 74 So. Mountain ave "
1 Haines, Abel Mt. Ephraim
2 Sheppard, Allen, 16 Main Millville
3 Mickle, J. Howard Moorestown
4 Richie, Edward L. (1107 Market st., Phil'a, Pa.) "
5 Shinn, Eugene R. "
6 Baermann, August, 9 Shatford pl Newark
7 Boylan, Harry L. H., 231 Washington "
8 Cameron, C. E., 657 Broad "
9 Clark, John T., 205 Sussex ave "

1001 Durand, Harry, 49 Franklin Newark
1 Haythorn, J. W., 52 Lawrence "
2 Mandeville, Herbert, 58 South "
3 Merrick, Herbert L., 17 Roseville ave "
4 McKeon, Newton F., 23 Rowland "
5 Scharling, J. H., 52 Lawrence "
6 Stallknecht, Thorwald, 543 Scotland "
7 Campbell, Geo. E., 1076 Broad "
8 Gerry, Edward M., 181 Washington "
9 McGregor, Austen H., 580 Broad "
1010 Nichols, Edwin, 97 Orchard "
1 Pionnie, A. J. P., 136 4th "
2 Smith, Henry B., 803 Broad "
3 Van Duyne, H. E., 37 Kearny "
4 Brady, Hugh, J., Main Orange
5 Clough, Floyd E., 250 High "
6 Colgate, Austen, 303 Center "
7 Harvey, Thos. W., M.D., 493 Main "
8 Hendee, W. H., 29 Park pl "
9 Johnson, J. Harvey, 307 Main "
1020 Mclendy, Geo. E., 204 Centre "
1 Seely, Geo. F., 45 Elm "
2 Stetson, Horace, 104 Henry "
3 Maher, Edw. F., Chapel "
4 Stallknecht, C. P., 535 Scotland Road "
5 Bolander, John Oceanic
6 Mulloy, Samuel, 130 Wash pl Passaic
7 Sheldon, Samuel, 101 Haledon ave Paterson
8 Hay, Peter, 25 Elizabeth "
9 Warren, Edward, 916 Main "
1030 Trumbull, Alfred L., care Murray Mills "
1 Van Houten, Isaac, 709 E. 25th "
2 Hammond, John, 219 Main "
3 Bird, E. A., 89 Broadway "
4 Coddington, Lewis, 20 Vose "
5 Foot, S. D., 133 E. 31st, New York, N. Y. "
6 Hine, Reuben L., 191 Park ave "
7 *Maggio, Mrs. L. A.*, 74 Market "
8 Miller, Daniel R., 817 West 3rd Plainfield
9 Sheppard, Jos. F., 210 W. 5th "
1040 Hughes, J. Rowland, 75 Univ. hall, Princeton
1 Tomas, Martin, box 13 Port Colden
2 DeVoe, F. G. Roselle
3 Hoag, W. H., Jr. "
4 Trimmer, C. B. "
5 Hardy, Chas. S., box 352 Summit
6 Hopkins, Woolsey "
7 *Straub, Miss Antoinette*, box 310 So. Amboy
8 Sinclair, Robert S. South Orange
9 Clarkson, Freeman M. "
1050 Clarkson, Fred U. "
1 O'Brien, J. Charles "
2 Sloane, T. O'Conor "
3 Campbell, Philip H. "
4 Shepard, Edw. D. "
5 Hooey, W. M., box 35 Somerville
6 Kline, Aaron T., box 394 "
7 Vanderveer, Henry, box 91 "
8 Bechtel, Frederic W., 28 Model ave, Trenton
9 Harrop, J. Edmund, 339 Pennington ave "
1060 Kemble, Oscar, 778 E. State "
1 Shreve, Henry W., 39 Clinton ave "
2 Anderson, Wm. A. "
3 Garside, Geo. T., 115 Cooper "
4 Glenn, Frank, Co-operative Store "
5 *Taylor, Mrs. L. A.*, 333 So. Broad "
6 Anderson, C. H., 740 Wood Vineland
7 Brown, R. W. (P.O. box 17, N. Y.) Wyoming
8 Nunnally, Longley L. West End

New York, 638 — 12,220

Triangle Cyclers

669 Happel, Fred E., 871 Broadway Albany

Imperial

1070 Beck, Edward M., 620 William st Buffalo
1 Richter, Edward, 741 Seneca "
2 Deckert, Chas. A., 278 Emslie "

Comrades C. C.

3 Roedel, John, Jr., 417 Madison Buffalo

Press C C.

4 White, Wm. G., 992 Ellicott Buffalo

Cycle Club of Brooklyn

5 Seitz, L. F., 23 Herkimer Brooklyn
6 Turner, H. D., 99 Front "
7 Horsman, E. I., Jr., 341 Broadway, New York

K. C. W.

8 Courtney, J. J., 1237 Pacific New York
9 Courtney, J. S., 1237 Pacific st "
1080 Roehr, Otto, 601 Willoughby ave "
1 Smith, Elmer E., 228 Madison Brooklyn

Aurora Grata

2 Faulkner, B. C., 416 Tompkins ave, Brooklyn
3 Hart, William E., 154 Hancock "
4 Peck, Edward F., 87 Monroe "
1085 Robertson, Daniel W., 10 St. Felix Brooklyn
6 Tagliabue, Charles J., 585 McDonough "

Gilbert Wheelmen

7 O'Regan, E. F. 350 Schermerhorn, Brooklyn

C. S. P. A.

8 Drake, Charles E. Corning
9 Franan, Charles I. "
1090 Terbell, J. B. "

Kanaweda

1 Bimberg, Nathan, 209½ Madison ave, Elmira
2 Call, J. W., 556 Spaulding "

Hempstead C. C.

3 Hinds, Lincoln S., High Hempstead
4 Rosenthal, Dr. A. D., Main "

Centaur Wheelmen

5 Allen, Emmett R., 34 East ave, Hornellsville

Hudson Bi. Club

6 Cochrane, Aaron V. S. Hudson
7 Traver, Chas. N. "
8 Southard, S. Y. "

Hyde Park B. C.

9 Bilyon, Geo. E. Hyde Park

Y. M. C. A. Wheelman's Club

1100 Ramsey, C. N., Y. M. C. A. Bldg., Jamestown

Harlem Y. M. C. A. Bi. Club

1 Vail, Clarence D., 105 W. 127 New York

Mechanicville Bi. Club

2 Orcutt, C. W., Howland ave, Mechanicville

Richmond Co. Wheelmen

3 Lacroix, Louis Napoleon, 35 St. Marks pl, New Brighton

Cyclist's Federation

4 *Farrington, Mrs. E. S.*, 213 W. 81st, New York

Mephisto

5 Kohlmann, Richard, 20 Union sq., New York
6 Lorey, Albert C., 53 E. 3rd "

Catholic Bi Club

7 Fenlon, John T., 120 W. 59th New York

Mutuals C. C.

8 Rennolds, P. J., 204 W. 129th New York

West End C. C.

9 Frank, Altred, 358 Broadway New York

Falcon Wheelmen

1110 Stanton, Henry W., 6 Cannon New York

White C. C.

1 Schlichter, Fred C., 413 W. 49th New York
2 Wander, Richard C., 419 E. 57th "
3 Scheller, George, 55 So. 9th "

Brooklyn Bi Club

4 Snedeker, Thos. C., 118 Franklin New York

Logan Wheelmen

5 Ziebach, F. H., 63 Broadway New York

Century Wheelmen

6 Mulford, Fred, 750 8th ave New York
7 Miller, E. F., 233 W. 31st "

Van Cortlandt W.

8 Horton, Ezra James Peekskill

Harlem Wheelmen

9 Ferrer, Pedro, 2013 5th New York
1120 Haigh, Hartly, 469 W. 152nd "

Michaux C. C.

1 Clarkson, Howard, 44 Wall New York
2 *Freeman, Mrs. Geo. A.* Cold Spring

Riverside Wheelmen

3 Parker, Ansel D., box 305 Oxford

Deerpark Club

4 Van Sickle, Emmett, 74 Pive Port Jervis

Poughkeepsie Bi C.

5 Adriance, Eugene, 106 Garden, Poughkeepsie

Richmond Co. Cycle

6 McGregor, Wm. Prince Bay
7 Mitchell, G. D. H. "
8 Sharp, A. "

Columbia

1129 Ingersoll, Joel M., 275 Monroe ave., Rochester

R. A. C.

1130 Baver, Geo. J., 73 Front st Rochester

R. County W.

1 Tann, Chas. H., 415 Fulton Troy

Keating Club

2 Hyland, Wm. M., 213 River Troy

Triangle Club

3 Dietrich, C. W., Y. M. C. A. Troy

Troy Bi Club

4 Brower, A., care of G. P. Ide Co. Troy
5 Carpenter, W. O., 14th and Jacob "
6 Cavanagh, Arthur, 5th ave and Fulton "
7 Dock, Philip, 485 River "
8 Fairchild, Amasa B., Malleable I. Works W. Troy
9 Kooman, Peter, Malleable Iron Wks "
1140 Lawless, Wm., Boston Store Troy
1 Miller, Harry, 574 Fourth "
2 Richter, Otto, care of Cluett, Coon & Co. "
3 Rouff, George, Fulton "
4 Nible, Warren K., Bussey Steamer House "
5 Smith, Peter, 1st and 2nd ave Lansingburgh
6 Wandell, C. S., Arsenal W. Troy

Rouses Point Wheelmen

7 Grant, W. C. Rouses Point
8 McDonongy, J. F. H., box Q "
9 Myers, H. S., box 51 "

Unattached

1150 Jannott, Paul, 92 Hudson ave Albany
1 Bantin, Wallace C., 348 Clinton ave "
2 Ham, Fred C., 68 State "
3 Gilmore, Allan A., 30 1st "
4 Mattoon, David, 112 Water "
5 Towns, Chas. B., box 304 "
6 Van Pelt, A. H., 340 B. Madison ave "
7 Farrell, John F., 598 Madison ave "
8 Trowbridge, Robert B., 26 Remson Astoria
9 De Foust, L. B. Alplaus
1160 *Middleton, Mrs. E. S.*, 85th Bath Beach
1 Bomdies, G. F. A. Bay Ridge
2 Van Brunt, Jacques, box 38 "
3 Townsend, Wilmot, 2nd ave. and 70th "
4 *Townsend, Mrs. Wilmot*, 2nd ave. and 70th "
5 Thomas, Thomas H., 2nd ave. and 76th "
6 Plimpton, Horace G., 52nd "
7 Seaver, A. L., 74th "
8 Allen, John P., 97 Columbia H'ts. Brooklyn
9 Block, A. L., 710 Green ave "
1170 Boetzkes, Harry W., 8002 Bay Parkway "
1 Byrne, John A., 1868½ Atlantic ave "
2 Clapp, W. G., 104 Hicks "
3 Dwyer, John T., 677 Fulton "
4 Ebell, Robert, 106 Kent "
5 Hamburger, Chas., 162 Rodney "
6 Kelton, J. Albert, 1285 Fulton "
7 Krombach, Theodore, 755 Third ave "
8 Leach, Philip, Dr., U. S. Naval Lab. "
9 Lyons, Chas. E., 376 Milford "
1180 Mattison, Wm. M., 670 Quincy "
1 Pfarrer, C. W., 570 Decatur "
2 Prosch, Julius, 542 5th ave "
3 Thurber, H. F., 49 Sidney pl "
4 Tomkins, Alden, 425 Madison "
5 Wallace, W. G., 14 Gilenada pl "
6 Weil, E. Moerel, B'd'y and Myrtle ave "
7 Barnum, Lawrence L., 110 McDonough "
8 Browne, J. B., 82 South 9th "
9 Bush, John, care of Howes Hotel, Coney Island Boul. Brooklyn
1190 Butcher, David F., 822 Greene ave "
1 Childs, W. H., 226 Clinton ave "
2 Cross, Jas. H., 68 Prospect av Windsor ter., "
3 Curtis, Wm. C., 416 Madison "
4 Cobleigh, N. S., 340 Lafayette ave "
5 Davidson, H. A., Brooklyn Trust Co. "
6 Dahlstrom, August, 309 49th "
7 Dunderdale, Forbes, 300 St. James pl "
8 *Eldridge, Mrs. G. C.*, 30 Hill, near Crescent "
9 *Finn, Miss Kate* (P. O. Digby, Nova Scotia) "
1200 Gibb, Arthur, 218 Gates ave "
1 Gilbert, Benj. F., 148 Montagu "
2 Gibb, Lewis M., 218 Gates ave "
3 Gott, C. C. D., 8 St. James pl "
4 Howe, J. H., 235 Putnam ave "
5 Jenkins, Edward T., 885 Park ave "
6 Jhlenburg, Frederick, 209 Monitor "
7 Keeton, James, 200 Spencer "
8 Kilborn, Horace M., 389 2d "
9 Kuhn, Walter, 187 Hawthorne "
1210 Kayser, Theodore, 780 Bushwick ave "
1 Kennedy, Francis S., M. D., 402 Greene "

812 Lounsbery, S. Durell, 38 Macon Brooklyn
3 McCraken, N. Earl, 315 Flatbush ave "
4 McLoughlin, Francis J., 103 Garfield pl "
5 Muir, Alex C., Windsor Terrace "
6 Monneuse, B., 803 Broadway "
7 Morse, F. R., 112 Fort Greene pl "
8 Nelson, John A., 300 Hicks "
9 Oswald, J. Clyde, 131 Hancock "
820 Parkinson, Wm. H., 2d ave., cor. 68th "
1 Peck, Louis H. F., 1378 Dean "
2 Preston, Wm. H., 171 New York ave "
3 Parker, Winslow A., 672 Lorimer "
4 Powell, Herbert C., 440 6th "
5 Pigot, Wm. E., 157 Remsen "
6 Pierrepont, John J., 1 Pierrepont pl "
7 Pons, Henry G., 204 Clermont ave "
8 Rainstorde, Wm. G., 536 9th "
9 *Rohland, Miss Anna*, 352 Greene ave "
830 Raymond, Chas. G., 500 Wash. ave "
1 Smith, B. Herbert, 84 Joralemon "
2 Salt, A. L., 552 Park pl "
3 Sherwood, Wm. O., 98 Clifton pl "
4 Schmidt, John A., 1195 Dean "
5 Taiber, Edwin, 60 Utica ave "
6 Tritt, Brady J., 61 Clinton ave "
7 Thorne, Robert, 134 Halsey "
8 Van Anden, Wm. M., 95 Pierrepont "
9 Van Wyck, Wm., 371 Fulton "
840 Walker, John R., 50 St. Johns pl "
1 Willets, Elbert S., 233 Van Buren "
2 White, Channing T., 1074 Vernon ave "
3 White, John J., 40 Livingston "
4 Wallace, Wm. J., 277 South 4th "
5 Waldron, Geo. W., 88 Cornelia "
6 Nilson, Emil L., 65 Shepherd ave "
7 Elwood, J. M., 103 Eldert "
8 Dimmick, Arthur T., Broadway Bath-on-Hudson
9 *Apple, Mrs. Morris*, Bay 25th Bensonhurst
850 Addis, E. W. Brewster
1 Armstrong, A. Burt, 40 St. John's pl., Buffalo
2 Ambrose, Guy C., 40 Tremont "
3 Bissell, Thoma H., 950 Delaware ave "
4 Bachelder, C. S., 21 Laurel "
5 Budd, Lawrence, 38 North "
6 Babcock, Louis L., 331 Franklin "
7 Burras, Jas. P., 142 W. Ferry "
8 Bleistein, Geo., 458 Delaware ave "
9 Clissold, Malcolm R., 441 Greenfield "
860 Custer, W. E., 153 Mass. ave "
1 Chapin, Robert W., box 73 "
2 Clinton, DeWitt, 58 Johnson pk "
3 McCormack, B. F., 500 Main "
4 Carlton, Newcomb, 160 White bldg "
5 Fowler, C. D., 211 Highland ave "
6 Fowler, W. P., 211 Highland ave "
7 Gnaw, Wm., 105 Waverly "
8 *Harper, Mrs. D. H.*, 340 Breckenridge "
9 Jewett, Josiah, Jr., 305 North "
870 Koine, John P., 13 W. Swan "
1 Keating, Geo. P., 31 City hotel "
2 Kimberly, Ralph, 693 7th "
3 Lewis, Loran L., Jr., 14 Court "
4 Miller, C. G., 331 Franklin "
5 Maischoss, W. F., 30 Mariner "
6 Moffat, H. S., 668 7th "
7 Polley, C. H., 177 Highland ave "
8 Rich, Andrew L., 76 Johnson pk "
9 Spaulding, H. F., 180 14th "
880 Shire, Moses, 57 Linwood ave "
1 Spann, Albert C., Saturn Club "
2 Scatcherd, R. C., 76 Johnson pl "
3 Tanner, H. L., 20 White bldg "
4 Tompkins Ed. L., 391 Main "
5 Vicle, Sheldon T., 200 Porter ave "
6 Wilson, C. Townsend, 391 Summer "
7 Wing, Louis F., 113 White bldg "
8 Wing, Fred'k K., 111 White bldg "
9 Williams, John F., 270 North "
890 Wilson, Geo. C., 224 Main "
1 Moffat, C. H., 668 7th "
2 Becker, Arthur E., 666 Oak "
3 Boag, John R., care City Bank "
4 Gordon, F. P., 1100 Delaware ave "
5 Marvin, R. DeForest, 99 Norman ave "
6 Parmenter, Fred'k James, 931 Prospect av "
7 Watkin, Frank, 134 Tennessee "
8 Wilson, Hugh C., 377 Fulton "
9 *Raymond, Miss Kate M.*, box 141 Camden
900 Jones, R. N. Canandaigua
1 Melick, Joe C. Canajoharie
2 Hinckley, G. R. Cape Vincent
3 *Hinckley, Mrs. G. R.* "
4 Van Arsdale, Daris E. Castile
5 Hendry, Frank W., 106 Main Catskill
6 Dean, Geo. W., 190 Main Cohoes
7 Dorlon, Oliver W., P'k Shelter House Coney Island
8 Rose, J. W., box 12 Centre Moriches
9 Brown, A. K., Standard Oil Co. Corning
910 Rockefeller, Persons D. Cheviot
1 Winfield, Joseph T. "
2 Burlingame, Will Dexter
915 Beckie, Chas. Fonda
4 Burtch, Frank F. "
5 Snell, Jay D. "
6 Hall, Theodore H., 325 E. Water Elmira
7 Hurley, Fred W., 310 Grove "
8 Lee, Jno. R. "
9 Bentter, Eugene, 94 Sanford ave Flushing
920 Fitch, Joseph, 303 Sanford ave "
1 Leitgeb, Hanns, 94 Sanford ave "
2 Fuller, C. L. Fairport
3 Deland, Wayland M. "
4 Walsh, W. P. Greenwich
5 Pettengill, W. T., 501 W, cor. Jane Holley
6 Littlejohn, R. M., Broadway Flushing
7 Baker, J. E., 320 Amity "
8 *Crosby, Miss Margaret*, 48 King "
9 *Crosby, Miss Ethel*, 48 King "
930 Platner, W. B. Germantown
1 Washburn, A. S., box 1 "
2 Miller, Chas. H. "
3 Stebbins, F., Lansing Geneva
4 Van Slyke, Lucius L. "
5 Clark, Walter A. "
6 Wright, Oliver H. "
7 Blaine, Millard F. "
8 *Baker, Miss Jennie*, Great Neck
9 Robinson, C. A., 12 Greenwich Hempstead
940 Smith, Geo. D., Jr., box 112 "
1 Lossburg, A. V., 12 Greenwich "
2 Werner, Luther M. "
3 Gardinier, Wm. J. Herkimer
4 Richardson, D. M. "
5 Prince, Chas. L. "
6 Rasbach, Chas. "
7 Whitehead, W. H. "
8 Deimel, M. A. "
9 Twombly, Chas. O. "
950 Beckett, Jas. A., 47 Abbott Hoosick Falls
1 Corlett, Wm. J., box 23 Irvington
2 Morrell, Frank H. "
3 Laurinson, Mark, box 23 "
4 Strange, E. B. "
5 Morris, Wm. "
6 Huntington, Sid. O., 109 5th Lansingburgh
7 Storck, Chas. A., 11 W. 2d Jamestown
8 Graff, Joseph W., 46 E. 3d "
9 Salisbury, Cland C., 601 Main "
960 Little, John J. Munnsville
1 Ogden, Frank "
2 Ourn, Clarence A. "
3 Carpenter, F. B., 325 Wall Kingston
4 Ebert, Thos. R., 23 Leland ave N. Rochelle
5 Armes, Paul C. LeRoy
6 Kellogg, Harry S., box 297 "
7 Wilcox, Ralph T., box 843 "
8 Bidwell, William "
9 Andrews, W. L., 10 E. 58th New York
970 Alexandre, A., 27 W. Houston "
1 *Alexander, Lucy*, 48 E. 20th "
2 Allcutt, E. B., 355 E. 138th "
3 Bechstein, Augustus E. "
4 Bock, G. Otto, Lexington ave "
5 Bullard, Wm. E., M.D., 113 E. 40th "
6 Cogswell, Frank J., 51 Wall "
7 Cooper, Henry N., 853 9th ave "
8 Curtis, Wm. G. W., 455 Broome "
9 Durand, John S., 146 Broadway "
980 Felch, Harry, 1470 Washington ave "
1 Friedenberg, Ed., M.D., 940 Madison ave "
2 Gibson, Edwin C., 218 Church "
3 Goldstuker, Al. 104 W. 40th "
4 Goodyear, Philip, Jr., 3 E. 38th "
5 Hiss, Philip H., 3 E. 38th "
6 Heilbroner, A. M., 10 E. 93d "
7 Hunt, C. C., 142 W. 91st "
8 Johnson, Davis, 70 Broadway "
9 Johnson, James, 10 Bethune "
990 Kappes, Carl H., 140 W. 120th "
1 Kieger, Emil L., 107 W. 20th "
2 Long, Thomas J., 39 W. 35th "
3 Lynch, Arthur C., 136 Liberty "
4 Mason, Geo. C., 1423 Lexington ave "
5 Norton, Wm. H., 502 Mott ave "
6 Otto, Edward, 745 E. 171st "
7 Parker, Edward O., 155 W. 47th "
8 Reynolds, Geo. H., 999 St. Nicholas ave "
9 Robbins, Allan A., 6 E. 36th "
1000 Sawyer, Wilbur F., 10 4th ave "

Over 103,000.

1 Scott, Peter T., 72 Christopher "
2 *Smith, May C.*, 230 2d ave "
3 Smith, Chas. A., 510 W. 30th "
4 Shaw, M. A., 182 Front "
5 Spaulding, John C., 1182 Park ave "
6 Stevens, Richard T., 100 E. 25th "
7 Tomkins, Calvin, 32 Liberty "
8 *Welsh, Mrs. W. S.*, 300 W. 101st "
9 Weaver, Jos. A., 515 Manhattan ave "
10 Williams, John A., 22 W. 61st "
1 Wood, Ralph W., 204 W. 79th "
2 Winters, Frank F., 132 Front "
3 Wiesner, Richard E., 1 Barclay "
4 Weill, Theophile, 113 E. 75th "
115 Welsch, Max, 77 E. 130th New York
6 Watson, John H., Jr., 41 Broad "
7 Wilmot, Chas. E., 209 West End ave "
8 Wilmott, Francis M., 341 W. 89th "
9 Wright, B. L., 3225 3d ave "
1020 Williams, F. S., 241 Columbus ave "
1 Williams, Theo. C., 150 W. 80th "
2 Wilcox, Richard N., (P.O. St. Paul's School, Concord, N. H. "
3 *Yeoman, Mrs. Sara E.*, 718 Lexington ave "
4 Arnold, B., 107 E. 3d "
5 Ackley, W. C., 20 Broadway "
6 Allerton, Atherton, 243 W. 135th "
7 Blumenstiel, Edwin, 300 Broadway "
8 Batcheller, Thos. H., 257 Broadway "
9 Bailey, Daniel Drew, 20 E. 127th "
1030 Brodie, James A., 31 Maiden lane "
1 Brechtel, Chas. J., 746 E. 142d "
2 Becker, John H., 1082 Amsterdam ave "
3 Briggs, James H., Jr., 121 E. 80th "
4 Bidwell, F. H., 202 W. 69th "
5 Burnet, J. R., 30 W. 52d "
6 Brown, James, 59 Wall "
7 Brooks, Harry A., 25 Warren "
8 Bailly, L. P., 83 Grand "
9 Boucher, Thomas, 12 Washington sq "
1040 Britton, Chas. P., 255 W. 75th "
1 *Britton, Mrs. Chas. P.*, 255 W. 75th "
2 Barry, Chas. D., 58 New "
3 Cheers, Frederick, 358 W. 127th "
4 Crocker, Henry H., 416 W. 36th "
5 Caspary, Hans, 502 Broadway "
6 Culver, Dr. Everett M., 30 W. 55th "
7 Curtis, J. W., 1 E. 53d "
8 Carpenter, Zopher, 440 W. 14th "
9 Clark, L. B., Jr., 227 W. 20th "
1050 Cudlipp, Geo. W., 671 E. 139th "
1 Cowles, Frederick H., 249 W. 72d "
2 Cravath, E. M., Jr., 25 Beaver "
3 Clark, Wm. L., 258 W. 21st "
4 Chisholm, Wm., 2 W. 57th "
5 Chapman, F. R., Hotel Endicott, 81st st W. and Columbus ave "
6 Carty, Chas. F., 1682 Moores ave "
7 Crane, Chas. B., 58 Wall "
8 Coggeshall, Dr. Henry T., 102 E. 57th "
9 Cooksley, Harry, 100 5th ave "
1060 Colley, Albert, 100 5th ave "
1 Casey, D. F., 35 Liberty "
2 Dagner, Andrew, 311 W. 30th "
3 Delafield, Dr. Francis, 12 W. 32d "
4 Dannewitz, Chas. H., Boscobel ave. and High Bridge st "
5 Dockerill, John, 22 S. William "
6 Ditton, Joseph Y., 168 E. 62d "
7 Dickson, Dr. Babt., 1040 Broadway "
8 Day, Amasa Thayer, 5 E. 10th "
9 Davis, Fred, 571 Park ave "
1070 Deeves, John H., 900 E. 138th "
1 Davis, Henry C., 570 Lexington ave "
2 de Sola, J. C., 210 W. 44th "
3 de Cordova, E., 171 W. 95th "
4 Davenport, Clarence G., 44 Broad "
5 Davis, J. Edward, 20 W. 51st "
6 Doble, Arthur R., 50 Wall "
7 Diderrich, Gustave, 858 5th ave "
8 Fowler, Chas. G., 185 Prince "
9 Fischer, Herman A., 110 E. 10th "
1080 Fischer, Fred C., 835 E. 160th "
1 Frick, Wm. H., 330 W. 57th "
2 Goldsmith, I. S., 131 W. 56th "
3 Gibbons, John F., 341 E. 55th "
4 Griffin, John T., 315 W. 20th "
5 Goldsmith, Julius, 1380 Second ave "
6 Gibb, Walter, box 63 "
7 Gibb, John Richmond, 462 Broadway "
8 Hoag, C. E., Quaker "
9 Holbert, Frank, 100 Duane "
1090 Holt, Robert S., Jr., 287 Lexington ave "
1 Hoffman, J. Paul, 312 W. 104th "
2 Hanson, Charles A., 97 Water "
3 Hyatt, Geo. B., 170 10th ave "
4 Harris, Albert, 10 E. 57th "
5 Holland, Jos., 237 Central park W. "
6 Hill, Edward B., 45 Wall "
7 Hall, C. W., 124 W. 73d "
8 Hall, G. B., 124 W. 73d "
9 Herzog, Alfred M., 30 E. 65th "
1100 Jackson, John S., 35 Spruce "
1 Junquet, August, 426 7th ave "
2 Kaufmann, Hans, Hinzel, Feltmann & Co., Broadway "
3 Kreis, C., care of A. Iselin & Co., 36 Wall "
4 Kimpton, Wm. H., 48 John "
5 Kunz, G. F., Tiffany & Co., 11 Union sq "
6 Knauer, Edward J., 32 Nassau "
7 Kunze, Oscar C., 66 Broadway "
8 Ludlam, Percy C., 58 New "
9 Leszynsky, James M., 35 Broad "
1110 Littlejohn, David, 452 W. 151st "
1 Laun, Oscar, 302 W. 21st "
2 Lloyd, Herbert M., 111 Broadway "
3 Lyon, Geo. H., 104 W. 120th "

114 Longstaff, Thos., Teachers Coll'ge New York
5 McBrien, Wm. J., 411 E. 88th "
6 Macy, Geo. H., 1686 Westchester ave "
7 MacCracken, G. G., University heights "
8 Mills, J. T., Jr., Chase Nat'l b'k, 83 Cedar "
9 Meyer, Harry von L., 50 Maiden lane "
120 McNulty, John, 539 E. 5th "
1 McPherson, D. H., 504 Grand "
2 Morgan, Richard, 310 W. 83d "
3 *Moran, Miss N. L.*, 26 W. 18th "
4 Miller, Walter J., 100 Fifth ave "
5 Nathan, Lucien, 144 W. 11th "
6 Neumann, R., 159 E. 72d "
7 Nash, James R., 35 Wall "
8 Nicholas, Geo. S., Jr., 43 Beaver "
9 O'Keeffe, John J., 1251 Park ave "
130 Oelrichs, Hermann, 453 5th ave "
1 Ostermann, Emanuel, 9 W. 116th "
2 Perkins, R. P., 609 W. 43d "
3 Pratt, Benj. G., 460 W. 23d "
4 Pierson, John F., Jr., 21 W. 34th "
5 Peppmuller, E. A., 218 E. 60th "
6 Pomeroy, Dr. Geo. B., 51 Manhattan ave "
7 Phelps, Dudley, 32 Nassau "
8 Pitman, John, 1 W. 57th "
9 Pillar, Geo. H. care of John Healey, 1 W. 116th "
140 Pratt, Henry B., Jr., 460 W. 23d "
1 Pretzfelder, Albert, 63 E. 112th "
2 Patterson, W. L., 400 W. 23d "
3 Payne, W. Arthur, 880 Broadway "
4 Paige, Frank L., 144 E. 124th "
5 Powell, Wilson M., 324 W. 58th "
6 *Roosevelt, Mrs. N. L.*, 165 W. 58th "
7 Rosenthal, Isaiah C., 243 E. 48th "
8 Rosenfeld, Max, 1041 Lexington ave "
9 Rocher, Thomas, 555 W. 55th "
150 Robinson, R. H., 404 Broadway "
1 Roshorough, Robert J., box 1490 "
2 Raby, John, 2 W. 57th "
3 Sterling, C. B., 134 W. 43d "
4 Stearns, Louis, 323 W. 70th "
5 Schofield, John A., 517 Grand "
6 Slocum, George W., 515 Grand "
7 Schroder, George, 447 E. 138th "
8 Seale, Edward A., 103 W. 103d "
9 Sauer, P. J., 409 E. 58th "
160 Schramm, Wm., 476 Broome "
1 Spear, W. C., 2032 5th ave "
2 Salomon, Leo, 2103 Madison ave "
3 Shott, Jack, 1151 Stebbins ave "
4 Spear, Wm. M., 201 W. 106th "
5 Sonnigar, Louis, 65 Old Broadway "
6 Smith, Delane, 14 W. 95th "
7 Seward, John, 97 Cedar "
8 Smith, Davison H., 15 East 38th "
9 Snyder, Herbert R., 25 Warren "
170 Strong, Theron G., 45 William "
1 Sparrow, Albert, 104 Fifth ave "
2 Trayner, C. H. M., 2 Bridge "
3 Townley, S. R., 170 West "
4 Thompson, Wm. M., 322 East 15th "
5 Tren, B. C., 115 East 124th "
6 Upjohn, R. R., 145 West 49th "
7 Van Wagenen, D. W., 309 West 144th "
8 Van Nest, G. Willett, 345 Fifth ave "
9 Von, Frederick E., 25 Warren "
180 Schwencke, Oscar L., Oceanus
1 Webb, C. L., box 675 Oxford
2 *Fowler, Ella F.*, Hudson ave Peekskill
3 *Hawes, Mary E.*, Hudson ave "
4 Wodell, Silas Ponghkeepsic
5 Bristow, Frank W., 407 Ellwanger, Rochester
6 Durand, H. S., Dr., 87 S. Fitzhugh "
7 Hutchins, Irving C., 22 Averill pk "
8 Munson, Geo. W., 70 Lexington ave "
9 Palmer, John P. 207 University ave "
190 Penny, Irving A., 11 Thrush st "
1 Platt, Ward, 226 Averill ave "
2 Wray, Chas., 44 Lorimer "
3 Wright, Edward H., 149 Columbia ave "
4 Maebean, Wm. M., Broadway Tarrytown
5 Ketchum, Geo. W., 1622 Fifth ave Troy
6 O'Connor, Thomas, King "
7 Seymour, Wm. Notkyns, 105 Second "
8 Foote, Jesse L. Wellsbridge
9 Root, Floyd, box 31 "
200 Sisson, Wm. H. "
1 Ferguson, Wm. P. F., box 10 Whitesboro
2 Warren, C. O., 179 Woodworth ave, Yonkers
3 Ivins, A. H. Lockport
4 Bryan, Wm. H. "
5 *Jaques, Miss Mabel*, box 21 Lynbrook
6 La Dow, D. E., 66 So. Main Mechanicsville
7 Vandenbergh, W. E., So. Main "
8 La Dow, J. Jr., Newman ave "
9 Fay, P. J., William "
210 Tripp, Geo. B., 55 Park ave "
1 Boucher, Louis, 71 Park ave "
2 Krug, Frank W., box 470 "
3 Dickinson, Daniel S., Park ave "
4 Griffin, John B. Medina
5 Seeley, H. M. "

216 French, E. B. Middleport
7 Iseman, G. H. Middletown
8 Still, A. H., 16 Watkins ave "
9 Hamm, Fred Millerton
220 Grey, George "
1 Morgan, Fred "
2 Du Bois, Alva Milton
3 Walter, H. E., So. 11th ave Mt. Vernon
4 *Mack, Mrs. Franck W.*, 1 Park ave "
5 Jenkins, James A., 230 Fulton ave "
6 Dawson, W. T., Corcoran Manor "
7 Sisson, Wesley, 255 Sidney ave "
8 Carroll, A. L. New Brighton
9 Bucktin, R. P. G. "
230 Morriss, A. W., 1 Fort Place "
1 Jones, Shipley, The Cedars "
2 Knowlton, Henry T., 20 Central ave "
3 Frieze, Lyman B., Jr., Clinton ave "
4 Brown, Willard S. "
5 *Amable, Mrs. Emma S.*, 2 Henderson ave "
6 Courtland, V., 2 Henderson ave "
7 Squire, G.S., 155 Meadow Lane, New Rochelle
8 Havemeyer, A. H., 250 Grand Newburgh
9 Waldron, H. A., Grand ave "
240 *Dickinson, Mrs. T. V.*, 25 Jefferson ave Niagara Falls
1 Dickinson, T. V., 25 Jefferson ave "
2 Borden, Lawrence R., 18 Ford Ogdensburg
3 Emmons, Eugene H., 18 Ford "
4 Herbert, J. E., 55 Caroline "
5 Genereux, E. J., 59 Mansion ave "
6 Seely, D. W., 410 Union Olean
7 Brown, J. J., box 116 Oxford
8 *Widerfeld, Mrs. C.* Oyster Bay
9 Schryver, A. H., box 68 Port Ewen
250 Bishop, Marvin, box 42 Portlandville
1 Dobson, W. G., 278 Mill Poughkeepsie
2 Leigh, Rev. H. W. Rexford Flats
3 Moeller, J., Amboy r'd, Huguenot, Rossville
4 Parkhill, E. W., 17th East ave Rochester
5 McGraw, John F., 11 Champlain "
6 Squier, H. B., Union Bank "
7 Cutting, F. C., 510 Granite bldg. "
8 Moore, Dr. Richard M., 74 So. Fitzhugh "
9 Barnard, J. C., 20 East Main "
260 Gleason, G. G., 8 Frank "
1 Hender, J. A., 62 Columbia ave "
2 Wright, Ellis B., 36 Brick Crescent "
3 *Harris, Miss Emily L.*, 415 East ave "
4 Parsons, Henry G., box 284 Rye
5 Tucker, Frank A. Sandy Creek
6 Snyder, Prof. B. H. "
7 Spaulding, Geo. S., 336 Paige Schenectady
8 Ladd, Frank B., 321 Schenectady "
9 Ladd, M. Justin, 321 Schenectady "
270 Holcombe, W. E., 142 State "
1 Clift, A. S., 211 Liberty "
2 Chambers, Calvin H., 22 Barrett "
3 Weber, John, 935 Chapel "
4 Lynch, W. H., 315 Jay "
5 Bring, Einar, 137 Nott Terrace "
6 Hamilton, C. P., 128 Nott Terrace "
7 Van Dermor, Wm. E., Green "
8 McCann, M. J., 321 Jay st., C'td "
9 Quinn, T. J., 7 Close "
280 Queeney, D., 19 Monroe "
1 Staver, C. L., 150 Nott Terrace "
2 James, Dr. H. L. Shelby
3 *Willetts, Mrs. J. C.* Skaneateles
4 Washburne, Louis T. Sing Sing
5 Kurtz, Henry A. St. Johnsville
6 Doust, Alfred G., M.D. Syracuse
7 Hubbard, A. B., 150 Holland "
8 Fiske, R. T. P. Thompkinsville
9 Niower, Wm. A., 77 Eagle Troy
290 *Faulkner, Miss Lidie Mory*, 90 Grand "
1 *Burton Casper, Mrs. F. W.*, 222 Third "
2 Burnett, Clarence A., 60 Grand "
3 Bush, Walter R., 29 2nd "
4 Houghtaling, W. R. Tuxedo
5 Keeler, F. H., Jr., box 33 Washingtonville
6 McLaughlin, Edward J., box 81 "
7 Stackhouse, A. B. Warrensburg
8 *Whitly, Miss Katie,* "
9 McGuffin, John, 17 South Waterford
300 Wemple, E. C., 63 Washington Watertown
1 *Wemple, Mrs. Edwin C.*, 63 Washington "
2 Wemple, Edwin C., Jr., 63 Washington "
3 Armfield, John A., 22 Roe W. Brighton
4 Bush, Charles G. W. New Brighton
5 *Whiten, Miss Gladys* "
6 Hamilton, J. McMillan West Rush

North California, 40 — 1,233

Eschscholtzia

307 Tapley, Dr. J. F., box 385 Marysville

Reliance Club Wheelmen

8 Sharpe, Frank B., 912 Union Oakland

C. Camera C.

9 Hosmer, H. B., 605 Market San Francisco

Olympic Cyclers

310 Conkling, D. L., Law Bldg. San Francisco
1 Cooney, Joseph T., 9th ave "
2 Code, J. A., 116 California "
3 Golcher, W. J., 605 Market "
4 Morris, F. H., Phelan Bldg. "

Garden City Cyclers

5 Appleton, C. R., box 1163 San Jose

Unattached

9 Bioletti, F. L., 2227 Union Berkeley
7 Cope, G. W., 1427 Filbert Oakland
8 Lancaster, Joe L., 970 Washington "
9 Parks, Wm. W., box 353 Portersville
320 Adams, C. H. Palo Alto
1 Bole, D. C., 653 Market San Francisco
2 Birdsall, Fred W., 1034 Sacto "
3 Browne, Christopher R., 317 Powell "
4 Cottingham, H. P., 234 California "
5 Carrigan, Andrew, Cosmos Club "
6 Costigan, A. R., 303 California "
7 Carrigan, William L., 17 Beale "
8 Chappell, J. J., 317 Powell "
9 Goodrich, C. Lacey, 425 Ark "
330 Haxe, Walter G., 319 Sutter "
1 Harris, Lawrence W., 416 California "
2 *Holmes, Mrs. R.*, 88 9th st "
3 Landry, William A., 17 Beale "
4 Mudge, R. G., 653 Market "
5 Miller, J. H., Cosmos Club "
6 Roberts, F. A., 614½ Natoma "
7 Radke, H. F., 3118 Fulton "
8 Silverstone, S., 425 Market "
9 Wade, A. F., 2006½ Fillmore "
340 Wilson, Thos. D. E., 527½ Guerrero "
1 Wheeler, W. R., 1317 Hyde st "
2 Vaughan, J. A., 23 Mills Bldg. "
3 Sneddin, D. S. Stanford University
4 Ward, Thomas Sunol
5 Kenyon, S. W. St. Helena
6 Priuet, Wm. "

North Carolina, 1 — 31

Unattached

347 Allen, S. E., box 132 Winston

North Dakota, 2 — 39

Sheyenne, C. C.

8 Birnes, M. W. Valley City

Unattached

10 Adams, Sidney D. Lisbon

Ohio, 84 — 1,398

Canton League Cyclers

350 Montgomery, M. D., 130 W. 10th Canton

Comet Wheel Club

1 Adams, E. H., 832 Richmond Cincinnati
2 Henry, Llewellyn, 901 Strafer "
3 Crane, A. M., 3835 Columbia ave "
4 Sargent, Wm. C. "

Connenut Wheel Club

5 Hicks, F. E., box 440 Conneaut

Cleveland Wheel Club

6 Grossman, Emil, 180 St. Clair Cleveland
7 Grossman, Jos., 180 St. Clair "

Lobdell C. C.

8 Blume, C. H. Marietta

Lima C. C.

9 Durnbaugh, Charles E., 638 So. Main Lima
360 De Voe, Charles, 743 Greenlawn ave "
1 Faltz, W. C., 516 West High "
2 Keeton, F. M., 215 No. Main "
3 Michael, Max, Main "

Alliance Bi Club

4 Bohecker, Howard F., 308 No. Union, Alliance
5 Davis, A., 679 Arch ave "
6 Dovic, T., 125 Prospect "
7 Gabelle, P. A., 401 E. Main "
8 Reeves, James A. "

Willard C. C.

9 Langendorf, Geo. J., 942 Main East Toledo
370 Hartsing, D. G., 651 Knower Toledo
1 Reinhart, J. C., Dr., 1517 Broadway "
2 Davis, E. E., 2230 Wayne "
3 Deverell, Harry, 10 16th "
4 Case, C. N., 432 Western ave "
5 De Haven, S. R., 1612 Broadway "
6 Smith, M. M., 2410 Robinwood ave "
7 Phelps, Chas. O., 652 Walbrige ave "
8 Masters, F. S., 608 St. Clair "
9 Collingwood, G. E., 530 Langdon "

380 Willard, Clarence, 2062 Broadway Toledo
1 *Willard, Mrs. Anna*, 2062 Broadway "
2 Perkins, A. D., 558 Walbrige ave "
3 Miller, R. C., 513 Walbrige ave "
4 Davis, Tom M., 550 Walbrige ave "

Freemont C. C.

5 Wise, Geo., 160 S. Front Fremont

Seneca C.

6 Black, Ralph E., 124 Monroe Tiffin
7 Lutes, Nelson B., 33 Madison "
8 Myers, Alfred R., 218 N. Washington "
9 Smith, George, cor. Hudson and Franklyn "

C. B. C.

390 Wagner, Robert W., Strobridge Lith Co. Cincinnati

Valley City C. C.

1 Anderson, R. W. Sidney
2 Apple, R. R. "
3 Herzstam, Milton, box 117 "

Unattached

4 Newton, Sheldon W. Boardman
5 *Cool, Mrs. L. B.* Canton
6 Dannemiller, Ferd, 166 N. Cleveland ave "
7 Green, Walter, City Bank bldg. "
8 Hockwalt, A. E., 62 Logan ave "
9 Vant, Edward, 23 Henry ave "
400 Fullerton, A. L. Chillicothe
1 Mercer, A. J. "
2 Morrison, Jess M. "
3 Blum, Fred, 132 Lonworth Cincinnati
4 Luelbert, Louis R., 5th and Main "
5 Partington, Chas., c. Weir Frog Co. "
6 Renner, Chas. B., 704 Everett "
7 Nelson, A. T. A., 1313 John "
8 Burt, Juliet, 113 E. Auburn ave "
9 Shortridge, Wm. M., 125 Mason "
410 Merten, W. H., Ludlow ave., Clifton "
1 Strobridge, Nelson W., 230 Albion pl "
2 Strobridge, J. M., Forest ave., Avondale "
3 Koehne, Paul H., Strobridge Lith. Co. "
4 Roth, Geo. E., Jr., c. Amer. Straw Board Co. Circleville
5 *Olmsted, Mrs. F. M.* Conneaut
6 Rodgers, John T., box 752 "
7 Beight, W. C., box 50 East Palestine
8 Failor, Samuel, No. Market "
9 Whitaker, C. L., 934 Dayton Hamilton
420 Fowler, T. C. Lanesville
1 Hamilton, H. R., 23 W. Walnut Lisbon
2 Little, Griffith C., LaFayette ave., S. Norwood "
3 Willard, G. A., Lindley ave "
4 Floom, August A., 525 S. Washington Tiffin
5 Aldrich, Alex. V., 820 Mark Toledo
6 Crowe, John J., 852 Broadway "
7 Lane, Frank A., 597 W. Washington "
8 Wolfl, Chas. F., box 23 Winton Place
9 Marvin, Carl P., 612 Court Fremont
430 Sherman, John M., Craghan "
1 Buerhaus, Fred H. Zanesville
2 Holden, J. L., M. D., S. 4th "
3 Stotts, William, 17 So. 5th "

Oregon, 20 — 178

O. R. C. Cyclers

131 Birdsall, R. H., 9 6th Portland
5 Boyer, I. D., 2451 Washington "
6 Pfrotzman, Eugene C., post office "
7 Peeples, Lewis B., 257 Stout "
8 West, Aubra T., 70 1st "
9 Gilbert, C. H., foot of Washington "
440 Beebe, Chas. F., 16 Front st. North "
1 Goldsmith, August, 92 Front "

M. W.

2 Lawrence, Chas. W., 249 Stark Portland

Unattached

3 Brown, W. W. Eugene
4 Holden, Harry M., box 315 "
5 Beno, L., 54 Front Portland
6 Parker, L. H., 32 Front "
7 Smith, Geo. Sanford, box 220 "
8 Schmeer, Millard H., 347 Hall "
9 *Wells, Miss Alice L.*, care of Hayward Bros. & Co. "
450 Johannesen, Th., 16 Front, North "
1 Prager, Ralph, 195 Third "
2 Peterson, M. W., care Ladd & Tilton "
3 Stevens, Geo. B., 147 Park "

Pennsylvania, 234 — 3404

Williamsport Wheel Club

454 Mendenhall, H. C. Bloomsburg

Arrow C. C.

5 Guthmiller, Geo., 13 N. Brady DuBois
6 Sutter, C. P., 27 Scribner "

Easton Wheelmen

457 Spear, F. D., 456 Ferry Easton

Fayette Cyclers

8 Mullin, John W., Main Fayette City

Centaur Bi. Club

9 Wheeler, Arthur L., Upsal Germantown

Homestead Cyclers

460 Funk, A. L., 8th av Homestead

Columbia Cyclers

1 Nelson, Philip S., 2017 N. 19th Philadelphia
2 Rue, M. Taylor, 1731 No. 24th "

Kenilworth Wheelmen

3 Powel, Jos. K., 721 No. 40th Philadelphia

Wissahickon Wheelmen

4 Moore, Fred K., 10th and Market Philadelphia
5 Messerve, C. Harry, 150 Franklin "

Century Wheelmen

6 Emmett, Fred H., 1216 Chestnut Philadelphia
7 Schuyler, P. H., 2044 No. Broad "
8 Steinmetz, Edward G., 1513 N. 7th "
9 Titter, W. P., 305 Arch "

South End Wheelmen

470 Platt, John O., 216 S. 43d Philadelphia

West Side Wheelmen

1 Kerr, W. H., 211 Delaware ave Pittston

Brushton C. C.

2 Davison, Percy E., 7942 Frankstown Pittsburg
3 Knoder, Chas., Elliott st "

Green Ridge Wheelmen

4 Gould, Jos. A., 319 Penn ave Scranton

Towanda C. C.

5 Marshall, C. F., box 632 Towanda

Tyrone Cycle

6 Owens, G. Wilkins, 752 Washington Tyrone

Warren C. C.

7 Arird, Chas. W., 3d and Liberty Warren
8 Bairstow, Jas. K. "
9 Craft, Geo. L. "
480 Dinsmore, Fred C., 800 Water st "
1 Ensworth, C. R. "
2 Hall, Henry P., 511 4th st "
3 Waid, R. E., 1 5th st "

Penna

4 Costa, Michael J., 409 Budd W. Philadelphia

Brandywine Wheelmen

5 Black, Geo. A., 43 W. Gay West Chester
6 Cornell, Wm. J., 427 W. Miner "
7 Martindale, Chester P., 24 W. Market "
8 Senger, Sandford H., 453 W. Gay "

Unattached

9 Glass, S. J., 941 California ave Allegheny
490 Richards, Owen, 218 Beaver ave "
1 Blose, J. U., 401 Howard ave Altoona
2 Boyes, E. W., 300 3d ave "
3 Davis, L. G., care Altoona Bank "
4 Ford, Richard, 1331 11th ave "
5 Stern, Lewis D., 2307 Broad "
6 Wenzel, C. E., care Penn. R.R. Co. "
7 Wood, C. A. "
8 Stearns, William C., box 235 "
9 Loper, Jacob L., box 36 Ashbourne
500 Clemson, F. H. Benore
1 Clark, Geo. A. Bloomsburg
2 Wright, John F. Benton
3 Morgan, S. S. Bavington
4 Harderode, J. F., box 293 Bedford
5 Jordan, John R., Jr., box 235 "
6 Etherington, James B., care Bradford Hardwood Lumber Co. Bradford
7 Catterall, J. H. Berwick
8 Frantz, Emanuel, 2d st "
9 Johnson, W. S., Front st "
510 Michael, Frank, Front st "
1 Ross, W. A., 203 E. Front "
2 Bodler, Henry Cross Fork
3 James, Ralph E. Charlesville
4 Kurtz, Chas. W. Confluence
5 McDaid, Wm. H. Claysville
6 Collier, Wm. T. Devon
7 Verlenden, Charles B. Darby
8 Sunday, William East Berlin
9 Faulkner, Clay V., 25 W. 7th Erie
520 Huron, James H., 238 W. 4th "
1 Hess, Conrad, 1066 State "

522 Mohr, Chas. D., 553 W. 22d Erie
3 Sternberg, Jas. H., 547 W. 6th "
4 Scheffler, Theo. F., Jr., 943 E. 21st "
5 Albemas, Chas. Easton
6 Hay, A. Q., 217 Church "
7 Miller, Stephan, care Bush & Bull "
8 Rush, Elmer P., 1025 Wood ave "
9 Becker, Christ Girard
530 Richardson, Lafe "
1 Adams, J. Walter, 124 Maplewood ave Germantown
2 Pardee, Aris, West Walnut lane "
3 Peirce, Harold, 40 Tulpehocken "
4 Williams, E. H., 4041 Main "
5 Culpitt, Henry, Chew and Chelton ave "
6 Clapham, B. G., Haines and Morton "
7 Taylor, Chas. Clifford Haverford
8 Kemmerer, Wm. A., box 604 Hazleton
9 Beunethan, Wm. H., 215 Herr Harrisburg
540 Dietrich, Walter E., 1113 Green "
1 Freeman, John A., 141 So. 10th "
2 Hain, H. F., 7 No. Market "
3 Oves, Harry F., 5 So. 3rd "
4 Witmer, D. H., 220 Reily "
5 Freeburn, H. H., 1400 No. 3d "
6 Reed, Raymond E., 228 Broad "
7 Singer, C. Wayne, 2200 No. 3d "
8 Dunn, George S. Jermyn
9 Gordon, John T., Keyser
550 Kirk, Edw'd C., box 234 Landsdown
1 Lane, Fred A. Lanes Mills
2 Cornelius, Wm. A., care Homestead Steel Works Munhall
3 Dickson, W. R. McDonald
4 Eldon, Dr. R. T. Martinsburg
5 Kauffman, Harry S. "
6 Nicodemus, W. Edgar "
7 Skyles, Jno. B. "
8 Sipes, Robt. H. "
9 Konkle, Geo. B., box 186 Montoursville
560 Larkins, S. Howard, 38 3rd McKeesport
1 Porter, Ralph E., 19 8th ave "
2 Gardner, T. D., 515 Walnut "
3 German, W. J., 515 Walnut "
4 Albig, J. W., 515 Walnut "
5 Vincent, R. B. "
6 Beitler, Wm., 211 DeKalb Norristown
7 Fox, Gilbert Rodman, 321 Swede "
8 Hoxworth, Jacob L., 52 E. Main "
9 Lanz, G., 211 DeKalb "
570 Lyons, S. J., box 103 "
1 Patten, Wm. H., 117 W. Lafayette "
2 Shearer, Geo. W., 711 Chestnut "
3 Walter, Geo. S., 718 W. Elm "
4 Husted, Geo. Ormsby
5 Kready, A. H Orrtanna
6 Nagle, L. A. Ogontz
7 Cramer, Wm., box 311 Patton
8 Edmiston, C. C., box 312 "
9 Thompson, Wm., box 135 "
580 Aldred, Ernest M., 1041 Van Pelt, Philadelphia
1 Brady, Dr. John, 3315 Kensington ave "
2 Bell, Thomas M., 1243 So. Broad "
3 Borst, Albert E., 3000 Hamilton "
4 Bosbyshell, Oliver M., 020 Drexel bldg "
5 Brown, W. L., 517 Chestnut "
6 Blight, E. Spencer, Jr., 517 Chestnut "
7 Boehm, Oscar G., 119 No. 3rd "
8 Brown, Paul T., 520 Bourse "
9 Barnett, Alfred W., 1831 Tioga "
590 Ballard, Ellis Ames, 1018 So. 47 "
1 *Burrows, Elizabeth B.*, 1941 No. Broad Philadelphia
2 Clark, Leonard, J., 517 Chestnut "
3 Dougherty, C. R., 809 Arch "
4 Dreer, Edwin Grebie, 1320 Spruce "
5 Devine Edward T., 1517 Kingsessing "
6 Eshleman, Edwin D., 1147 Chestnut "
7 Ege, Chas. R., 1326 Airdrie "
8 Eavenson, Alban, 2013 Vine st "
9 Fidler, Thomas E., 1038 E. Lehigh "
600 Frank, Chas. W., 3313 Belfield ave "
1 Focht, William, 4821 Windsor ave "
2 FitzGerald, C. H. B., 7024 Girard bldg "
3 Gruber, Anthony H., 1121 Whisner "
4 Gibbons, Chas. J., 2509 Gray's Ferry rd "
5 Garrigues, Marshall D., 3918 Powelton "
6 Groves, Edward A., 517 Chestnut "
7 Greensill, Jno. J., 718 Land Woodland "
8 Geyer, Elmer G., 4460 Pulaski ave "
9 Gest, William P., 327 Chestnut "
610 George, W. H., 12 So. 6th st "
1 Huey, Robert, 330 So. 15th st "
2 Hansell, William, 831 N. 41st "
3 Hansell, Fred'k C., 831 No. 41st "
4 Keen, Frank Harold, 2041 Locust "
5 Kirkbride, Franklin, 517 Chestnut "
6 Kirk, Herbert L., 517 Chestnut "
7 Knox, J. C., 309 Chestnut "
8 Kahn, Sol R., 603 Chestnut "
9 Leavers, Walter, 2047 Hutchinson "
620 Landers, Howard, 2430 Fairmount ave "
1 Mergard, Fred, 5166 Lancaster ave "

622	Morton, Arthur V., 517 Chestnut	Philadelphia
3	Mytinger, W. H., 517 Chestnut	"
4	Mytinger, Lewis A., 2107 Park ave	"
5	McLay, G. J., 517 Chestnut	"
6	Maack, H. C., 1753 No. 3rd	"
7	Myrose, C. S., Spreckels bldg	"
8	Mattson, Samuel Hewes, 387 Bourse bldg	Philadelphia
9	Mills, Wm. G., 1926 Annin st	"
630	MacDonald, John, 718 Girard bldg	"
1	Pilland, Harry H., 1518 No. 55th	"
2	Pike, H. A., 427 No. 13th	"
3	Patterson, Frank L., 518 Minor	"
4	Pemberton, Clifford, 1811 Walnut	"
5	Peale, Jos. M., 3907 Hamilton	"
6	Root, M. J., (P. O. Le Roy, N. Y.)	"
7	Rynard, Chas. W., 1009 2nd	"
8	Stacke, Wm. H., 501 Franklin bldg	"
9	Shoemaker, Chas. L., 2020 Arch	"
640	Smith, Edw. B., 300 S. 10th	"
1	Snively, Rev. S. E., M. D., 63rd and Market	Philadelphia
2	Snyder, Walter J., 1510 Oxford	"
3	Saalman, William H., 3001 E. Susquehanna ave	Philadelphia
4	Tillner, John A., 1006 Tioga	"
5	Tomkins, Chas. W., 1043 No. 2nd	"
6	Wagner, Geo. E., 401 Walnut	"
7	Wolfe, Neill, 517 Chestnut	"
8	Wurts, C. S., jr., 517 Chestnut	"
9	Watker, George A., 1612 So. Broad	"
650	Young, P. B. J., 4000 Chestnut	"
1	Young, James A., 914 S. 16th	"
2	Davis, H. M., 4730 Maripor ave	Pittsburg
3	Keenan, Chas. G., care Pgh Press	"
4	McCune, John R., 722 No. Highland	"
5	McCune, F. A., 5520 5th ave	"
6	Kelly, George A., Jr., Shady ave and Howe	Pittsburg
7	Lockhart, J. M., 543 Wood	"
8	Lockhart, James H., 543 Wood	"
9	Mason, H. L., Jr., 701 North Highland	"
660	Beck, J. Eugene, Denler Bros	"
1	Evans, George, 219 High	Pottstown
2	Seltzer, J. George	Pottsville
3	Wetter, Fred H.	"
4	Benedict, O. S.	Pleasantville
5	Poore, John B.	Riegelsville
6	Schlump, Albert C., 516 Beaver	Sewickly
7	Long, Wm. M., box 74	Sturgeon
8	Collins, Walter	Swarthmore
9	Daddow, H. L.	St. Clair
670	Hall, Charles H., box 394	Scanton
1	Thamm, A. M.	Smethport
2	Stoll, P. M.	Steelton
3	Traver, J. B.	"
4	Deihl, S. G., L. V. R.R. office	So. Easton
5	Hollingshead, Jno. L., 1027 Blair ave	Tyrone
6	Henne, J. A.	Titusville
7	Fronefield, J. M., Jr.	Wayne
8	Selwyn, Wm. M. S.	Wyncote
9	Brown, Henry D., care *Gazette and Bulletin*	Williamsport
680	Scott, Geo. L., 204 N. Franklin	Washington
1	Temple, Henry W., 400 Locust ave	"
2	Truman, John B., box 393	Wellsboro
3	Young, Robert K.	"
4	Young, H. C., box 3	"
5	Eppley, Horace C., 524 W. King	York
6	Schall, Jas. H., 124 North Beaver	"
7	Sultner, E. A., 533 West Market	"

Rhode Island, 28 — 573

Narragansett Wheelmen

688	Bassett, Chas. H.	Lakewood
9	Howe, Harry R., 208 Knight	Providence

Manonna Wheelmen

690	Robinson, Rowland Rodman	Wakefield
1	Tucker, Howard R., box 194	"

Unattached

2	Carpenter, Fremont, Warren	E. Providence
3	Campbell, William A.	Lafayette
4	Sherman, Frea R.	"
5	Langley, Wm. H., 3 Centre	Newport
6	McMahon, Andrew K., 13 Bliss rd	"
7	Bates, Francis E., box 389	Providence
8	Beeler, A. L., Jr., 37 Providence	"
9	Bushnell, Fred N., 18 Harvard ave	"
700	Sweetland, C. S., box 55	"
1	Trowbridge, E. R., box 1244	"
2	Knight, Russell W., 366 Broadway	"
3	Woodward, Wm. C., 21 Arlington ave	"
4	Potter, Henry O., 4 So. Water	"
5	Seabury, Clarence H., 589 Cranston	"
6	Seabury, Elmer F., 589 Cranston	"
7	Lewis, Henry B., box 802	"
8	Miller, Joseph A., Jr., 241 Federal	"
9	Carter, Joseph	Bridgton
710	Brownell, Pardon W. S., Church	Warren
1	Brownell, Thos. S., Church	"
712	Leonard, Henry E., 17 Beach	Westerly
3	Wilson, Louis E., 31 Palmer, W. Side	"
4	*Tourgee, Miss Clara*, Stony Lane	Wickford
5	Blondin, John S., 100 Main st	Woonsocket

South California, 3 — 121

Unattached

716	Riley, George C.	Carpinteria
7	Wheeler, Frank	Long Beach
8	Pierce, Fred F., box 313	Santa Barbara

South Dakota, 1 — 7

Unattached

719	Braggans, W. O.	Milbank

Tennessee, 21—116

N. A. C. W.

720	Clark, A. W., Gray & Dudley Hdw. Co.	Nashville
1	Dorris, Hugo S., 208 Union	"
2	Decker, Geo. A., 1411 Church	"
3	Dorris, Duncan R., Spruce and Church	"
4	Eastman, H. H., Throope & Eastman	"
5	Gordon, H. L., Orr, Jackson & Co.	"
6	Lawrence, J. P., 617 Church	"
7	Stratton, McKinney, 4th Nat'l Bank	"
8	Thompson, Hill, Broad and Stonewall	"
9	Webb, L. K., C. Telephone Co.	"

O. K. Club

730	Fraser, Shirley H., 45 Madison	Memphis

Unattached

1	Chappell, L., 383 Front st	Memphis
2	Carr, W. M., 17 Madison	"
3	Caruthers, R. W., 33 College ave	"
4	Lamb, S. H., Jr., Waldron ave	"
5	Mayor, M. H., 209 Poplar	"
6	Raine, C. H., Madison	"
7	Withers, W. H., 303 Main	"
8	Goodall, Tom S., Church and College	Nashville
9	Gill, Ross, 243 No. Cherry	"
740	Sims, W. P., 243 No. Cherry	"

Texas, 5 — 181

Unattached

741	Cunningham, R. R., care Lyle & Moorer	Sherman
2	Etter, J. F., care R. H. & T. Co.	"
3	Hall, J. Ira	"
4	Terry, D. S., County Jail	"
5	Kehl, C. H., box 248	Waco

Utah, 2 — 99

Salt Lake Social Wheel

746	Gerusche, L., 45 W. 2d	Salt Lake City
7	Raiblie, Frank G., Dooly blk	"

Vermont, 5 — 56

Unattached

748	Cone, Clement L., box J	Bennington
9	Hawks, Geo. M., 205 North st	"
750	Newton, W. D., 485 Main st	"
1	Russell, Harry E., Pleasant st	"
2	Stickles, Fred, Gage st	"

Washington, 4 — 70

Unattached

753	Turner, Arthur L.	Port Townsend
4	Babcock, W. F., 1233 18th ave	Seattle
5	Brown, Dr. Warren, 951 Pacific ave	Tacoma
6	Taylor, Roy, 943 Tacoma ave	"

West Virginia, 4 — 56

Unattached

757	Klingle, D. B.	Huntington
8	Applehy, G. W.	Martinsburg
9	*Dellicker, Miss Blanche*, 1005 Julian	Parkersburg
760	Gramm, Geo. E., box 203	Grafton

Wisconsin, 80 — 883

C. B. C.

761	Boerner, Albert F.	Cederburg

L. C. C.

2	Benn, A. J.	Lancaster
3	Showalter, V. L.	"
4	Nathan, H. G.	"
5	Bastord, Fred	"
6	Carter, W. B.	"
7	Bastord, Chas. H.	"
8	Nathan, J. A.	"

No. Side C. C.

769	Rothweiler G. E., 153 Garfield ave	Milwaukee
770	Gauger, Theo. O., 733 2nd	"
1	Koehn, Emil, 1033 Winnebago	"

So. Side C. C.

2	Huennekens, F. W., 355 Grove	Milwaukee
3	Huennekens, Arthur L., 355 Grove	"
4	Kerr, George F.	"

C. C. W.

5	Furrier, Geo. B., Public Museum	Milwaukee
6	Wilmanns, H., 19 Erie	"
7	Rodee, Fred. J., 233 16th	"
8	Wilmanns, Adolph, 19 Erie	"
9	Zinn, August, 413 23rd	"
780	Liesenberg, W. C., Jr., 28 Cham of Com	"
1	Brice, Frank H., 225 9th	"
2	Berger, Wm., 520 Market	"
3	Hedger, W. E., 1219 Cedar	"
4	Schulze, Geo. T., Espenhain Dry Goods Co	Milwaukee
5	McDonald, E. T., 150 2nd	"
6	Steiner, Archie L., 1128 Sycamore	"
7	Fuller, Harry S., box 259	"
8	Lachemnaier, Wm., 348 13th	"
9	Schickel, H. F., 254 9th	"
790	Sims, Edw. A., 361 7th	"
1	Lauer, R. C., 103 Wisconsin	"

Merrill C. C.

2	LaBlue, Hector	Merrill

Port Washington C. C.

3	Bolens, Harry W.	Port Washington

Sheboygan C. C.

4	Barrows, H. E., 636 Erie ave	Sheboygan
5	Lindaw, Gust H., 731 N. 8th	"
6	Preussler, A. E., 1710 N. 7th	"
7	Seaman, Chas., box 308	"
8	Whitlock, G. B.	"

Tomah C. C.

9	Bailey, Simon	Tomah
800	Feiting W.	"
1	Howes, W. L.	"
2	Syverson, L.	"
3	Winters, G. L.	"

Pelican C. C.

804	Bronson, C. C., box 10	Rhinelander
5	Broughton, E. J.	"
6	Linn, C. F.	"
7	Burns, Geo. B., box 100	"
8	Peterson, Chas B.	"

Neenah L. C.

9	Aderhold, E. L.	Neenah

Unattached

810	Stier, John, 620 Oneida	Appleton
1	Wieckert, A. H., 941 Oneida	"
2	*Willey, Mrs. Newton L.*, 1101 W. 3rd	Ashland
3	Stetson, W. T.	Cambridge
4	Young, D. M., box 25	Clintonville
5	Barnes, Herbert T., box 5	Elkhorn
6	Sanborn, E. J.	Jefferson
7	Fowle, Alonzo, 342 Broadway	Milwaukee
8	Hammersmith, H., 308 Kane pl	"
9	Kathrens, J. R., 917 Chestnut	"
820	Ramsthal, Frank G., 573 3rd	"
1	Spencer, Geo. S., 300 E. Water	"
2	Chandler, Geo. W., Jr., 264 Oneida	"
3	Guthrie, Hugh W., 267 Brady	"
4	Barkhausen, Carl, 91 Wisconsin	"
5	Campbell, John, 202 24th	"
6	Ilsley, James K., 301 Ogden ave	"
7	Neukom, Edward F., 133 13th	"
8	Cotton, John R., 554 Milwaukee	"
9	Johnson, Will R.	Montfort
830	French, H. E.	Reedsburg
1	Rickeman, F. H., 415 6th	Racine
2	Crane, Geo. A., 322 6th	"
3	O'Harrow, John W., 830 Lake ave	"
4	Anderson, Geo.	Rice Lake
5	Ulrich, A. L.	"
6	Heintz, N. W.	"
7	Aberg Wm.	Shell Lake
8	*Whiting, Miss S. K.*	"
9	Rounsavell, H. E., box 41	Hayward
840	Ray, E. M.	Lake Mills

NEW LEAGUE CLUBS.

670	Rodgers Clark Cycle Club,	Jeffersonville, Ind
671	Richmond Co. Cycle Club,	Prince Bay, N. Y.
672	Moberly Cycle Club,	Mo
673	Business Men's Cycling Club,	Jersey City, N. J
674	Warren Bi. Club,	Warren, Mass

STANDARD BRAKES



No. 1. Brake, Coasters and Lamp Bracket, combined, $2.00.
" 2. Brake and Coasters, $1.75.
" 3. Brake only, $1.75.
Portable Stands or Rests, $1.00, weight, 5 ozs.
Send for '96 catalogue.

RICHARDS MFG. CO.,
Brooklyn, N. Y.

QUERIES AND ANSWERS

W. C. F., NEWARK, N. J.: The tire of the driving wheel of a safety bicycle does not slip perceptibly on a dry road.

WILLIAM B. PHIPPS, Albany, N. Y.: For best route to Richmond, Va., consult road books of States you will cross, and make inquiry of local consuls residing in towns you wish to pass through.

FORT SCHUYLER: Ask local consuls and consult road book for best route to Washington Bridge. Your question and answer would interest but few. The space occupied would be lost to the other 40,000 readers.

WATERBURY: On a five days trip eat and drink just enough of anything that agrees with you. Don't eat very rich food nor drink very strong drink. We cannot tell you just what to eat. It might not agree with you. Your stomach will tell you what is the correct thing. Avoid culinary pyrotechnics.

CONFUSION REIGNS SUPREME

In the minds of some prospective purchasers of bicycles.



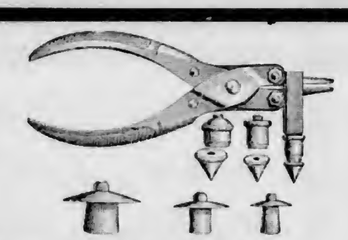
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Remington reputation is a guarantee of excellence and reliability.

Catalog free.

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BRANCHES:
New York. 59th Street, Grand Circle. **Brooklyn.** 533 Fulton Street. **Boston.** 162 Columbus Avenue. **San Francisco.** 418-420 Market Street.



This is the thing ∴

You need in the worst way when miles from nowhere with a punctured tire. All up-to-date wheelmen are using the . . . . . .

SIMPLEX BICYCLE REPAIR TOOL

Because it's the simplest and quickest, and takes up little room in the kit. Cuts a round hole that won't enlarge; uses a tapering plug that can't work out. Mailed anywhere on receipt of price.

PRICE $1.75

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1004 Walnut St., Philadelphia.

Columbia Bicycles

Saddle Comfort



Eighteen years of making bicycles has taught us many things, among them how to design bicycle saddles that will be comfortable to all kinds of riders —and stay comfortable.

We are not theorizing as so many doctors and others are. We have tried and tested and proved. The Columbia saddles are proper in shape and adjustment. One can ride them for days or months or years without injury or discomfort.



They may require some adjustment, but that is amply provided for. A few experiments and the Columbia saddle *fits*. This is the verdict of men and women, doctors, scorchers, pleasure riders, all. It will be *your* verdict.

POPE MANUFACTURING CO.
HARTFORD, CONN.

Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity let us know.

Pearce 805

Rec'd MAY 13 1896 A.M.

THE L·A·W·BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, May 8, 1896 No. 19.



THE WAY TO HAPPINESS.

Tis half-made roads, so each agrees,
That clouds our joy to-day;
Then why not use machines like these,
And roll those clouds away?

Subscription $1.00 per Year. Special Club Rate, to League Members Only, 25 cts.

Price, 5 cents.

PAID CIRCULATION, 41,278.

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No More "Patch-Work"

Solid Rubber Plugs

THE SIMPLEX BICYCLE TIRE REPAIR TOOL

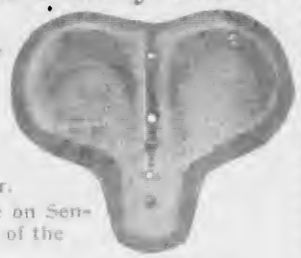
$1.75

The Bicycle Appliance Co.

1001 Walnut Street,

Philadelphia

Duplex Safety Saddle



Yields Most in the Center.

Under Weight of Rider it Hollows Like a Chair.

No Pressure on Sensitive Parts of the Body.

ENDORSED BY PHYSICIANS.

The Secret is the Duplex Spring.



THE SADDLE IS DESIGNED FOR HEALTH AND COMFORT

First,
Second
Third.

SENT PREPAID ON RECEIPT OF PRICE $4

DUPLEX SADDLE CO. 200 So. Clinton St. Chicago Ill.

Ask Your Shoe Dealer for

"Ball-Bearing" *Bicycle Shoe*

No. 272

Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.

C. H. FARGO & CO. (Makers)
CHICAGO

CORRESPONDENCE

EVERY PART of the Rambler is SPECIALLY MADE

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Rambler Bicycles

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Handsome Rambler Catalogue free on application.

Riding Academies:
85 Maidison Street, Chicago.
174 Columbus Avenue, Boston.
1125 14th Street, N. W., Washington, D. C.
949-945 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

A NEBRASKA member writes that cramping of the muscles of the calf is probably caused by having the saddle too low or riding beyond one's strength.

A MEMBER suggests that wheelmen everywhere should throw to the side of the road all pieces of wire, stone, china, and everything likely to injure a tire, as thereby roads will be made much better.

H. W. STONE, 106 N. Tenth street, writes: "Since Wisconsin has not yet issued its road book, I wish some member of that division to give me best route from Minneapolis to Milwaukee, via Madison.

"IF we ride but ten miles," writes a Texas member, "we pay the railroad company twenty-five cents and the baggageman twenty-five cents for handling our wheels. Can't someone suggest a remedy?" Organize the wheelmen, and then, if you don't see what you want, ask for it.

"IF FASHION is to dictate," writes a lady member, "make fashionable the idea of dressing according to the occasion, and not protest against bloomers for bicycles any more than against bathing suits that are conspicuously worn at the beach. For short rides in town the skirt of medium length is probably best, but for a ride of several miles against a wind a skirt to the ankles means a severe strain on the strength, and a shorter skirt, easily lifted by the wind, is of doubtful utility."

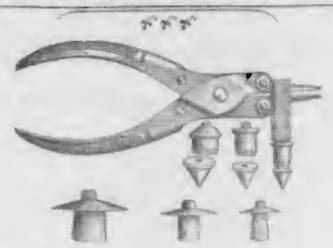
J. M. MARSHALL, 37 Charles street, New York, wishes suggestions regarding best route to San Francisco by wheel, and other points of interest regarding such trip.

INFORMATION regarding best route from Cincinnati to Preston Co., W. Va., via Gallipolis or Parkersburg, is wanted by W. P. Breed, 721 W. 8th street, Cincinnati.

A NEW YORK member thinks wheelmen should work to have all vehicles carry lights at night, as it is impossible to hear or see a buggy fifty feet away on a soft country road on a dark night. It's a one-sided law that works against wheelmen when it makes them the only ones liable for not carrying lights. The wheelmen are also in greatest danger of personal injury.

W. H. S., Dalton, Pa.:—We have heard many stories concerning electric bicycles, but have no personal knowledge of any which have been materially successful. The only means of applying electricity to such a vehicle is a storage battery, and at present we are not aware that any storage battery is made which gives out sufficient energy in proportion to its weight. We are more than anxious that something in this line shall be accomplished, and will be glad to hear of any successful experiments.

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No More "Patch-Work"...

...THE **SIMPLEX** BICYCLE TIRE REPAIR TOOL

$1.75

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1004 Walnut Street,

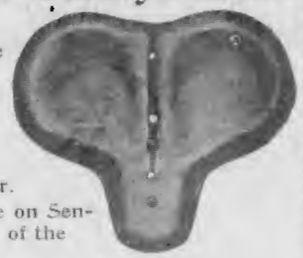
Philadelphia.

Duplex Safety Saddle

Yields Most in the Center.

Under Weight of Rider it Hollows Like a Chair.

No Pressure on Sensitive Parts of the Body.



ENDORSED BY PHYSICIANS.

The Secret is the Duplex Spring.



The weight rests first on the inner loops; these yield downward, following out the general curve, until the weight is borne in part by the larger outer loops, and the whole spring in turn conforms itself to the body of the rider and following every change of position without undue pressure at any particular point, and *with no pressure whatever along the centre.*

THE SADDLE IS DESIGNED FOR HEALTH AND COMFORT

First, the Duplex Spring Harrington may play up and down over one inch; Second, a thick cushion of soft felt between springs and leather; Third, best of leather, shaped and pressed to fit the body.

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Ask Your Shoe Dealer for

"Ball-Bearing" *Bicycle Shoe*

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Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.

C. H. FARGO & CO. (Makers)
CHICAGO

CORRESPONDENCE

"I SPENT the greater part of last summer in France on a wheel hired in Paris, with which I was well satisfied," writes Eugene I. Moses, of 56 W. 34th street, New York. "The wheels my three companions and myself rode were English wheels made in Coventry and 1894 pattern; they weighed about thirty-two or thirty-three pounds, and were the best we could find after an exhaustive search through the Paris stores. The cost was about fifteen dollars each, for a little over five weeks, a part of which had to be deposited on hiring the wheels. Although our machines ran easily and stood the severe usage we gave them very well, I think that we were fortunate, and do not believe every one would have the same good luck. If I were going again, I should most unquestionably take my own wheel: the cost of transportation is small. The bugbear of the custom officials is not so black as it is painted. A deposit of the amount of the duty is required on entering France, which is returned to the owner of the wheel on leaving the country. If the prospective tourists wish any information or advice about wheeling in France, the fruits of my experience are at their disposal."

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J. M. MARSHALL, 37 Charles street, New York, wishes suggestions regarding best route to San Francisco by wheel, and other points of interest regarding such trip.

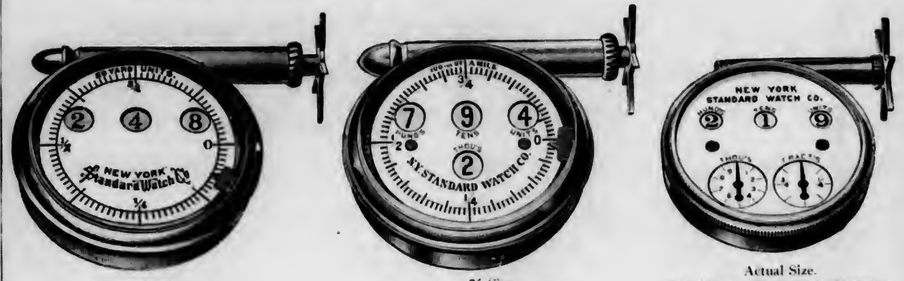
INFORMATION regarding best route from Cincinnati to Preston Co., W. Va., via Gallipolis or Parkersburg, is wanted by W. P. Breed, 721 W. 8th street, Cincinnati.

A NEW YORK member thinks wheelmen should work to have all vehicles carry lights at night, as it is impossible to hear or see a buggy fifty feet away on a soft country road on a dark night. It's a one-sided law that works against wheelmen when it makes them the only ones liable for not carrying lights. The wheelmen are also in greatest danger of personal injury.

W. H. S., Dalton, Pa.:—We have heard many stories concerning electric bicycles, but have no personal knowledge of any which have been materially successful. The only means of applying electricity to such a vehicle is a storage battery, and at present we are not aware that any storage battery is made which gives out sufficient energy in proportion to its weight. We are more than anxious that something in this line shall be accomplished, and will be glad to hear of any successful experiments.

The knowing ones

invariably choose from these:



⅔ Size.
The No. 1 "Standard"
Registers 1,000 miles and repeats.
Weight, 3¼ oz.
Retail Price, $1.00.
This is the model of which 263,427 were sold in the first eleven months of 1895, at a higher price.

⅔ Size.
The No. 2 "Standard"
Registers 10,000 miles and repeats.
Weight, 3¼ oz.
Retail Price, $1.50.
Same as No. 1, only "more so."

Actual Size.
The No. 3 "Standard Midget"
Registers 10,000 miles and repeats.
Weight, 1¼ oz. Retail Price, $1.75.
Small, light, beautiful.
One-half the size of our 1895 Cyclometer.

"You pays your money, and you takes your choice."

"L. Box 116," Superior, Neb., wishes best routes from Omaha to St. Paul; St. Paul to Reading, Pa.

A Chicago member writes: "Two bicycles weer sent twenty-four miles on the C. & N. W. R. R. They were checked and charges paid. When received, both cyclometers were broken, enamel scratched, and one fork bent. After paying the charges one might expect their safe transportation. Will this continue?"

"Where there is friction," writes a Kentucky member, "a lubricant is necessary, and as oil causes dust to collect, I think it bad to use on exposed places. My chain gives better satisfaction by oiling joints and using graphite on inside of chain, as graphite will not penetrate the joints. After oiling, I always clean chain well and use graphite sparingly, so as not to gum-sprocket wheels and chain."

F. C. R., Flagstaff, Arizona: The artist who selects the colors for the cover pages of the L. A. W. BULLETIN has had years of experience in a rainbow factory. We havn't told him of the harsh things you wrote, for his is a very sensitive nature, and were he provoked by criticism he might do even worse than he has. He is very familiar with colors, being able to shut his eyes and tell when he is feeling blue. He is opinionated and very fond of a dispute. We think this explains why he doesn't care to get colors together that will agree.

A member writes that Nantucket Island roads are not so bad as the Road Book paints them. Great improvement has been made. There are 200 wheels on the island, Macadam roads and cycle paths.

"It is perfectly natural that the man who persists in calling the machine he rides a 'bysickle' should use it to mow down unsuspecting pedestrians." This, from a recent issue of a bicycle paper, prompts a member to say that the proper spelling of the word is "bicicle" or "bicircle," not "bicycle." Cycle is derived from a Greek word which means a recurring period of time, such as cycle of the sun or of the moon, and does not refer to a geometrical figure at all, whereas "circle" is derived from a Greek word meaning a circle or ring. "Bi" being a contraction for "bis" (twice), bicicle, — or, more properly, bicircle, — simply means two-ringed: the wheels representing the rings or circles. The second syllable should be short. A southern writer says the word is pronounced just like the word icicle. We have never heard anybody pronounce this word as though it were eye-sigh-cul, and there is no more authority for bigh-sigh-cul. The accent is on the first syllable, and the second and third are both short. This is a vehicle that is steadily growing in popularity, but there is no more authority for calling it bi-sigh-cle than for ve-high-cle. Let us sit steadily in the saddle, without leaning over the handle bars, and keep the accent on the bi. And yet the fact remains that if the public decides to call it "bi-sigh-cle," so shall it be.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

One Year $1.00
" " Special Club Rate. *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

MAY 8, 1896.

Total number printed this week, . . . 44,000
Sent to paid Subscribers,. 41,278
Samples to Advertisers, Exchanges, etc., 2,722

SIDE PATHS.

It seems probable that a thousand miles of side paths or wheel ways for bicycles will be built this year.

The interest in them is growing as the paths are extended in length and their worth increased.

The side path bill which recently became a law in New York, authorizing the supervisors of Niagara county to appoint side path commissioners, and to expend the funds raised by the taxation of cycles in the construction of side paths for cycles, gives the undertaking a legal standing and protection. This was necessary to keep other road destroying vehicles off the paths when the roads are bad.

The gist of the law is that a majority of the members of the board of supervisors may tax bicycles to build side paths along public roads under the supervision of a board of side path commissioners.

The board has power to tax wheels owned in the county from fifty cents to a dollar. "Wheels" include any unicycle, bicycle or tricycle, whose wheel or wheels, or either of them, shall exceed twenty-four inches in diameter.

A board of five commissioners, appointed by the board of supervisors, has the power to construct side paths and to repair and improve same, and to expend the side path fund each year for such work. It has the right to condemn and examine land for right of way, but is subject to the jurisdiction and control of the officers charged with the duty of maintaining streets and highways.

The yearly tax is paid between January and March to the collector of taxes or city treasurer. Wheels bought after March 1, must be taxed within a month after purchase for the rest of the year. The side path board can draw on fund so raised, but not in excess of amount on deposit.

The county clerk keeps the books of record, and provides for the identification and registering of wheels. When tax is not paid on a wheel the collector or city treasurer may sell the same on six days' notice to the highest bidder. If anything remains after all expenses of sale are paid, the owner of wheel gets it. The owner can redeem his wheel at any time before the sale by paying the tax, and all expenses incurred and one dollar fees for seizing the cycle. All cyclists may use the paths subject to the board's rules governing speed, lamps, signs, etc. Violations are punished by a fine not over five dollars.

Driving horses, cattle or other animals, or vehicles of any kind propelled by animal power along the side paths, shall be a misdemeanor, and may be punished by a fine not exceeding five dollars.

Dealers in bicycles shall be exempt from paying the tax on all cycles carried in stock, but shall pay the tax on each cycle kept for rental or use.

LAMPS AND BELLS.

The wheelmen of a certain western town have refused to obey an ordinance which aims to compel them to carry lamps and bells. They refuse obedience on the ground that other vehicles are exempt from these rules. We doubt the advisability of such a course, and have so written them. In the absence of a State law as we have in Massachusetts, cities have the right to make such regulations as they please in regard to the carrying of lamps, bells, etc. Proper laws, while they are in force, should be obeyed by all good wheelmen. If, however, the laws seem to be obnoxious, wheelmen should not forget laws are made (and repealed) by officials who are elected by the votes of the people, and if the wheelmen in a given town permit the election of officials who are antagonistic to them, it would indicate, either that there were not wheelmen enough in the town, or that those who were there were not sufficiently aggressive.

THE MONKEY-MEN.

If the "scorcher" has any friends in the crowd, they should come to his rescue. If he has any redeeming quality that would help to mitigate the offence he commits against society, it should be made known at once.

They say he is a distressing thing to see and a



BELAIRE, MICH., April 7, 1896.

Our best riders here are Clipper riders, as I have three merchants and one photographer mounted on them. Considering the fact that our town is small, I think that is very good. *Your ladies' model has given best of satisfaction here.*

A. B. LARGE.

New Clippers

ARE BUILT THAT WAY.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.



AMERICA "TRUSS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

dangerous thing to meet, and that no gentleman was ever induced to take up with bicycling by observing the antics of a monkey-man.

They say also that if there is any one type of bicyclists that represents the ungraceful, ungentlemanly side of wheeling, it is the scorcher and his companion, the gum-chewing, loud-talking "bike" girl.

As a matter of course, this class of persons are no worse on the wheel than off, but the bicycle gives them more of a chance to get up to the top of the column, next to reading matter, where they appear sadly conspicuous.

Scorching, of itself, is not so bad, but the how and when and where should be carefully thought of. The best place for it is on a oval track, inside of a high-board fence.

The street and highway scorchers have made enemies, who, in turn, have disliked all wheel riders. The fewer scorchers there are the more kindly the non-riding public will feel toward the bicycle.

INDIANA ROAD BOOK.

With this new L. A. W. road book a blind-folded man could go over the entire State of Indiana and never strike a stone or a stump. It is bound in rubber cloth, stiff or flexible covers, and contains five fine maps covering the whole State. It is free to League members, or is sent for 75 cents to others by Frank S. Chance, 107 E. Washington street, Indianapolis.

THE BICYCLE VOTE.

Politics are the rather undesirable means of obtaining desirable ends. Wheelmen have votes.

Votes elect legislators. Legislators make laws.

If the wheelmen of any community will organize and demand the rights their numbers merit, they will get them.

Votes count. Why shouldn't they? Laws are made for the people.

Anything that isn't worth asking for is not worth having. If your representative in the city council or State legislature is unacquainted with your wishes, how can he be expected to act intelligently?

Get together. Organize. Find out what would add to your comfort as citizens, not necessarily as wheelmen, and if it belongs to you by constitutional right, try to get it.

Do it peacefully, good naturedly, forcefully. Join the L. A. W.

THE Orion Cycle Club, just organized in Brooklyn, requires every member to be a member of Orion Lodge No. 717, F. & A. M., from which it takes its name. This club is believed to be the first and only Masonic cycle club in the United States. It demonstrates how universal wheeling is becoming. Formerly only the light social organizations gave this exhilerating sport attention, whereas now, with this new club as an example, the more dignified and reserved fraternities are taking it up.



Sterling Cycle Works

274-276-278 WABASH AVE.

... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Gales,
302 Broadway, New York.

WHEELS AND CHURCHES.

The bicycle has made itself felt in nearly every phase of business and social life, and in nothing else is its force more apparent than in the decreased church attendance, against which so many ministers are raising their voices.

A great many preachers who are sufficiently philosophical to read, and accept the full meaning of the handwriting on the wall, are adapting themselves and their churches to the new order of things. The Brighton Chapel, Coney Island, sends out the following circular:

CONEY ISLAND, April 29, 1896.

The building of the cycle path to Coney Island has brought into our community thousands of wheelmen, and especially is the number increased on Sundays.

It has suggested itself, that among such a great number there are many who will be pleased to spend an hour in the house of God; and, in furtherance of this idea, we have arranged a short, spirited service, to be held every Sunday during the season, to which we extend a cordial invitation to you and your friends to attend.

The service will commence at 11 A. M., and the congregation will be dismissed at 12.

Brighton Chapel is situated on Neptune avenue, Coney Island, about six hundred feet west of the cycle path. Turn to the right when you reach the "five mile" stone.

We have appointed a committee, who will cordially welcome you and take charge of and check your wheel free of charge. W. F. SHILLECK, Pastor.

CHAS. C. OVERTON,
G. PETERSEN,
A. O. SHAUL, Committee.

☞ *Please post this on your Bulletin.*

THE POWER OF THE PEOPLE.

The great victory which we wheelmen have gained over those organized monopolies, the railroads, and for which so much credit is due to Mr. Potter, is but a pressage of what we, the people, can do when we know what we want.

The politicians got just such a lesson on the bill, which they "jammed through," putting a speedway through the Central Park. In "Wealth against Commonwealth," Henry D. Lloyd gives an account of a similar victory by the people of Toledo over the Standard Oil Co.

And now Depew says that "the assemblymen were frightened into granting" our reasonable demand by the thousands of letters which poured in on them. Hail Potter! They had good cause to be frightened. "Our Chauncey" says he will introduce a bill compelling clothiers to furnish suits free to bicycle riders, and will "test" our free transportation bill in the courts. If he has not learned that there is a clear distinction between clothiers who are subject to free competition, and railroads which have acquired exclusive rights of way of uncalculated value by grants from the careless public, wheelmen will find means to teach him.

If the bill should be set aside by servile courts under railroad influence, it will invite the people to ask who made those autocratic monopolies, ruling by virtue of franchises over public ways; and to take for the people in taxation what the people have created. BOLTON HALL, 4 East 46th St., N. Y.



Waverley BICYCLES.

America's Favorites

Are Built in the Largest and Best Equipped Factory in the World.

Experienced dealers recognize the importance of handling a standard line of wheels, something that has an established reputation, and that everybody knows. It is uphill work trying to sell unknown wheels: it is no work at all to sell Waverleys. Only dealers who handle them know how easily they are sold. You can make more money, with less labor, selling Waverleys than any other bicycle. Write for catalogue and terms. Our prices will interest you.

INDIANA BICYCLE CO.

Eastern Wholesale Branch, 339 BROADWAY, NEW YORK.

General Office and Works, Indianapolis, Ind.

THE PRESBYTERIAN CART.

S. RAYMOND KITCHIN.

Water on our streets is needful,
To laying dust its time devoting;
But we believe in moderation.
Else we 'll have to take to boating.

Baptist wheelmen will be with me,
(I hope they 'll pardon this diversion)
Agreeing that, in this one matter,
Sprinkling 's better than immersion.

I 'm a Baptist myself. — S. R. K.

GOOD STREETS.

The St. Louis wheelmen have issued a fine map, showing location of principal residence districts in St. Louis, and indicating all streets that are sprinkled or left dry in the morning and evening for the use of wheelmen. The splendid plan is in the hands of the local consuls, whose badges entitle them to a respectful hearing from city officials, and an assurance that all proper demands will receive prompt attention. St. Louis will have the best riding this year it has ever known. The work is done, as indicated in the following instructions to local consuls:

1. Call on the Sprinkling Inspector in your district and become personally acquainted with him.
2. Whenever bad sprinkling is reported to you by any wheelman, kindly ascertain if possible if the complaint is justifiable (sometimes for slight dereliction complaints better not be made,) and, if so, call on the inspector to see if he will not remedy the matter for you.
3. If the inspector will not or can not do this, then report direct to the *City Streets Committee*, Sandford Northrop, Chairman, Commercial Building, stating that you have seen the inspector and the matter has not been remedied.
4. If you notice any bad sprinkling in other districts, report the matter to the local consul *for that district*, and do not report it yourself unless it continues.
5. On the streets which are not included in the Dry Streets Programme, the sprinkling should be rational. Consult your inspector in regard to this, and see if you cannot get him to lower the bands on the wagons in his district, so as to produce sprinkling instead of flooding.
6. When you notice a cart that is sprinkling at the wrong time or throwing on altogether too much water, speak to the driver in regard to the matter, and, if not remedied, see the inspector. Inspectors have orders to pay attention to complaints of gentlemen who wear the local consul badges.

THE Hoboken (N. Y.) ferry charges as much for carrying the passenger's wheel as for the passenger, — three cents in each instance.

WHEELMEN of Clearfield, Pa., have had repealed an ordinance compelling the use of lamps on bicycles, the borough attorney deciding that the ordinance was unwarranted and unconstitutional.

THE mayor of Elmyra, N. Y., issues permits to proper bicyclists to ride on the sidewalks of that city. A recent letter from the chief of police says: "We have but very little trouble with riders of bicycles in this city. They most all adhere to the rules." The rules are printed inside of the folder permit, which must be shown on the request of any officer.

Cranks are moving things the world over, but a positive crank and one yet readily detached is widely appreciated.

Bicycles cranks, like Uncle Sam's dollars, require to be on a thoroughly solid basis. We have used the simple crank pin for years — every cyclist knows it on sight. It is a good thing, the best to date. We have respect for good things, and retain them.

Union Crackajack II

IS FULL OF "GOOD THINGS."

Built on a Gold Basis

Union Cycle Mfg. Co.

HIGHLANDVILLE, MASS.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Warner.

D. D. Warner Co., Madison, Wis., issues a neat catalogue, printed in green and brown, containing many half tones made from photographs of scenes in and about the charming city that is noted for its beautiful women and winsome college girls. In the page devoted to the interest of the L. A. W. is summarized the following benefits of League membership:

Fifty-two issues of a weekly journal.
Ten to thirty per cent reduction at League hotels when touring.
Full legal protection in case of accident.
Facility for obtaining important information concerning roads, hotels, distances, etc.
A ticket which insures fraternal courtesies wherever presented.
The enjoyment of good fellowship based upon a common interest.
The enjoyment of aiding in the support of an association that has been the foremost power in the advancement of cycling
The enjoyment, without cost, of all events held at the annual state gathering of wheelmen.

Whitman.

The "Whitman" and "Patriot" bicycles are pleasantly described in a 24-page catalogue issued by the Whitman Saddle Co., 118 Chambers street, New York. The embossed cover design, printed in blue and gold, is attractive.

Sylph.

Rouse, Hazard & Co., Peoria, Ill., tell all about the "Sylph" and "Overland" wheels and bicycle sundries, in an attractive 32-page catalogue, bound in striking covers, showing a sylph on one side and an Indian on a wheel on the other. A page is devoted to the L. A. W.

Ide.

The F. F. Ide Manufacturing Company, Peoria, Ill., issues a neat thirty-two page catalogue, in which the "Ide" wheel is described in detail. The three-color cover page is attractive.

THE Somerville (Mass.) Light Infantry Company is forming a militia wheel club.

A BALTIMORE member writes that he has a friend who recently changed his '95 wheel with two-inch tires for the '96 with one and three-quarters inch tires. He has ridden the '96 for some time and can find no objection to it excepting the width of tire which, he declares, causes a sick headache whenever he rides them. Will some subscriber to the BULLETIN give an explanation?

W. H. GARDNER, 291 Carroll street, St. Paul, wishes best route to Chicago.

"IF IT'S A HARTFORD TIRE IT'S RIGHT,"

HARTFORD SINGLE TUBE TIRES

Because . . .

The Rubber is Best
The Fabric is Best

Six years experience has taught us just how single-tubes should be put together. Hartford Tires have a peculiar life and buoyancy to be found in no other tires.

Hartford Single-Tube Tires

ARE THE STANDARD SINGLE-TUBES.

You will find them on most high grade bicycles, and you can have them on any if you ask for them. They cost more because they are worth more.

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:
100 Chambers St., New York 178 Wabash Ave., Chicago

DISTRIBUTING DEPOTS:
370 Atlantic Ave., Boston 503 Market St., Philadelphia
17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES ARE GOOD TIRES

RACING MEN SAY OUR RUBBER TOE CALK IS THE BEST THING THAT EVER HAPPENED



WE THINK SO TOO

MORGAN & WRIGHT
CHICAGO

THE OHIO BICYCLE LAW.

THERE is nothing harsh or unjust to the railroad companies in the law just passed by the Ohio Legislature, providing that a traveler may take his bicycle on the train with him, just as he does his trunk, without extra charge. Bicycles have become so naturally the adjunct of every happy and well-regulated individual that it is high time they should be called "baggage."

The new law declares:

Section 1. Be it enacted by the General Assembly of the State of Ohio, that hereafter for the purposes herein specified, bicycles are declared to be baggage, and shall be transported as baggage for passengers by all railroad companies operating in the State and be subject to the same charges and liabilities as other baggage, and no passenger shall be required to crate, cover or otherwise protect any such bicycles: provided, however that a railroad corporation shall not be required to transport under the provisions of this act more than one bicycle for a single person.

Sec. 2. This act shall take effect upon its passage.

This means simply that a bicycle shall be treated as a telescope grip or trunk. Up to the limit in the number of pounds the railway companies carry as baggage, the passenger's wheel shall be admitted to the same privilege as his other personal belongings.

There is one good thing, at any rate, to say of the seventy-second General Assembly. It has stood by the wheelman. — *Cincinnati Tribune.*

HANGING, like many other troubles, distresses a man more before it occurs than it does after, — we guess.

Woman and the Wheel.

IF YOU are a woman it is your bounden duty to call down blessings upon the head of him who first made a wheel which a women could ride. It was a great day—a white day for the sex and the race when woman mastered the graceful art of riding: for by the wheel she has reached many things most desirable.

From the makers and sellers of wheels comes the good news that the out-put of wheels for women this year will be greatly in excess of any past year. The news is good news, because of its cheering significance. It means that many women will be more in the open air and sunshine than ever before in their lives; it means that their flabby muscles will grow firm and strong, their eyes bright and quick, that their cheeks will lose their sickly cast, and will glow with life — in short that the thousands of women who ride will become healthy creatures in mind and body. And every improvement thus made in personal health, means a corresponding gain in public health, so that we are all better for every wheel sold to a women.— *Womankind.*

THERE is most always a star shining somewhere for the man who looks earnestly for it.

A POSTAGE stamp illustrates the value of a determined purpose. If it didn't stick to it, it never would get there.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,791 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

What Will Happen?

Either the Tillinghast Patents will be sustained, or they will be defeated.

If they are sustained, every unlicensed manufacturer must pay to their owner all the profit he has made or by reasonable care might have made on his single-tube tires. By taking a license now, a manufacturer insures himself against this disaster, the price will remain where it is, and enought profit can be earned to enable him to make good tires.

If the patents are defeated, every one can make single-tube tires, and a few large manufacturers will sell them at a ten per cent. profit over a cost so low that no one else can compete without cheapening the goods. Result: no profit earned in manufacture; a market flooded with ill-made tires, and no wheelman assured that he can get back sound from a ten-mile spin.

Is not every manufacturer better off with a Tillinghast License?

Jenny Wins

On the . . .



ORIENT

In the . . .

Professional half-mile Exhibition Race, at Savannah, April 28th.



...Leads the Leaders

The Waltham Mfg. Co.

Main Office, 240 Broadway, NEW YORK.

Factory: Waltham, Mass.

BRANCHES: New York, Chicago, Philadelphia, Brooklyn, Boston, Denver, Detroit, Buffalo, Providence, Cincinnati, Omaha, Springfield, Mass. Waltham, Lynn, Mass. Newark, N. J. Kansas City, Mo.

Palmer Tires

give the rider confidence



THEY are the only tires you are sure of getting home on if punctured. Air will not escape for hours. *Palmer Tires* are the easiest riding, quickest repaired and fastest tires. They mark the high-grade wheel. They are expensive. Send for catalogue. PALMER PNEUMATIC TIRE CO., CHICAGO.

"HOW BE YE, JIM?"

NIXON WATERMAN.

"How be ye, Jim?" That sunny voice
Comes back through the misty years.
And I see the grace of an old man's face
Smile up through his happy tears.
Long time he strays down the quiet ways
Where the path is strange and dim.
But I keep the cheer of his love and hear
His words, "How be ye, Jim?"

There came to me as comes to all
The voice of Purpose when
I lost the joy of a careless boy
For the broad, bold world of men.
And the skies were glad or dark or sad;
My thoughts ran back to him
Till we met once more at the old home door.
And he said, "How be ye, Jim?"

Sometime in the far off by-and-by,
When the years are old and gray,
I shall wander down from the busy town.
Through that sweet and quiet way.
I shall find the rills from the rose-crowned hills,
And drink from their blissful brim;
And, the best of all, I shall hear him call
And say, "How be ye, Jim?"

EVERY time a wheelman rides against somebody in a crowded street, it disgusts several others, and keeps them from buying wheels.

So many political and other buttons are now being worn that a society for the suppression of button-wearing is being organized. Each member will wear a suitably inscribed button.

A Slimphony.

Sarah Bernhardt plays the flute,
But when she does, it 's very
Hard to tell which is the flute,
And likewise, which is "Sary."

ZELLA: — To mount a ladies' wheel, stand at the left of the machine with the right pedal a little forward of its highest point, grasping the handle bar with both hands, place the right foot on the right pedal, and rise to the saddle.

FRANK C. FLINT, local consul at Chicopee Falls, Mass., is doing some telling work. Among his aids are lots of five applications for membership, bound together, on the backs of which are effective arguments for good roads, the advantages of League membership, and local ordinances regarding bicycles.

"I AM a little past seventy years old," writes a New York member, "and have been riding eleven years, and have derived much benefit, especially in helping to break up chronic asthma. I ride mainly for recuperation and the pleasure of riding. If I feel good for fifteen miles, I take twelve; if eight, I take six; if four, I take three. I sit upright on the saddle, and have my handle bars as much above the level of the saddle as scorchers are below. Needless to say I do not ride as if I had four legs. I think the brake is a great protection in going down hill, but not against collision."

This is not

About Those $12 Japanese Bicycles.

But it means good American Wheels and discounts to those who apply at once.

EDWIN OLIVER and COMPANY,

ELMORE and IXION BICYCLES,

23 PARK ROW, NEW YORK CITY.



"Wheeling's *all* fun now.

This HODGMAN Single Tube TIRE springs so easily over obstacles I've nothing to do but enjoy my spin."

That's because "It's made of rubber."

Tire booklet free if you write.
Send 10c. for Hodgman Rubber Tire Button.

Hodgman Rubber Company,
459-461 Broadway, New York.
Atwood Bdg., Chicago. 135 Essex St., Boston.

CAN a man be said to be "running high and dry" if cycling in a Vermont town?

MR. ALDEN CHESTER, one of the most respected citizens of Albany, N. Y., and a judge of the Supreme Court of his state, having been elected on the Republican ticket by a majority of nearly 5,000 in a district usually of that many Democratic majority, has become a member of the L. A. W. He is also an enthusiastic wheelman, having ridden the past two years. Wheelmen can rest assured that any cases involving the rights of wheelmen, coming before him, will be decided without prejudice, and strictly in accordance with right and justice.

FOR the first time in the history of American politics, a delegate to a national convention will ride 1,000 miles on a bicycle to nominate a man for the presidency of the United States. This delegate is Joseph R. Clark, of Brooklyn, the president of the board of aldermen of that city. Mr. Clark is about 40 years old and has been prominent in Brooklyn politics for many years. He is an enthusiastic cyclist, and when he announced that he would wheel all the way to the national convention a number of his friends and fellow wheelmen said they would accompany him. Mr Clark and his athletic delegation are already in receipt of numbers of letters from cycling clubs that will meet them along the route and help them on the road to St. Louis.

MECKLENBURG COUNTY, N. Y., has built most all of its thirty-one miles of macadamized roads within the past few years. Real estate has advanced in price, and everyone is so pleased that the work will be continued as rapidly as county finances will permit.

THE Missouri Division of the League of American Wheelmen has instituted mandamus proceedings in the Circuit Court against the Missouri Pacific Railroad with a view to testing the baggage law in that State and compelling the railroads to carry bicycles free on a first class ticket. The matter has been under consideration for some time. If the mandamus proceedings are unsuccessful a bill will be presented to the next legislature, compelling the railroads to carry bicycles as baggage.

IN ENGLAND the owners of estates above one acre are about 300,000; in France they are 7,000,000. In sixty years, 8,500,000 emigrants have left England, and less than 500,000 have left France. In England, 33 per cent. represents rural population, while in France it is 75 per cent. In the French post-office savings banks there are $600,000,000. Small farms well tilled are the best for the individual and the nation. Small farms will bring increased rural population, better roads, better society, free mail delivery to farmers, and a bettering of all conditions. The good roads of France are a strength to the nation.

3300 MILES ONE OILING

But then, you had better oil oftener, say every thousand miles

The Self-Oiling Bearings of

The Wolff-American High Art Cycles

Are exclusively on these wheels.

R. H. WOLFF & CO. (Ltd.)

Makers,

Foot 118th, 117th, 116th St and East River,

NEW YORK CITY.

DISTRIBUTING AGENTS: The Horace Partridge Co., Boston, Mass. J. E. Norwood, Baltimore, Md. J. S. Malone, Garfield Bld'g, Cleveland, O. Fletcher Hardware Co., Detroit, Mich. Von Lengerke & Antoine, Chicago, Ill. Joseph Horne & Co., Pittsburg, Pa.



NOT UP TO DATE.

The illustration, published herewith, shows a toll-gate in Rondout, N. Y., a city of 23,000 inhabitants. This toll road occupies an important location and



should be free to the public. The only men employed by the company are those who collect the tolls. The road is in a very bad condition. The city authorities have commenced proceedings to buy the turnpike, and what has been a public injustice, and almost a nuisance, bids fair to be corrected. It is a little late in the day for up-to-date cities to permit prominent streets to remain as toll-roads.

BICYCLES AND TOBACCO.

We do not exaggerate the least. The bike craze has infatuated, enslaved, at the least calculation 500,000 males who were formerly addicted to the smoking habit. If these 500,000 male slaves to the bike craze have weaned themselves to smoking only two cigars less a day — this must be considered a most moderate calculation, as the bikist hardly ever worships less than from four to six hours at the shrine of his wheel — then the consumption of cigars is decreasing at the rate of 1,000,000 per day and 700,000,000 in a year. And the decrease in our cigar production since the bike craze has set in has actually been 700,000,000 per year. — *United States Tobacco Journal.*

IMAGINARY trouble is more distressing than the real article because there is that exasperating uncertainty about it.

THE grade of a road should be measured by its steepest hill.

14 Models. All Sizes, Styles and Prices.

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below: —

New York State and New Jersey, north of Trenton. The H. & D. Folsom Arms Co., 314 Broadway, New York City.

Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.

Illinois. The Henry Sears Co., Chicago, Ill.

California. Smiths' Cash Store, San Francisco, Cal.

Northern part of Ohio and eastern part of Michigan. A. J. Rummel Arms Co., Toledo, Ohio.

St. Louis, Mo. E. C. Meacham Arms Co.

If outside of this territory, apply direct to the manufacturers.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

The World Famed Humber Cycles

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

Hold more records than all other makes combined . . . . .

Enjoy the most discriminating class of patronage in all parts of the civilized world . . . . .

Why? Humber Quality.

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Manager Director.

WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d st.

Brooklyn Salesrooms,
545 Fulton St. 1313 Bedford St.

Baltimore Salesroom,
111 North Charles Street.

Branches in all parts of the civilized world.

TREATMENT OF RHEUMATIC TISSUES.

BY DR. BICYCLE.

Since this briefest of accounts is to concern my own case, it will, of necessity, be dreadfully personal.

Recurrent attacks of acute inflammatory rheumatism, continued through many years, caused me to grow stiffer and clumsier. With the hope of retaining a reasonable use of my muscles, it was my habit to walk between my home and my place of occupation, a distance of near three miles. But the time arrived when I felt inclined to do but half the distance, and finally I did that with more or less of inconvenience. I was fifty-five years of age, but knew that I was physically sound, and had not a doubt that I would be vigorous but for rheumatism.

In July of the year past, my kind hearted coworker made to me what seemed the most ridiculous of all possible suggestions: he advised that I try riding a bicycle. Consider my age and stiffened muscles, my inability even to walk far with any comfort, and judge what my chances were to ride so crazy a vehicle as a bicycle, a born wobbler and dodger, a typical jolter even of sound bones and healthy muscles.

However ridiculous, the suggestion was rational at its foundation. If only I could drink enough water daily, and free it, chiefly through the skin, there was much more than a hope of opening my choked-up sewers. There might be elimination of the almost insoluble residues which stiffened my anatomy.

It was my own fault that I was so hurt in the bicycle school. I tore a pair of trousers until they no longer could be worn, and I sacrificed two shirts. There was scarcely a place upon its floor on which I did not bruise my already sore tissues. I was compelled to defer some of the half-hour lessons until my hurts had somewhat healed. And all because I would not permit a nimble little darkey to push my mount around in the school. But at the end of ten evenings I had taken the usual five lessons, when I moved to the asphalt the scenes of my falls and bruises. And duly, I was at evening among the riders over the smooth roads of the park.

Not only had I grown somewhat less clumsy and stiff, but from added enjoyment of life I judged that my health actually was better. Pleasurable exercise in the free air, and profuse perspiration, were accomplishing effects as yet beneficial. Moreover, I knew precisely how to pass the evenings until summer had gone, and my family had returned to the city.

The park course is one and a half miles in length, a level road around a lake. I rode there during evenings, rode and drank water and perspired prodigiously. As I grew stronger, greater distances were accomplished; until at the end of a month I easily and pleasurably would ride as many as ten miles within the usual two hours. After a bath, I

A Hundred Dollars for a Wheel!

... NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our Catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

THE ROCHESTER

Combination Cleaning Rack and Holder.



As a Cleaning or Repairing Rack. As a Rest or Holder.

Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition. **PRICE, $1.50.**

Automatic Parcel Carrier.

Price $1.00.



Weighing only FOUR ounces with a carrying capacity of *Over ten pounds.*

Automatic, Ornamental, Handsomely Nickeled.

Indispensable to every Cyclist.

For sale by All Dealers, or Holder and Carrier sent prepaid on receipt of price

ROCHESTER BICYCLE COMBINATION HOLDER CO.,

ROCHESTER, N. Y.

slept the sleep of a tired child, and awoke refreshed and light hearted. For quite surely, I was getting the best of the enemy.

Not once did I permit myself to ride until tired, or to attempt heavy hills, or to ride rapidly for short distances. Nor did I attempt any manner of the tricks which sooner or later bring to grief riders both young and old.

At the end of ten weeks from my advent in the park, or about the middle of October, one of the pleasantest of fellows and myself started from Newark, in Delaware, to ride down the peninsular. We made thirty miles that day and slept in Smyrna. The second day we rode fiifty miles, and at the end of it I knew that I had been on a bicycle. We made fifty miles on the third day, and I had another inspiration — I knew that I could ride fifty miles daily over a good road, with enjoyment of every hour of the time.

And yet, three months ago I was in effect a kind of cripple, who had no pleasure in walking even a single mile. Here was indeed a miracle.

It was our delayed summer holiday, and it proved as happy a one as either of us had ever enjoyed. One of us was regarded as an invalid, the other as a cripple, but we contrived to enjoy almost every one of the two hundred miles to Cape Charles. The sandy ones were good when one fell from his perch, and we did not object to them.

During the past winter, there were but few days in which I could not ride to and from my work, a total of six and a half miles. And now I can walk with the best of them; and can, and do, enjoy riding as many miles as the average rider cares to make in an afternoon. I am not at all conscious of any rheumatism.

THE Vermontville (Mich.) *Echo* says the building of good roads, as they are now to be built by that State, will ruin every farmer in the country. The *Echo* should get some light from the happy, prosperous farmers of New Jersey. who are being ruined (?) in just that way. Even some editors should be born again.

Your soul will look after itself if your creed
Is a pleasant word and a kindly deed.

DON'T carry a chip on your shoulder. The other fellow may carry a club on his.

IF YOU distress more people than you delight, your life is a failure.

THE MORE people you make happy, the more people will make you happy.

RIDE a wheel for the comfort of yourself and others.

DON'T ride your wheel until you look tired. "Look pleasant, please."



Old Features of Standard Excellence

New Features of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES

Popular with all who appreciate superiority in bicycle construction.

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.



BEWARE OF IMITATORS.

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows — always leads.

Send for Catalogue No. 72.

Wheeling at night,
With a "Search-Light,"
—is a pleasure.

A Spanish Addition.

"He who fights and runs away
May live to fight another day;"—
But he who only fights in print
Saves both a battle and a sprint. — *Ex.*

RENTING WHEELS ABROAD.

"TAKE your wheels to Europe with you," advises a New York member. "The foreign wheels are heavier and less adapted to American riders. Tourists should join the Cycling Tourists Club."

A NEBRASKA tourist says, "it is best to take wheels from this side on a European trip. It is cheaper than renting, and English wheels weigh much more than American. It is best to join the Cyclists Touring Club, as hotel system alone will enable one to save, every day, the expense of joining."

"GOOD wheels can be rented in Paris for fifteen to twenty dollars a month," writes a tourist. "Women's wheels with drop frame, are not so easy to obtain, as most French women ride diamond frames. The wheels average much heavier than ours. If a tourist is expert at patching punctures he had best take his tried and trusted wheel with him. The flinty, broken stone used in road repairs in many parts of France is severe on tires. Extra spokes and chain links should be taken. Bicycle repair shops are found in every city and town."

IN REPLY to questions asked, a Louisville member says, "There is no duty on wheels taken into Holland. The purser, who is an officer of the ship, does not accept tips nor intrigue with custom officers. A friend and myself crossed last summer. Our two bicycles in a trunk were carried free. Landing in Germany or Belgium, no duty is required. In France the duty paid is returned on leaving the country."

AMONG the many influential citizens who are joining the L. A. W., our attention is called to the Hon. Geo. W. Aldridge, commissioner of public works of Rochester, N. Y. It is also interesting in this connection to state that wheelmen in Rochester have for some time been licensed to ride on the sidewalks in the less crowded parts of the city, and without any resulting disadvantages.

THE up-to-date cities now use street sprinklers with wheel tires six inches wide, and the outside of the front tire is placed even with the inside of the rear tire, the machine thus rolling twenty-four inches of street as it moves along and doing, excellent work in keeping the streets in excellent condition.

THE Texas State Roads League has called a meeeting at Galveston, June 9. The L. A. W. is working to make the event a big success, which it promises to be.

INVESTIGATE THIS ...

Before you buy any wheel. You can get, without extra charge, on any of the lines of wheels we sell (all of standard make), the marvel of bicycle invention,

The Spencer ... Invisible Brake

Applies to the Crank Axle. Operates by turning the Grip. Weighs only a few Ounces.

There is nothing about it to get out of order, and in practical use it is unbreakable. It can be applied with infinite graduation; or can be made to lock the wheel absolutely.

THE SPENCER BRAKE CO.

140 Chambers St., NEW YORK.

Agents for the Liberty, Wolff-American and Crescent Cycles.



WATER. ITS USE AND ABUSE.

S. RAYMOND KITCHIN.

A little water lays the dust,
And does more good than harm;
But they put enough on one short street
To irrigate a farm.

SEVERAL members have expressed a wish that some mark or device be made on a nut whereby they can tell which way to turn to tighten or loosen. Barring the very few left hand nuts, here is a rule easy to remember and always reliable: To tighten a nut, turn it in the direction the hands of a watch revolve.

THE suggestion that the League colors should be red, white and blue, instead of royal purple, is endorsed by several correspondents. They speak of the inspiring and patriotic sight it would be to see the highways of the land made brilliant by the display of the national colors. It is a suggestion that many will think favorably of.

FIELDS may be plowed up every spring, but roads should not. The softest road is the hardest to travel.

NEARLY every state in the Union, from ocean to ocean, is making a special effort to secure good roads.

LEVEL-HEADED farmers build level roads.

It is said the New York, Ontario & Western R. R. has advertised to carry wheels free through Pennsylvania, as the law now says roads must do in New York and Ohio.

CHESTER, Pa., has just paid a woman $600 for injuries received by stepping into a hole in a defective piece of paving. Good streets are cheapest.

"Uneasy lies the head that wears
A crown," the matchless bard declares;
And, since we all love restful naps,
Those crowns would prove (un) handicaps.

DON'T try to see how far, but how pleasantly, you can ride your wheel.

DISTANCE isn't happiness. Better ride less and more enjoyably.

IS Speaker Reed going to be the Maine difficulty in the way of nominating McKinley?

IF the butterfly would only pack butter, as the honey-bee does honey, say, wouldn't it be great?

THE wheelmen of Norwalk, O., are building a bicycle path to Wakeman, twelve miles away.

DON'T quarrel, but work.

Evans' Ale
Is to Health
What the Pneumatic Tire is to the Wheel—
It's rough going without it.



Sold by leading Clubs, Hotels and Cafes.
C. H. EVANS & SONS,
Brewers and Bottlers,
HUDSON - - - NEW YORK

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & CO.
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price list of uniforms.

PANTS SOILED?

You will have no more Soiled or Wrinkled Trouser Legs if you use the . . . . .



• COMMON SENSE •
CLAMP AND PROTECTOR



The cut explains everything except the price, which is 25 cents per pair, postpaid. 2 pair, postpaid, 40 cents.

E. H. BEACH, Detroit, Mich.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.
JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

A HILL in the road is a trouble that can be gotten over easiest by grading it down.

To ride right, ride uprightly.

DON'T be a camel. Avoid that hump.

EVERY *lady* on a wheel will induce others to ride.



An Easy Road to Travel.

A MUDDY road is up-hill both ways.

POOR roads all lead to distress.

BUILD roads that will stay built.

"ALL flesh is grass." Some of it is grass widows.

BETTER to keep your wheel in repair than to have to fix it all at once.

Two short rides are better than one long one.

BE kind to your wheel and it will be kind to you.

HAVE you asked any one to join the L. A. W.?

SCORCHING doesn't improve the flavor of wheeling.

TRY to see yourself as others see you. Sit up.

RIDE for health and happiness.

Will you take Good Advice?

RIDE THE RIGID RIALTO

A bicycle with the strongest, most rigid frame built.

CONTINENTAL CYCLE CO.

15th St. and Western Ave., Chicago.

"Gendron" Bicycles
Truest Bearings
Most Rigid Frame

Much Hard Pedaling...

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy-Running

Gendron..

Send for Catalogue.

Gendron Wheel Co.
TOLEDO, OHIO.

THE AUTOMATIC BICYCLE BALANCE

Easy to ride with "Hands off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest. Write for Circular and Trade Prices.



Weighs only 2 ounces.
Entirely nickel plated.
Adjustable to any Bicycle.

Price, $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St. New York.

McCune Cycles.....

NONE BETTER

Send for Catalogue.

EVERETT CYCLE CO.

Everett, Mass.

Agents Wanted.

When ordering your wheels REQUEST that they be fitted with

Hunt
BICYCLE SADDLES
WESTBORO MASS

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896

Model A registers 1,000 miles and repeats, weight, 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight, 2¼ oz. Price, $1.50

Model C registers 10,000 miles and repeats, weight, 1¼ oz. Price, $1.75.



⅔ SIZE
MODEL B.

TRENTON WATCH COMPANY,

TRENTON, N. J.

THE OREGON ROAD CLUB.

One of the strongest good roads and cycling organizations of the United States, is the Oregon road club of Portland, Ore. The prestige which the club enjoys can be appreciated from the statement that it started out with a charter membership approximating six hundred, and it has enrolled to-day a total membership of over eight hundred.

The organization of the Oregon road club was an innovation in the formation of good roads clubs, which similar orders elsewhere will do well to follow. This club was the first to take the initial movement favoring the relegation of cycling to a second place in club discussions, at all times in favor of constant agitation of the good roads movement, which was the one serious object the organizers of the club had in view. While the interests of the bicycle riders have not been slighted, the encouragement of cycling has been made incidental to the more serious work the club has on hand. The announcement of the adoption of this policy demanded for the club the recognition of the most representative of Oregon's people, and as a result the club claims a prominence and an influence to-day, not accorded to any other good roads organization west of Chicago.

The affairs of the club are managed by a board of eleven directors. These include Hon. George P. Frank, mayor of Portland; H. L. Pittock, the millionaire journalist; Gen. Charles F. Beebe, in charge of the State militia; George H. Durham, one of Portland's prominent attorneys, and others equally as well known in Portland business and professional circles. The president is E. G. Jones, prominently connected with *The Oregonian*, Oregon's representative paper; E. D. White, who promises to be a second I. B. Potter in his active efforts in favor of the good roads movement is first vice-president; H. L. Pittock is second vice-president; F. W. Leadbetter a young gentleman of marked ability is secretary, and L. L. Hawkins, one of Portland's leading bankers is treasurer.

The Oregon road club occupies elegant quarters. The club building is one of the old mansions of Portland. It stands in the center of a whole block of ground, well laid out and kept in perfect condition at all times. The club house has been fitted and furnished at great expense. It has all the appointments of any first-class club, including cafe, billiard and pool room, parlor and reception halls, etc. The club members have the use of the first steel bowling alleys ever introduced on the Pacific coast. Four of these alleys have been put in by the club. The prime movers in the organization of the Oregon road club may well feel proud of the remarkable progress the club has made, since its first formation a little more than eight months since. It has already attained a distinction in "good roads circles," which is accorded to-day to but few of the oldest establishd "good roads" clubs of the country.

THE TRANSIT

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.

"WHITMAN"

Whitman $100



Patriot $85

Best wheel that can be produced from the finest materials, scientifically and skilfully used. Embodiment of every essential feature known in bicycle construction.

CATALOGUES ON APPLICATION.

HAND MADE.
Easiest Running
Most Durable
Best Appearance

WHITMAN SADDLE COMPANY,

118 Chambers Street - - - - - New York.

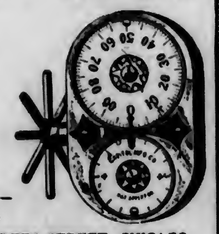
The Climax Ten Thousand .. Mile .. Cyclometer

With Independent Adjustable Trip Indicator.

Is the only Cyclometer that enables the rider to keep track of trips or day runs without book-keeping or trusting to memory.

Price, only $1.50.

Easy to read from saddle. Neat and absolutely correct. Fully guaranteed.



CAPITOL MFG. CO.

125-137 REES STREET, CHICAGO.

U. S. CYCLOMETERS (Model '96)

ODOMETERS and LAMP BRACKETS

For Carriages. Detachable.



FULL SIZE.

10,000 MILES.
WEIGHS 1¼ OUNCES.
ONE INCH LONG.

Attaches on Right Side.
Repeats or may Easily be Set.
Reads Plainly from Saddle.
Made for 20, 22, 24, 26, 27½, 28 30 to 46 in. Wheels.

Guaranteed accurate and will be repaired or replaced free of charge in case of accident.

Cyclometers . . . $1.50
Odometers . . . 2.25
Lamp Brackets . . .25

ABOVE READS 4652⅝ MILES.

U. S. MANUFACTURING CO.
FOND DU LAC, WIS., U. S. A.

The Craig Automatic Pneumatic Saddles Pat. June 11, 1895.

Made with two air cushions that communicate through a very small hole.

The Best Saddles Made.

It is the little hole that does the business.

Made in four styles. No springs used.

Write for Circular A.



The Craig Cycle Saddle Co., Lawrence, Mass.

Birthday Watches

Made to hit your particular "case."

By their "works" you shall know them

If you were born in May, December, or any other month, we can fit you out.

Not simply a watch, but a GOOD watch, and a watch that means something.

The novelty of it will surprise you. Likewise its cheapness We also have other novelties of special interest to bicycle riders.

A neat little booklet free.

WATERBURY WATCH CO., Waterbury, Conn.

The Orange Universal Supporter.

THE BEST IN THE MARKET.



Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I. Brockton, Mass.



TRADE MARK.

Sandy's Muscle Wash

For Bicyclists and Athletes. Recommended by all riders.

A 50c. bottle will make two gallons of the best and cheapest wash used. Sent to any address in the U. S. on receipt of price. Address:

H. J. ANDRUS, Afton, Chenango Co., N. Y.

Sold by Bicycle dealers. Agents wanted.

ODORLESS AND CLEAR AS CRYSTAL.

CYCLOIL *The Best Lubricant. The Best Lamp Oil.*

Prevents rust, cannot gum, burns brilliantly, does not jar out.

25 cents per 8 ounce bottle.

Ask your druggist for it, or write to

McKesson & Robbins, 91 Fulton St., New York





Pat. Sept. 17, 1895. No. 546,420

Comfort and pleasure for bicycle riders.

THE COMFORT BICYCLE GARTER

Is provided on its inner surface with a soft rubber lining, having numerous projections which enter into and engage the meshes of the stocking and prevents **slipping**, without necessitating the **great tension** heretofore required in gaiters. If your dealer has **not** them, send us **50c.** and we will send you a pair.

DREYFUS & WATERMAN, 415 Broadway, N. Y.

RUBBER GOODS BY MAIL

For Men, Women and Children. Catalogue free. Quick Sales. Big Profits to Agents. A. T. Botts & Co., 120 Water St., Toledo, O.

ROAD MAPS

Of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut. These maps are handsomely colored, and show all the roads and points of interest. For sale by the dealers, or sent by mail by the publishers. Price 25 and 50 cents. Send for catalogue.

GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.

A FOG DISPERSER

The 20th Century HEAD LIGHT.



THE road is seldom too narrow for gentlemanly bicyclists to pass each other pleasantly.



Does n't Mind Muddy Roads.

DON'T ride over people; it might damage your wheel.

Oh, if you 'd young and happy feel,
Invest your money in a wheel!

AND what about the roads in your vicinity? Now is the time to make them right.

Don't whine and whimper all your days
But tune your tongue to songs of praise.

DON'T expect other people to do all the looking out.

If "riches have wings," as the scriptures say,
It's strange they have never soared my way.

ELECTRIC ROADS *vs.* COUNTY ROADS.

The advent of the Electric Street Ry. was considered a great stride in the desideratum for rapid transit. In the East electricity has already begun to supplant steam, in tunnels and over bridges, and a variety of other purposes. In the West, mines that were abandoned on account of their distance from

LOEW 10,000 MILE CYCLOMETER, With Independent Trip Dial. Price, 90 cents each.

CAPITOL MFG. CO., Chicago, Ill.

GOING OUT OF BUSINESS
FAMOUS Scorcher SHOES
D. E. HOSE SUPPORTERS 25¢ PAIR
SENT FREE OF CHARGE DET. CLEAT CO. 302 WASH ST. BOSTON
$1.50

WANTED, AT ONCE. Bicycle Frame Builders and Filers. Permanent employment, and good wages to skillful men. The Premier Cycle Mfg. Co., South Ave., Bridgeport, Conn.



fuel and water, are now being worked, with the power plants, in many cases, twenty miles distant from the mines, and the wonderful magic force is conducted through a wire, over mountains, and through ravines, to the electric mine cars, drill, motors, etc., at the mines.

In the beginning, the electric cars simply took the place of the horse cars, or "jack rabbit motors," as they were jokingly termed, but as the city grew, and the motors were more powerfully built, the roads were extended to all the outlying districts and almost invariably along city streets, which of course, become woefully less in the suburbs.

When they were extended into the county, they were constructed on the farmers' right of way, the public highways, as much as possible, with the two exceptions of the Houseman Air Line, and the St. Louis & Suburban Ry., the latter succeeding the old narrow gauge. Even the Houseman Line cut into Shady avenue, through Webster, when it might have used the side of the road, or better still, a right of way of their own.

The Electric "street" *railways*, as they call them, not only use the county roads, but they leave them in a most deplorable condition, which of course, farmers' pocket books will have to fix? We don't think! As there was supposed to be some kind of an agreement for all this sleight of hand ballast, and "right of way" performance, we are either going to see the electric roads held to it, or we will see that men are elected who will. The suburbanites may want rapid transit and cheap fares, but they won't get rapid transit on electric railroads along the public highways.

Superintendent and Assistant Superintendent . . . .

Cycle Works Wanted.

A prominent Eastern Cycle Manufacturer wishes to secure by the end of this year a thorough and experienced practical Superintendent and Assistant Superintendent for the manufacture of high grade cycles. Applicants must occupy such a position at the present time and must have a long experience, and be of unquestionable ability. Any communications will be treated strictly confidential.

Address, stating full particulars, "Cycle," Post-office box 822, New York City.





A type of highway that is growing in popularity.



Southern Snap Shots—"Gwine to roast dat Possum."



Southern Snap Shots.—"Representatives of some of the first families."

For their own interests, if nothing else, electric railroads should have their own right of way, fenced in and cattle guarded, and everything in strict railroad order; so that twenty miles per hour would be merely a minimum possibility, and there would be no wagons stalled in the track, or smashed, nor numerous other accidents, many of which they could be held liable for.

If the farmers would organize themselves on the order of the League of American Wheelmen, or rather a Good Roads League, they could then command respect and could hold a voting power which could not be ignored. In speaking of the League of American Wheelmen, the writer can say, from his own knowledge, that they are to a man the friend of any good roads movement, and are ever ready and willing to help the cause of good roads in any way within their power. To be sure, the wheelmen pay no tax, but their bicycles are road makers, and not road breakers, as the soft rubber tire rolls over the surface of the road, merely smoothing it and spinning any stray rocks to the side of the roadway.

If we are going to stop this highway monopoly, we must, first of all, unite, for, "United we stand: divided we fall." And when we have formed a solid organization, then nominate a good roads man, and elect him.

This is a country of magnificent distances, but many of the roads between distant points are n't altogether magnificent.

"Good, hard, level roads remind us.
We may make them all that way;
And you never more will find us
Using mud and sods and clay."

D. L. SPENCER, Local Consul.

SHREWSBURY, Mo.



Southern Snap Shots.—"Old Log Cabin Home."



A GROWING SENTIMENT.

BY "EMERY."

All hail to the morn! when the sun in its glory
Shall rise o'er a land where "Good Roads" do abound;
Then the hearts of the people, in song and in story,
Will make the whole earth with their praises resound.

WISCONSIN LEAGUE FOR GOOD ROADS.

The first annual report of the secretary of the Wisconsin League for Good Roads is a decidedly interesting one. Although in existence barely one year, this organization has every reason to be proud of the work already accomplished. Through their efforts many miles of macadamized road have been constructed. The League was also largely instrumental in securing the appropriation in Marinette county, on November 18, of $8,000 for road construction,—a similar or larger appropriation to be made annually.

The League membership has more than doubled since its organization, and public interest in road improvement has been aroused to such an extent that it is safe to predict radical reforms throughout the State, within the next year or two.

WORKING THE ROADS.

"I have just returned from southwestern Virginia," said a Washingtonian to a *Star* reporter.

"What did you see of interest?"

"I saw them work the roads," was the reply. "Riding along, I noticed a group of men. Each had a gun, and by the roadside, half hidden in the clump of bushes, was a jug of whiskey. They were shooting at a target improvised out of a tin can. There were two road scrapers, upon which games of seven-up were in progress. 'Having a picnic, boys?' I asked.

"'Naw,' said one of the men, 'we're workin' the roads. Got to do it three days every year. This air our las' day, an' I'm nigh a dollar loser. One mo' day an' I'd ketch up.'

Then I rode on over the rocky road and meditated.—*Washington Star.*

FIX the road right, this time.

FOR hauling purposes a road is no better than its worst place.

THE roadmaster was lazily leaning over his front fence, chatting with the town clerk and the postmaster, when up rode Miss Betsey, with her favorite basket full of stones, which same she carefully spilled on his front walk.

"I know you must value these, Mr. Stiles, or you wouldn't leave them on our roads with such care, so I've brought you a basketful. I'll bring some more next time I come this way, for I know where there are lots." And she did, too!

Of course the story spread like wildfire, and official inertia was for once goaded into efficient action. When he had picked up the third basketful out of his front yard, and was sure she meant business, Mr. Stiles harnessed up his team and mended his ways thenceforth, to the greater comfort of the community. It was easier to do that than to live at odds with Miss Betsey. For Miss Betsey Bennett was odd!—*Extract from a story by John Preston True.*

He Was Wool-Dyed.

"They ain't no such thing as a real Christian," said the man with the patched jeans.

"Don't you think they ain't," said the man with the soft hat turned up behind. "I knowed one myself."

"Huh! Whatever did he do? Never miss goin' to meetin'?"

"Oh I ain't layin' so much on that as on when it comes time to work the roads he went out and did a real honest day's work, jist as if he was workin' his own farm."—*Indianapolis Journal.*

"I AM familiar with the system by which counties in Texas employ convicts in road making," writes a western member. "Convicts sentenced for not more than two years are formed into camps and worked with spendid results. Wheelmen could do much in directing such work, and should talk the matter up in every State. Such a move would add to the pleasure of all and to the wealth of the nation. It would benefit the health of the convict, teach him habits of industry, and remove his services from competition with free labor."

BATH, Me., a city of 10,000 inhabitants, has won a world-wide fame for proficiency in ship building, but she doesn't appear to know how to build roads. The condition of Lincoln street, one of the principal thoroughfares of the city, is made known by this paragraph, clipped from a Bath newspaper:

"The hack owned by George Bright got stuck in the mud on Lincoln street last evening, and it was impossible to move the vehicle until this morning, when the aid of one of the city teams was secured."

WILL there be a dark bicycle in this presidential race.

BLESSED are the meek, for there are only a few of us left.

League of American Wheelmen

.. Official Department ...

Boston, May 8, 1896.

LEAGUE HEADQUARTERS,
12 PEARL STREET, ... BOSTON, MASS.

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Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2840 may place orders for the bar with their renewals.

LAPEL BUTTON.

We have on sale the official lapel button of the L. A. W. Mailed to the address of any member on receipt of 25 cents. The same button with catch pins for ladies' use, 25 cents.

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ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

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City..... State.....

City and Division in which my home is and to which I should be attached.....

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town.....

Cycle Club.....

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☞ If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

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Woodstown,	Dr. W. C. White
Woodbury,	John H. Leppee

COLORADO DIVISION.

OFFICE OF CHIEF CONSUL, Denver, Colo.

TO LOCAL CONSULS:—

The renewal season is near. It is very necessary that we retain every member we have. You are responsible for your districts. See every man personally.

Remember this: Not one of them has a just cause for refusing to renew. No matter what excuse he may offer, don't let go. Stay with every man until you have convinced him that it is not only his duty, but a privilege to put up his dollar.

Begin now. If the member has not renewed by the date at which his membership expires he will not get the Bulletin until he does renew; therefore get every renewal *in advance*.

If he says that the League has not done anything for him, tell him that it has done much which he does not appreciate. He has received his Bulletin and his road book, which are at least two things in direct evidence. You know what the League has been doing throughout the country: tell him about it.

Tell him that in Denver we have secured, against the greatest odds, the passage of an ideal ordinance doing away with bells and lamps; making all vehicles turn to the right; and punishing those who throw wire, glass and other dangerous things into the streets. Tell him that at Colorado Springs and at Pueblo we are working for the passage of the same ordinance. Tell him we will extend the work throughout the state as fast as we can.

Tell him that at Denver we have secured the erection of guide boards at every cross roads within fifty miles of the city. This will be extended wherever possible.

Tell him that the state has never been organized. We are doing it. We are doing it thoroughly. The Chief and Vice-Consuls, though busy men, spend four or five hours every day in this work.

When we are organized we will work for many good ends, of which these are some: A uniform law regulating the use of bicycles throughout the state on lines of the Denver ordinance; A sign board law; A law making railroads in the state carry bicycles as baggage; A highway commission; A more complete system of League hotels; More maps for the road book, and every other good thing we can think of for the benefit of wheelmen.

HUSTLE! Keep the work going! Be generous in giving your time to the League, and remember the watchword for '96: *Colorado 2,000. Do your part.*

Yours for accomplishment,
GEO. L. MCCARTHY, Chief Consul.

The following Local Consuls have been appointed:—

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Trinidad,	G. S. Long
Victor,	N. T. Fisk

GEO. L. MCCARTHY, Chief Consul L. A. W.

RACING BOARD.

May 9—Chester Park Athletic Club Co., Cincinnati, Ohio.

May 16—Chester Park Athletic Club Co., Cincinnati, Ohio.

May 22—Walnut Hills High School, Cincinnati, Ohio.

May 13—Cincinnati Technical School, Cincinnati, O.

May 9—Southern Association A. A. U., New Orleans, La.

May 15—N. H. I. S. Athletic Association, Rochester, N. H.

May 30—W. J. Smith, Westfield, Mass.

July 4—Sanford Cycle Club, Sanford, Maine.

June 12—Semi-centennial anniversary Blair County, Hollidaysburg, Pa.

June 6—Hammonton Athletic Association, Hammonton, N. J.

May 30—Homestead Cyclers, Homestead, Pa.

Transferred to Professional Class.

W. J. Sextro, Cincinnati, Ohio—Own request.
Homer Fairmon, Louisville, Ky.—Own request.
H. H. Madden, Des Moines, Iowa—Own request.
Arthur N. French, Cincinnati, Ohio—Own request.
Tracy Holmes, Chicago, Ill.—Own request.
C. H. Beck, Chicago, Ill.—Own request.
J. A. Woodlief, Ottawa, Kan.—Own request.
Otto Ziegler, Jr., San Jose, Cal.—Own request.
Richard J. F. McDonnell, Chicago, Ill.—Own request.
Floyd McFarland, San Jose, Cal.—Own request.
E. E. Bald, Syracuse, N. R.—Clause (c).
P. J. Bliss, Chicago, Ill.—Own request.
F. B. Rigby, Toledo, Ohio—Own request.

Suspended Pending Investigation.

B. G. Goble, Greensburg, Pa.
J. E. Edwards, San Francisco, Cal.; also W. M. Hagler, Salina, Kan.

Suspensions Removed.

As Marion Black of Fort Wayne, Ind., has returned prizes won by him after becoming in fact a professional, the suspension placed on him has been removed

Suspension placed on E. A. Moross and Walter Blackwell, Whatcheer, Iowa, has been reduced to expire June 18, 1896.

Suspended.

For competing in unsanctioned races and races not officially handicapped, after warning, following are suspended for six months from April 21:

Will Walker, Lawrence, Kansas.
Charles Fletcher, Atchison, Kansas.
A. Herb. Wing, Newton, Kansas.
Charles Pope, Lawrence, Kansas.

For competing in unsanctioned races, following are suspended for 60 days from April 21:

Charles French, Galveston, Texas.
A. Brock, Galveston, Texas.
L. Miller, Galveston, Texas.
N. Rodgers, Galveston, Texas.
Walter Davies, Galveston, Texas.
Steve Sgitcovich, Galveston, Texas.
T. P. Scott, Galveston, Texas.
C. Rodgers, Galveston, Texas.
H. A. Lufkin, Galveston, Texas.
Mike Vidovich, Galveston, Texas.
F. P. Nichols, Galveston, Texas.

CAP PIN.

The official cap pin is now on sale. Price thirty-five cents by mail.

IOWA.

The membership of Iowa having reached the required number, according to the by-laws, I hereby appoint Fred Beach of Muscatine, as additional representative.

The annual meeting of the Iowa division will be held at Cedar Rapids, July 3 and 4.

Never in the history of the Iowa division has the prospect for a grand State meeting been so bright. Cedar Rapids is making extensive preparation to entertain every member in the State.

Renew now; as every League member in good standing will be admitted to the races and all entertainment free.

OSKALOOSA, IOWA, April 27, 1896.

IOWA DIVISION LOCAL CONSULS.

Anamosa,	H. E. Beam
Atlantic,	D. S. Crain
Algona,	Thos. F. Cooke
Adair,	A. C. Savage
Albia,	Burke Powell
Ames,	W. W. Talbott
Brighton,	E. C. Brier
Boone,	E. A. Ringland
Belle Plaine,	John F. Marr
Burlington, — D. Reinert, Jr., M. M. Troxel.	
Bloomfield,	W. J. Steckel
Bonaparte,	H. E. Rees
Britt,	Geo. S. Barr
Cedar Rapids, — Dr. C. B. Whelpley, Anton Vondracek	
Cedar Falls,	J. E. Bryant
Columbus Junction,	T. J. Carr
Creston,	Roy Fuller
Chariton,	F. H. Lewis
Corydon,	W. S. Sproatt
Central City,	A. P. Ward
Centerville,	H. B. McCreary
Colfax,	W. J. Kizer
Council Bluffs,	Harry C. Hattenbauer
Clarence,	Geo. W. Smith
Clinton,	R. D. Upton
Cherokee,	A. T. Bailey
Davenport,	Paul A. Keller
Des Moines, — O. J. Miller, W. K. Jones.	
Denison,	E. S. Garrison
Eddyville,	Frank Epperson
Elkader,	Wm. F. Reinecke
Eldon,	Chas. S. Bierce
Estherville,	Theo. Myhre
Farmington,	Carine Lewis
Fort Madison,	Geo. D. Hutchinson
Fort Dodge,	Dr. F. B. Olney
Grafton,	C. E. Cunningham
Greenfield,	F. D. Mears
Grand Mound,	L. D. Harrington
Grinnell,	H. B. Storm
George,	C. T. Tupper
Hedrick,	J. T. Brooks
Hamburg,	T. U. Bentley
Iowa City,	Jacob A. Hamm
Independence, — C. F. Tucker, E. H. Hall.	
Indianola,	Jno. O. Baker
Joeton,	E. C. Carpenter
Iowa Falls,	W. J. Black
Ida Grove,	Gray Warren
Jefferson,	W. W. Anderson
Keota,	Lee Stewart
Keosauqua,	F. H. Roberts
Keokuk,	Ed. F. Carter
Le Mars,	Chas. L. V. Berg
La Porte City,	M. L. Cummings
Leon,	O. E. Hull
Ladora,	E. E. Eddy
Marengo,	S. H. Rowland
Marshalltown, — A. T. Elder, C. M. Cook.	
Madrid,	Jos. W. Young
Moulton,	E. L. Stickney
Montezuma,	F. V. Friend
Mt. Ayr,	J. W. White
Muscatine,	Fred Beach
Mt. Pleasant,	Jno. R. Ott
Mason City,	C. E. Haines
Mechanicsville,	Jno. W. Welch
Martinsburg,	P. Sherlock
Newton,	W. J. Snooks
New Sharon,	Will Vickers
New Hampton,	Carl H. Kenyon
Orange City,	Geo. J. Bolks
Oxford Junction,	E. A. Grimwood
Osceola,	J. F. McAuley
Ottumwa,	L. E. Stevens
Ossian,	Dr. W. R. Pegg
Oskaloosa, — R. M. Boyer, J. W. Davis.	
Pitzer,	Geo. Phillips
Prarie City,	D. M. Dillon
Red Oak,	J. H. Kastman
Rock Rapids,	A. R. Eng
Reinbeck,	T. Brigham
Rippey,	W. S. Osborne
State Center,	G. F. Schilling
Spencer,	A. A. Adams
Sioux City, — W. J. Ashley, W. W. Bowser.	
Smithland,	G. R. Taylor
Sheldon,	P. W. Hall
St. Charles,	L. C. Minard
Sigourney,	Ed Johnston
Sac City,	Gene Earley
Searsboro,	E. G. Livezey
Sanborn,	A. Schoel
Thornton,	E. W. Tiffany
Thurman,	O. E. McCartney
Toledo,	Jno. M. Snaveley
Vinton,	C. J. Sautmyer
Villisca,	H. C. Stoddard
West Branch,	A. A. Madson
Webster City,	V. C. Crossley
Washington,	W. M. Keeley
Waterloo,	J. G. Hildebrand
Winterset,	Ray M. Price
Wapello,	E. W. Joy

NEW HAMPSHIRE DIVISION.

Following is a list of the local consuls as appointed by Chief Consul G. A. Phinney for the season of 1896:

Manchester, — O. H. A. Chamberlen, Geo. H. Arthur	
Concord,	Fred L. Dole
Nashua, — F. A. McMaster, John S. Whitney.	
Portsmouth, — G. E. Philbrick, Fred H. Hardman.	
Dover,	Herbert C. Grime
Keene,	F. A. Fish
Exeter,	Fred S. Fellows
Littleton,	E. M. Fisher
Lakeport,	G. B. Munsey
Lisbon,	C. P. Hibbard
Newport,	H. H. Safford
East Jaffrey,	Geo. H. Duncan
Greenville,	A. W. Nutting
Raymond,	A. C. Tilton
Winchester,	P. W. Pierce
Bristol,	Raymond Cavis
Ashnelot,	S. W. Maxfield
Plymouth,	Chas. J. Gould
So. Lyndeboro,	C. H. Tarbell
Laconia,	Wm. S. Wallace
Whitefield,	J. C. Stoughton
Rochester,	Geo. F. Cole
Reed's Ferry,	W. H. Campbell
Lancaster,	Harry C. Thomas
Greenland,	W. P. Frink
Franklin,	Harry W. Gilchrist
Franklin Falls,	D. F. Fellows
Farmington,	Percival H. Safford
Suncook,	B. F. Worcester
Fremont,	Fred Sanborn
West Brentwood,	Leonard D. Hunt
Hillsboro Bridge,	D. E. Gordon
Hinsdale,	Geo. E. Robertson

TREASURER'S REPORT.

The following is the report furnished by ex-Treasurer A. E. Mergenthaler to the Executive Committee on the occasion of his turning over the treasurership to the present Treasurer, E. S. Hartwell, of Denver, Col.

1896

Feb. 10	Balance on hand, as reported by the Auditing Committee,	$3632 03
	Received from	
Feb 10	A. C. Willison,	15 15
" 13	Sterling Elliott,	66 01
Mch 16	C. W. Sams,	520 00
" 30	H. W. Knight,	10 00
	W. M. Brewster,	192 50
	Total,	$4435 69

Amounts paid out on vouchers, as follows:

Albert Mott,	$12 45
G. D. Locke,	7 65
A. E. Mergenthaler,	57 05
A. C. Morrison,	126 45
A. C. Willison,	126 72
Geo. A. Perkins,	137 09
H. W. Knight,	118 83
Royal Arcanum Club, Baltimore,	42 50
Wm. T. Gregg,	3 60
Abbot Bassett,	215 50
Wm. Lowey,	6 00
H. E. Raymond,	70 60
J. Emory Tippett,	33 33
The Myer Rotier Printing Co.	3 50
Robert L. Stilson,	830 55
Stationers' Engraving Co.,	34 75
Geo. L. Cooke,	4 00
J. Fred Adams,	71 75
Sterling Elliott,	49 45
Isaac B. Potter,	111 87
James Harris,	1000 00
Baltimore Y. M. C. A.,	20 00
Samuel Feast & Sons,	50 00
Geo. K. McGaw,	52 50
A. Burke,	1 75
J. M. Watts,	1 50
Chas. A. Devlin,	28 00
Geo. F. West,	10 00
W. M. Brewster,	124 25
Syndicate Trading Co.,	12 10
John J. Van Nort,	10 50
Total,	$3383 11
Balance remitted to E. S. Hartwell, Treas., April 10, 1896,	$1052 58

Respectfully submitted,
A. E. MERGENTHALER, Treasurer.

Send two 2-cent stamps for a Constitution and By Laws.

THE NATIONAL MEET FOR 1896.

The place is Louisville, Ky. The date, August 10 to 15 inclusive. All questions sent to '96 Meet Club, Room 46, Board of Trade Building, will receive prompt attention.

G. E. JOHNSON, Chairman Press Committee.

MISSOURI DIVISION.

A special meeting of the board of officers was held to-day with seven members present:—The following action was taken:

1. The new road map of the Eastern portion of the State is to be issued free to all members joining in 1896. Those in good standing can obtain it for twenty-five cents, or free on receipt of renewal for 1896.

2. Two thousand maps of St. Louis, showing the "Dry Streets Schedule for 1896," were ordered and fifty dollars appropriated therefor.

3. Touring committee were authorized to have thirty Helping Hands erected in St. Louis County, at the cost of the division, same having been donated by individual members in 1895.

4. Secretary was authorized to issue free of charge L. A. W. buttons to members renewing prior to May 15th.

5. Card Index System adopted for recording names etc., of members, and thirty-five dollars set aside therefor.

6. Secretary directed to correspond with American Wheelmen's Protective Co., in regard to issuing advertising matter to our members.

7. Secretary instructed to suggest to the national officers whether arrangements could not be made for securing special rates for accident insurance to L. A. W. members.

8. Fifteen dollars set apart for framing thirty copies of the New Dry Streets map, to be displayed in the agencies, for recruiting purposes.

W. M. BUTLER, Sec.-Treas.

ST. LOUIS, April 11, 1896.

CONNECTICUT DIVISION.

The road book of Connecticut will consist of twenty-seven maps, scale two miles to one inch, each about 7 x 9 inches, and with but two folds. A light, convenient form of book, with but little printed matter, and no advertisements except such as pertains to the L. A. W. The proofs are now out for correction. Reports should be filled out as fully as circumstances will permit. The book will be presented to every new member, and those who renew can procure it of the secretary-treasurer for half a dollar. The price to outsiders is two dollars; the price to members of other divisions has not yet been decided upon. It will likely be completed June 15, but all depends on the promptness of those making the reports. Requests are also made for information regarding the ordinances of the various towns relating to wheelmen, and places in the State where it is desirable to have sign posts erected. These sign posts, if this matter is taken up, will be erected at the expense of the towns, should our researches in the State laws uphold us.

PHILIP W. WESTLAKE, Chief Consul.

BRIDGEPORT, April 24, 1896.

ANNUAL MEETING OF NEW YORK DIVISION.

The next annual June meet of the New York State Division, L. A. W., will be held in Utica, Monday and Tuesday, June 15 and 16, 1896. On the occasion of this meet, all visiting members of our division will be the guests of the "Wheelway League of Oneida County." Official program and announcements will be made in due season.

ISAAC B. POTTER,
W. E. UNDERHILL,
GEO. E. BRACKHAM,
Executive Committee.

NEW YORK DIVISION.

TO THE BOARD OF OFFICERS: The semi-annual meeting of the board of officers, New York State Division, L. A. W., will be held at the St. James Hotel, Utica, Monday, June 15, 1896, at ten o'clock A. M. A full attendance of all members of the board of officers is requested.

ISAAC B. POTTER,
W. E. UNDERHILL,
GEO. E. BRACKHAM,
Executive Committee.

NEW YORK RACING BOARD.

The following members of our State division are appointed to serve as the division racing board for the ensuing year:

A. D. Wait, of Cohoes; Will R. Pitman, of New York; M. B. Fox, of Rochester.

ISAAC B. POTTER, Chief Consul.

NEW HAMPSHIRE.

The New Hampshire division offers to each new member, and all renewing members, a set of three road maps, now ready. Members who have not received same will drop a postal card to the secretary-treasurer.

GEORGE H. PHINNEY, Chief Consul.

RENEWAL LIST NO. 4.

Including renewals from April 18 to May 1

Alabama	1	New Mexico	1
Arkansas	3	New York	406
Colorado	46	North California	23
Connecticut,	95	North Carolina	1
Florida	1	Ohio	141
Illinois	50	Oklahama	1
Indiana	9	Pennsylvania	320
Iowa	47	Rhode Island	21
Kansas	17	South California	13
Kentucky	34	South Dakota	1
Maine	92	Tennessee	19
Maryland	42	Texas	10
Massachusetts	498	Utah	22
Michigan	46	Vermont	2
Minnesota	8	Virginia	4
Mississippi	4	Washington	2
Missouri	120	West Virginia	1
Montana	1	Wisconsin	55
Nebraska	16	Wyoming	1
New Hampshire	15	England	1
New Jersey	90	Africa	1
			2287

RHODE ISLAND.

At special meeting, board of officers, April 17, 1896, was voted (1) to send congratulations to chief consul and executive board, New York division, for success in securing passage of Armstrong Bill; (2) to have Chief Consul Cooke arrange to purchase lapel buttons and cap pins; (3) to expend, not to exceed fifteen dollars, for cycling papers; (4) to have secretary-treasurer prepare a renewal circular with return certificate.

Communication read from Massachusetts division inviting our division to attend Spring Meet, May 30, accepted and referred to vice consul to make arrangements.

NELSON H. GINNS, Sec.-Treas.

NEW ENGLAND SPRING MEET.

On May 30th, in Boston, will be held the first New England spring meeting of the L. A. W.

It takes the place of the famous Massachusetts division meet which has been a fixture for years. Mechanics building on Huntington avenue will be headquarters. The grand ball in the evening will also be held there. Races in the afternoon will be run on the new Charles River track in Cambridge. Full particulars will be mailed to all New England members. A grand parade in the morning. Prizes for best appearance, largest numbers, and largest percentage of total membership will be given to League clubs.

IOWA DIVISION.

To all local consuls: A handsome certificate of office, suitable for framing, will be mailed to each local consul in the next few days. If you do not receive it, notify me at once.

I have received the supply of consul buttons. Each consul securing five new names is entitled to one.

The *Western Cyclist* offers a ten dollar gold badge to the Iowa local consul securing the most new members between Jan. 1, 1896 and Dec. 1, 1896.

E. KOSTOMLATSKY, Chief Consul.

PREMIUMS.

Tennessee Division.

Aiming at a five hundred membership before September 31st, which I know can be had by proper work, to create an interest in this good work, I will offer the following three premiums.

First premium: an elegant watch chain, full length links, shaped liked bicycle chain; elegant in design drop handle bar for loose bar; a charm, small pneumatic wheel on front fork.

Second prize: a fine gold local consul's badge, with bar attachment.

Third prize: fine gold L. A. W. pin.

All these prizes open to local consuls only. In cities where no consuls are appointed yet applications for same will be promptly attended to. All applications to be sent direct to Abbot Bassett, 12 Pearl Street, Boston, with name of sender attached, so that proper proof can be furnished me.

Cuts of premiums will be furnished on application to me at Memphis, Tenn.

CHARLES J. SCHERER, Chief Consul.

PRIZE OFFER TO THE SMALLER DIVISIONS.

Prize. An Eastman No. 4 Folding Kodak, for rectangular pictures, 4 x 5 inches. Capacity, 100 exposures without reloading. Value, $60. See Eastman catalogue for further description. Will be given to the member of any division, etc., having less than 200 members, April 1, 1896, who sends to this office the largest number of applications for membership from his own division from April 1 to Sept. 7, inclusive. Those who compete for the prize must make claim for record with every application sent in.

ABBOT BASSETT, Sec.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, MAY 8, 1 896.

Total, — 1264 — 40528.
Members not attached marked *

Colorado, 23 — 503

C. C. C.
Over 103,000

841	Etting, Chas. F.	Amethyst

C. C. C. C.

2	Cox, Jesse	Canon City
3	Pedley, Geo.	"
4	Mingay, H. M.	"
5	Thomas, F. E.	"
6	Wright, J. H.	"

A. W. C.

7	Patterson, M. J., 1 Good Block	Denver

T. W. C.

8	Bethel, E., 206 South Grant	"

L. M. R.

9	Korn, Wm. H., box 682	Leadville

M. V. W. C.

850	Cummings, C. P.	Monte Vista

Delta W. C.

1	Dodge, F. E.	Delta
2	Mathers, Harry E.	"
3	Martin, W. H.	"
4	*Adler, Jacob	Alma
5	*Singleton, John C.	"
6	*Singleton, J. H.	"
7	*Hatfield, Chas., C. S. Morey Mer. Co.,	Denver
8	*Hoag, Sanford, M. D., 40 Kittredge block	"
9	*Cameron, J. M., box 23	Grand Junction
800	*Ganser, Geo. F., box 480	Salida
1	*Martenis, Frank K., box 35	"
2	*Michael, Harry M., box 614	"
3	*Williamson, Chas. E.	"

Connecticut, 20 — 624

Y. M. W. C.

804	Harford, Albert, 4th	Stamford
5	Case, Arthur C., box 123	Winsted
6	Perkins, John A., box 1113	West Winsted
7	*Bowen, William, Arch	Ansonia
8	*Graves, Geo. H., 358 State	Bridgeport
9	*Leonard, Ernest P., 96 Black Rock ave	"
870	*Bossen, Jene, 78 High	Hartford
1	*Green, Jas. W., 57 Farmington ave	"
2	*Culver, M. Eugene, box 1103	Middletown
3	*Jennings, Ralph R., box 376	Naugatuck
4	*Miller, H. W., box 1199	New Haven
5	*Rutz, Wm. A., 190 Everett	"
6	*Beckwith, Wm. D.	Old Mystic
7	*Gray, Dr. Henry W.	"
8	*Andersen, C. L., 49 Park st	Willimantic
9	*Ashborn, James E., box 44	Torrington
880	*Berry, Walter F., box 883	"
1	*Hammond, Harry O., box 707	"
2	Jennings, Frederick M., box 112	"
3	*Piper, Boynton W., box 8	"

District of Columbia, 1 — 115

884	*Wertz, E. S., 1512 13th st	Washington

Georgia, 1 — 25

885	*Everett, George B.	Atlanta

Illinois, 84 — 1406

C. C. C.

886	Halsey, Edward S., 1022 Benson ave	Evanston

Aurora Cycling Club

7	Healy, C. D., box 97	Aurora
8	Selkirk, James, M. D., 215 So. Lincoln ave	"
9	Shafer, Geo., 135 Center ave	"

Danville C. C.

890	Eader, U. R., cor. North and Walnut	Danville
1	*Hendrick, Mrs. M. E.*, 321 N. Vermilion	"
2	Lindley, Frank, cor. Main and Hazel	"

Decatur Wheelmen

3	Fories, J. F., 531 E. Eldorado	Decatur

Dixon C. C.

4	Trumble, Harry, 317 So. Galena ave	Dixon
5	Woodford, Burt, 53 E. Fellows	"

Jerseyville C. C.

6	Clinsty, Gus	Jerseyville
7	Eastman, E. H.	"
8	English, E. Bowman	"
9	Warren, Geo. E.	"

Kankakee Ramblers

900	Anderson, John, box 676	Kankakee
1	Bird, Worth W., 109 Dearborn	"
2	Blain, W. P., 115 Chicago	"
3	Babst, W. C., 77 East ave	"
4	Durham, Geo. M., 210 Court	"
5	Ehrich, Fred C., 151 Court	"
6	Fenton, A. C., 249 Schuyler ave	"
7	Frith, Robert E., care of City Nat'l Bank	"
8	Holt, A. B., 323 Court	"
9	Kerr, T. A., Chicago ave	"
910	Kenaga, Will C., 318 Wildwood ave	"
1	Marcotte, A. E., 423 Schuyler ave	"
2	Magruder, T. L., 188 Court	"
3	Mathieu, Frank G., 305 Dearborn ave	"
4	McClelland, R. H., 159 Indiana ave	"
5	Miller, C. R., 197 Court	"
6	Moore, Algy, 224 Court	"
7	Powell, Elias, 273 Indiana ave	"
8	Peck, Paul M., 143 Indiana ave	"
9	Savoie, Frank O., 365 Greenwood ave	"
920	Snow, L. D., 438 Court	"
1	Schneider, Will C., Arcade bldg	"
2	Wambach, Philip, 190 Court	"
3	Whitmore, C. Fred, 117 Chicago ave	"

Ramblers

4	Morcotte, W. F., 162 Indiana ave	Kankakee
5	McLaughlin, W. L., 130 Indiana ave	"
6	Waterman, Fred S., Arcade Bldg	"

Quincy Bi Club

7	*Baker, Hester J.*, 123½ North 6th	Quincy
8	Brown, E. Percy, 626 Maine	"
9	Flatz, Eugene, 1100 Maine	"
930	Haskin, Le Grande, 1245 Vermont	"
1	Schmidt, Albert H., 228 North 8th	"

Capitol C. C. C.

2	Rodgers, G. B.	Riverton
3	*Ashlock, H. C.	Carrollton
4	*Blatchford, N. H., 367 La Salle ave	Chicago
5	*Brusman, D. W., 6426 Stony Island ave	"
6	*Collins, A. M., 70 N. Clinton	"
7	*Eckert, Geo., 3002 State	"
8	*Fitzgerald, Arthur B., 127 La Salle	"
9	*Gurney, Claude A., 317 West 62nd	"
940	*Lemerise, W. E., 70 No. Clinton	"
1	*Noyes, E. E., 4040 Wash. ave	"
2	*Nelson, Frank C., 2400 Indiana ave	"
3	*Seaton, C. E., 3360 Calumet ave	"
4	*Schwarz, Horace G., Dearborn and Kinzie	"
5	*Stevenson, A. H., 3528 Prairie ave	"
6	*Gowdy, R. C.	Chillicothe
7	*Smith, Geo. W.	Decatur
8	*Hale, H. V., 518 W. North	Farmington
9	*Hayslip, Frank, box 38	Ft. Sheridan
950	*Woodruff, Dr. C. E.	Highland Park
1	*Brock, Mrs. M. K.*	"
2	*Gray, Prof. Elisha	"
3	*Snow, Mrs. Florence L.*	"
4	*Van Schaick, H. L.	"
5	*Hogan, W. F.	Highwood
6	*Hogan, Mrs. Ada J.*	"
7	*Doan, J. P., 366 W. College ave.,	Jacksonsville
8	*Blatchford, Mrs. F. L.*, 433 Euclid ave.,	Oak Park
9	*Blatchford, Paul, 433 Euclid ave	"
960	*Lord, Nathaniel, 433 Euclid ave	"
1	*Dhonau, Allan L.	Pekin
2	*Hipper, H. W., 331 South 4th	"
3	*Beattie, Thomas, 1721 So. Adams	Peoria
4	*Dusten, V. R., 500 Nebraska ave	"
5	*Zinser, Frank L., care Schipper & Block	"
6	*Black, C. W.	Plasa
7	*Hemenway, L. E., 1401 3rd ave	Rock Island
8	*Williams, Lucy*, 512 So. 5th	Springfield
9	*Ginzel, Elmer	Trenton

Indiana, 64 — 565

Ft. W. C. C.

970	Brackenridge, W. F., 77 W. Wayne	Ft. Wayne
1	Smith, F. M., 22 Calhoun	"

Evansville C. C.

2	Davidson, Harvey B., 1309 Main	Evansville
3	Holbrooks, Paul M., 1214 Walnut	"

Triumph C. C.

4	Bettinger, Wm.	Tell City
5	Herrmann, Andrew J., box 291	"

6 Herrmann, Harry L., box 294 Tell City
7 Herrmann, Fred J., box 294 "
8 Huthsteiner, Alfred J "
9 Kimm, Dr. A. J., box 233 "
980 Rode, Chas. "
1 Steinauer, Andy "
2 Webb, Will S. "

U. S. Military W.

3 Brazington, W. C., 53 Ingalls bldg Indianapolis
4 McBride, Herbert W., 375 Central ave "

Val. W. C.

5 Hollett, Freeman A., 40 Wash. Valparaiso
6 *Menefee, H. W. Ambia
7 *Ratcliff, John, 376 So. Fletcher Anderson
8 *Burr, Kenneth M., 56 W. 10th "
9 *Norton, M. C., 124 No. Main "
990 *Carpenter, J. W. "
1 *Bracken, Tom E. Brookville
2 *Croninger, C. A. "
3 *Smith, Chas. H. "
4 *Showalter, Ernest "
5 *Smith, F. M. "
6 *Stoops, H. M. "
7 *McCullough, A. D. Clinton
8 *McCullough, J. "
9 *Payson, A. "
1000 *Bader, H. D. "

Over 104,000.

1 *Peterson, A. F. "
2 *Ashton, G. S. "
3 *Fenton, W. W. "
4 *Finch, B. H. Fulton
5 *Bell, Jno. E., box 115 Connelton
6 *Hay, John T. "
7 *Irvin, Wm. T., box 62 "
8 *Feagans, F. W. "
9 *Irvin, Fred "
10 *Leafe, Leon, box 787 "
1 *Markum, J. A. "
2 *Sheldon, C. M. "
3 *Whittaker, Jos., box 35 "
4 *Ball, R. L., 495 East 9th Indianapolis
5 *Hartman, Alfred H., La Salle "
6 *Koehring, Chas. 532 Virginia ave "
7 *Lacy, F. M., 447 Ash "
8 *O'Donaghue, Rev. D., 309 Coburn "
9 *Netthery, Joseph W., 264 East 8th "
20 *Aufderkeide, R. D., 272 Highla'd ave Indianapolis
1 *Craft, E. H., 730 N. Illinois "
2 *Kettler, Wm. L., 586 Jefferson ave "
3 *Hoffman, E. W., 225 So. Alabama "
4 *Kershner, W. H., 62 N. Pennsylvania "
5 *Lynch, W. A., 34 Hill Side ave "
6 *Smith, D. H., 320 E. Ohio "
7 *Williams, Harry N., 66 Dawson "
8 *Long, A. J. Fontanet
9 *Mann, E. H. Lincoln City
30 *Reamer, Sumner H., 605 So. Mich. South Bend
1 *Henning, W. E. Tell City
2 *Zoercher, Philip "
3 *Stratton, Donald S., 51 W. Jefferson Valparaiso

Iowa, 10 — 943

M. C. C.

4 Ward, M. E. Bromley
5 Blake, S. C. Marshalltown

B. C. C.

6 Hongerovsky, J. W., 40 1st ave Cedar Rapids
7 Zarub, Lew, 1018 6th "

R. R. C. C.

8 West, J. W. Rock Rapids
9 Woodburn, O. P. "
40 *Crissman, W. L., box 87 Cedar Rapids
1 *Mardis, L. P. Corydon
2 *Wagoner, Geo. F., 2501 Webster Ft. Madison
3 *Noe, Will J. State Center

Kansas, 10 — 542

Solid City Wheelmen

4 Cory, C. E. Fort Scott
5 Martin, W. W. "
5 Standiford, J. F. "

W. W. W. W.

7 Seewir, Chas. Lawrence
8 Halloway, Will "

Pittsburg Wheelmen

9 Nesch, Robert, Jr. Pittsburg
50 *Sturgis, Fred. W., Jr. Concordia
1 *Osmond, Wm. Great Bend
2 *Metcalf, Miss Edith L., 817 Monroe Topeka
3 *Mulvane, D. W. Bank of Topeka Bldg. "

Kentucky, 10 — 599

Kenton Wheel Club

4 Lawler, Geo. R. care Adams Ex. Co. Covington
5 *Day, Clara L., 693 Scott "
6 *Good, E. P. Harrodsburg
7 *Graham, W. H., box 657 Hopkinsville
8 *Ogdon, Thos. Mt. Olivet
9 *Dupre, Victor E., 1500 18th Louisville
60 *Bolme, F. W., 1109 W. Broadway "
1 *Hail, E. A., 1001 W. Main "
2 *James, R. M., 819 7th "
3 *Strother, P. S., 2304 W. Broadway "

Maine, 8 — 397

4 *Hyde, John S., box 604 Bath
5 *Hyde, E. W., box 604 "
6 *McCarty, H. H., box 1100 "
7 *Magoun, Chas. F., box 997 "
8 *Russ, Harry B., box 2 Brunswick
9 *Willis, Edward H. "
Substitute for 102,067
Fox, John M., 66 Union Portland
70 *Rowton, Miss L. H., box 1502 Saco
1 *Doak, Geo. R., box 344 Vinal Haven

Maryland, 31 — 620

Y. M. C. A. Wheelmen

2 Cornelius, Thomas, 1012 Milton pl Baltimore
3 Goode, Thomas E., 24 S. Mount "
4 Morriss, W. H., Charles and Saratoga "

Crecentia Wheelmen

5 Carr, J. Harvy, Jr., 1036 W. Stricker "
6 Grentz, J. Oscar, 323 S. Howard "
7 Reeves, Frank N., 715 N. Monroe "
8 West, E. W., 1623 N. Fulton ave "
9 White, Edward D., 2804 Raynor ave "

Frederick B. C.

80 McCurdy, Dr. Ira J., West Patrick Frederick
1 Miller, Daniel B., East Patrick "
2 *Drexel, Miss Emma, 2308 Eutaw pl Baltimore
3 *Burke, Millard F., 1042 Penna. ave "
4 *Ellard, J. W., 15 South "
5 *Ewart, Geo. L., 1616 McCulloh "
6 *Mears, A. W., 1537 W. Franklin "
7 *Tormay, Alfred J., Park ave "
8 *Zoller Henry, Jr., 608 No. Carrollton ave "
9 *Hart, F. R., Hotel Albion "
90 *Chavannes, Frank S., 1715 Edmonson ave "
1 *Mansbach, Louis, 121 Baltimore Cumberland
2 *Rawlings, Lloyd "
3 *Creager, Wm. P., 2120 Mt. Royal Ter Baltimore
4 *Ditman, Wm. C., 1024 Linden ave "
5 *Dierker, John F., 622 Hanover "
6 *Richelberger, B. G., The Arundel "
7 *Hood, Mifflin, 1231 No. Calvert "
8 *Myers, Frederick L., 627 W. Hamburg "
9 *Poor, Chas. Lane, 1312 Eutaw pl "
100 *Slagle, Chas. W., 6 South "
1 *Bunting, J. Briscoer Prince Fredericktown
2 *Smelser, A. C., box H. New Windsor

Massachusetts, 215 — 5729

Press C. C.

3 Johnson, Thomas E., 375 Columbus ave Boston
4 Chapman, E. R., 50 Otis Somerville

Commonwealth

5 Richardson, Charles, 68 Waltham Boston

Mass. B. C.

6 Haynes, Harry E., 107 Wash. Boston

Rollstone C. C.

7 Ball, Percy W., 91 Charles Fitchburg
8 Brigham, Ferd R., 4 Brigham Park "
9 Johnson, C. H., 95 High "

Cyclone B. C.

110 Seabury, Frank, box 3048 Boston

L. C. C.

1 Stillman, A. F., 8 Andrew Lynn
2 Smith, M. F., 232 Ocean "
3 Campbell, W. A., 45 Lowell "
4 Metzger, Geo. E., 79 Exchange "

B. C. W.

5 Maguire, Chas. W., Brandon Roslindale

C. V. W.

6 Jordan, Chas. A., 291 Bay Springfield
7 Smith, E. S., 275 No. Main "
8 Tatro, E. B., 73 Euclid ave "
9 Mason, Frank E., East School Merrick

Andante C. C.

120 Bostwick, C. R., Mystic ave Winchester
1 Claflin, L. A. "

W. Central

2 Flanders, C. M., 6 Salem Woburn

Towanda C. C.

3 Day, Geo. A., 10 Glenwood Woburn
4 Richardson, J. F., 420 Main "

Newtown B. C.

5 Gray, James T., 3 Pemberton No. Cambridge

Victor B. C.

6 *Bradley, Mrs. Edna A.*, Main Hopedale
7 *Lawrence, Mrs. H. J.*, 14 Grove "
8 *Waterman, Mrs. F. A.*, Union "
9 *Prouty, M. Estelle*, 289 Main Milford
130 *Walker, Nettie E.*, 25 Myrtle Waltham

S. C. W.

1 Joyal, J. F., 512 Middlesex Lowell

W. B. C.

2 Brown, E. O. Warren

G. & J. C. C.

3 Willard, Frank H., 7 Montague Worcester

Metropolitan W.

4 Keller, Geo. K., 1309 Wash. Boston

S. C. W.

5 Safford, Oscar D., 350 Main Brockton
6 *Payne, H. J., 18 No. Beacon Allston
7 *Yancke, G. H., 48 Aldie "
8 *Tarbox, John W., box 456 Andover
9 *Gowen, Miss Blanche L.*, 13 No. Main Attleboro
40 *Haynes, Edmund B., box H Ballardvale
1 *Foster, T. Frank, 1 Conant Beverly
2 *Allen, Claude L., 45 Falmouth Boston
3 *Bayley, F. W., box 2523 "
4 *Cruff, E. P., 7 Juniper "
5 *Day, Charles F., 14 Beacon "
6 *Dixon, Geo. R., 509 Washington "
7 *Endicott, Wm., 3d "
8 *Yanez, Mrs. S. W.*, 382 Commonwealth ave "
9 *Johnson, Scott A., 70 Pinckney "
50 *Lothrop, W. S. H., box 7 "
1 *MacDonald, C. F., 663 Tremont "
2 *Rand, Henry S., 45 Merchants row "
3 *Sturgis, Robert S., 30 Kilby "
4 *Upham, Burt F., 54 The Fernway "
5 *Warnock, Adam, 200 Huntington ave "
6 *Dyer, Geo. H., Bank of Commonwealth "
7 *Belknap, Francis W., 15 Court sq "
8 *Weeman, Gerald, 246 Devonshire "
9 *Bullock, Rufus A., 66 Mt. Vernon "
60 *Cleveland, Francis D., 52 Fulton "
1 *Howe, Carl N., 178 Hanover "
2 *Milk, William F., 2 Park "
3 *Rowe, Walter N., 33 Temple "
4 *Sparrell, R. E., 55 Franklin "
5 *Tilton, Chas. W., 114 St. Botolph "
6 *Sarremeigna, P., 20 Temple pl "
7 *Wildes, Fred B., 70 Washington "
8 *Wildes, Frank W., 70 Washington "
9 *Wolff, William, Castle Sq. Hotel "
70 *Shuebruk, Dr. Richard, 214 Columbus ave "
1 *Quigley, Joseph P., Thomas Belmon
2 *McDonald, Mrs. Geo. Oswald*, Freeman Brooklin
3 *Bary, Oscar, 284 Broadway Cambridge
4 *Braithwaite, John, 940 Mass. ave "
5 *Kalberg, Chas. J., 287 Main "
6 *Ware, Richard, 45 Trowbridge "
7 *Chase, Edward Nichols, 38 Thayer Hall "
8 *Marks, Arthur H., 106 Austin Cambridgepor
9 *Meharg, Robert K., 3 Gordon pl "
80 *Telfer, George, 5 Gordon pl "
1 *Parkhurst, Winthrop A. Chelmsfor
2 *Elms, Frank O., box 23 Concord Junctio
3 *Birkley, Fred H., box 87 Charlton City
4 *Crowley, P. J., box 598 Chicope
5 *Balcom, M. P., Tuller "
6 *Jury, C. Y., box 1448 Chicopee Falls
7 *Dammerall, Mrs. S. J.*, 145 Magnolia Dorcheste
8 *Cutler, Joel G., 388 Seaver "
9 *Tibbetts, Arthur R., 16 Bullard "
90 *Libbie, Fred'k J., 187 Neponset ave "
1 *Quimby, Rev. J. W. East Bridgewate
2 *Bartlett, L. S. Enfiel
3 *Roehm, Henry "
4 *Thrasher, Wm. "
5 *Hennesey, J. T., 9 Appleton Everet
6 *Bates, Edw. B., box 247 Fairhave
7 *Stoddard Minnie B.*, 161 Main Fitchburg
8 *Gifford, A. T., 20 Pearl "
9 *Armstrong, Arthur W., box 50 Harvar
200 *Nash, Frank W., box 63 Hinghan
1 *Fearing, Herbert F., Leavitt Hingham Centr
2 *Roberts, Wayne C., 53 Taylor Holyok
3 *True, Albert L. Lancaste
4 *Bailey, James E., 34 Fay Lowel
5 *Chase, Walter L., 9 Robinson "
6 *Burbank, Samuel, 72 Fort Hill ave "
7 *Taylor, George A., 94 Merrimack "
8 *Wenden, G. H., 6 Whidden "
9 *Plaisted, B. W., 64 Franklin st "
210 *Felt, C. F., 47 Bassett Lynn
1 *Lewis, Chas. E., 64 Verona "
2 *Morgan, D. S., 42 Green "
3 *Tarbox, Chas. O., 102 Federal "
4 *Finley, A. H., 148 Euclid ave "
5 *Holder, N. D., 15 Tapley "
6 *Taylor, C. E., 19 Stickney "
7 *Townsend, Christopher, 19 Florence ave "
8 *Chapman, Everett B., 25 Pratt Malde
9 *Coner, Oswald W., 95 Bell Rock "
220 *Black, H. B., 23 Pleasant "
1 *Moses, Frank O., 25 Florence "
2 *Parsons, Henri G., 26 Prescott "
3 *Neale, J. Arthur, 7 Dearborn Medfor
4 *Kohr, John, 466 Lebanon, Melros
5 *Kohr, Emma C., 466 Lebanon "
6 *Richerson, Joseph T., box 630 Milto
7 *Ashley, Chas. A. Milbury

8 *Ashley, Fred M., box 653 North Brookfield
9 *Balcom, Phillip, box 489 "
30 *Beaudry, Daniel A., box 91 "
1 *Brassard, Alphonse, box 410 "
2 *Cohan, M. J., box 346 "
3 *Gilbert, Alvin W., box 24 "
4 *Granger, H. J. "
5 *Graves, L. F., box 527 "
6 *Hobbs, Chas. F., box 495 "
7 *Kingsbury, G. R., box 242 "
8 *Largess, Albert, box 442 "
9 *Matthews, W. W., box 114 "
40 *Pratt, S. "
1 *Young, Vernon S., box 389 "
2 *Hadley, Ernest B., 493 County New Bedford
3 *Lincoln, Benj. W., 45 Foster "
4 *Snow, Mrs. H. K., 83 Sycamor "
5 *Jennings, Frederick W., 216 North "
6 *Bryant, S. E., Jr., 51 Mt. Pleasant "
7 *White, Lemuel H., 191 Wash. "
8 *Lattime, C. F., 9 Neptune Newburyport
9 *Lunt, Wm. F., box 557 "
50 *Smith, Chas. F., Post Office "
1 *Andrews, D. H. Newton Centre
2 *Sigourney, A. W. Oxford
3 *Tyler, Royal "
4 *Barnes, Jay P. Pittsfield
5 *Boltwood, Edward "
6 *England, Dan "
7 *Harding, Geo. C., 104 East "
8 *Wood, A. H. "
9 *Stillman, Mrs. J. C.*, box 1041 "
60 *Corey, Burt, Chelton Plymouth
1 *Pollard, Thomas B., 11 Edison Quincy
2 *Andrews Albert V., 98 Broadway Revere
3 *Brown, Avason, 20 Mayfair Roxbury
4 *O'Rourke, Frank, 210 Washington "
5 *Giblin, John F., 75 Williams "
6 *Putnam, Clarence S., North and Federal Salem
7 *O'Connell, Thomas M., 209 Essex "
8 *Averill, Arthur A., box 169 "
9 *Hyde, Geo. L., 10 Fairfield "
70 *Nason, Benj. F., box 315 "
1 *Northley, Herbert W., Essex "
2 *Pickering, Geo. W., box 393 "
3 *Spencer, John E., 84 La Fayette "
4 *Woodman, Edwin F. "
5 *Arnold, F. Otis, 1 Arnold ct Somerville
6 *Dudley, J. A., 8 Pearl Terrace "
7 *Richardson, Herbert, 56 Franklin "
8 *Davis, Franklin W., 223 Highland ave "
9 *Judd, C. W., 10 Shawmut ave "
80 *Judd, Mrs. C. W.*, 10 Shawmut ave "
1 *Chapman, C. C., 50 Otis "
2 *Smith, Phillip L., 68 Rush "
3 *Hollister, C. P. Stockbridge
4 *Searing, C. E. "
5 *Bubier, N. G. Swampscott
6 *White, Perry H., box 15 South Berlin
7 *Flynn, C. P., Dorchester ave So. Boston
8 *Bent, A. C., 30 Somerset ave Taunton
9 *Plumb, Max A. Tufts College
290 *Wright, Harry Townsend Harbor
1 *Silver, James F., Martin House Waltham
2 *Noyes, Amos B., 52 Adams "
3 *Wheeler, Geo. A., Richardson ave Wakefield
4 *Parker, James K., box 600 Webster
5 *Langell, Everard, 46 Brooks West Medford
6 *Duncklee, Edward G., Boston ave "
7 *Lindsay, W. B., Lennox West Newton
8 *Wetmore, Ed. West Milbury
9 *Chase, Miss Florence W.*, 69 Morrison "
300 *Appleby, Elias B., 41 Downing West Somerville
1 *Clark, Ed. J., 262 Park ave Worcester
2 *Davis, H. A., 81 Mechanic "
3 *Goulding, H. C., 28 Hanover "
4 *Greany, John, 15 Cedar "
5 *Gates, L. E., 14½ Goulding "
6 *Hicks, C. L., Bismark "
7 *Jones, E. S., 824 Main "
8 *Knight, Albert M., 8 Dover "
9 *Miller, Wm. S., 7 Woodbine "
310 *Miller, Albert, 7 Woodbine "
1 *Millis, F. S., 15 Bellevue "
2 *Ranger, R. W., 22 Maywood "
3 *Ray, Malvin, 27 Mason "
4 *Stratton, M. B., 7 Earle "
5 *Taylor, Ed. B., 58 Florence "
6 *Woods, Wm. J., 46 Front "
7 *Richards, Geo. G., 2 Park Boston

Michigan, 8 — 440

Detroit W.

8 Fry, G. F., 572 14th ave Detroit

Flint W.

9 Hyatt, Marion T., 501 Beach Flint
320 Quirk, James, 501 Saginaw "
1 *Beaumont, John W., 60 Buhl Block Detroit
2 *Gilkey, G. L. Kalamazoo
3 *Lawrence, Wm. S., 209 W. South "
4 *Lawrence, Philip S., 209 W. South "
5 *Sebring, T. Y. "

Minnesota, 19 — 261

Com. C. C.

6 Higgins, Chauncy, 129 Wash. ave., S. Minneapolis

Spalding B. C.

7 Weld, H. A., Northwestern Nat'l Bank Minneapolis
8 Wilkins, E. K., 247 15th ave "

N. P. B. C.

9 Knapp, Albert H., box 35 New Prague
330 *Pratt, Chester L. Grand Rapids
1 *Andrews, H. H. Minneapolis
2 *Bateman, Ernest "
3 *Bell, Mrs. Cole "
4 *Bleecker, Geo. M. "
5 *Blomquist, C. A. "
6 *Cuthie, George "
7 *Halbert, Geo. P. "
8 *Heusman, C. K. "
9 *Higgins, Mrs. Chauncy "
340 *Lottus, J. P. "
1 *McGregor, Alex. "
2 *Satterlee, F. E. "
3 *Shaw, C. F. "
4 *Sweetser, A. F. "

Mississippi, 2 — 33

5 *Abbott, W. B., box 75 Natchez
6 *Vaughn, C. G., Wash. and Wall "

Missouri, 59 — 1667

S. C. C.

7 Class, A., 314 St. Louis Springfield
8 Ganser, Joseph, 2619 Arsenal St. Louis

Century

9 Barsaloux, J. F., 3003 Olive "

Central

350 Weiss, Louis J., 1817 Kennett pl St. Louis

Mercury W. C.

1 Mehagan, C. L., 4468 Evans ave St. Louis
2 *Forsythe, A. H. Bower Mills
3 *Francis, T. E. Bevier
4 *Deschauer, R. Maryville
5 *Carter, G. R. Excelsior Springs
6 *Chandler, Chas. D., 1331 Clay Springfield
7 *Hornsby, H. T. "
8 *Baker, O. T., 730½ Campbell Kansas City
9 *Barrett, Fred A., 3111 Mathews ave "
360 *Bellard, H. W., 6 and Wyandotte "
1 *Carll, C. T., 63 Wyandotte "
2 *Childs, J. A., 1014 Wyandotte "
3 *Ferguson, N. R., 6 and Wyandotte "
4 *McDaniel, C. W., Telephone bldg "
5 *McDaniel, C. T., 2729 Olive "
6 *Norhug, Ernest Richmond
7 *Brown, Benj., 316 No. 3d St. Louis
8 *Clark, Albert O., 920 Olive "
9 *Cook, W. S. D., 4145 West Bldg "
370 *Ebert, Henry, 3200 Easton ave "
1 *Elliott, W. R., 4420 Lucky "
2 *Farish, J. G., 3833 Delmar "
3 *Henderson, C. E., 4773 Labadie "
4 *Holmes, John H., Columbia Bldg "
5 *Ladd, Chas. P., 4421 Delmar ave "
6 Longwell, Chas. A., 1000 No. Grand ave "
7 *Loewen, E. J., 3860 Olive "
8 *Maris, J. G., 3819 Carter ave "
9 *Meister, Frederick W., Jr., 3013 Meramec "
380 *Prior, C. H., 716 Chestnut "
1 *Rowe, R. A., 2510 Coleman "
2 *Sharp, F. C., 714 Union Trust Bldg "
3 *Abbott, Fred W., 6 W. Chestnut "
4 *Arnold, Fred W., 1120 Olive "
5 *Baschman, C. P., 2907 Morgan "
6 *Brandenburga, W. A., 2348 Hickory "
7 *Carter, John S., University Club "
8 *Cobear, Clarence, Turner Bldg "
9 *Crunden, Frank P., Main and Clark ave "
390 *Dammert, Gustave, 2611 Park ave "
1 *Dean, Chas. L., 1827 Longfellow ave "
2 *Dennison, W. B., 2312 Randolph "
3 *Duncan, William, Ludlow, Saylor I. Co. "
4 *Ehrlich, M. J., 11th and Olive "
5 *Garesche, Julius M., 514 W. End pl "
6 *Gottlieb, Isaac, 1019 Olive "
7 *Johnston, Margaret A., 716 Leonard ave "
8 *Kleinschmidt, Sam., 16 S. 3d "
9 *Ludwig, Chas. V. F., 1509 Chauteau ave "
400 Mendell, Harry A., 1514 Pendilton "
1 *Ourn, Ralph, 2012 Dixon "
2 *Pierce, A. B., care N. O. Nelson Mfg. Co. "
3 *Waite, Richard B., 2621 N. 10th "
4 *Waldheim, Aaron, 11th and Oliver "
5 *Way, Clark H., 2906 Gamble "

Montana, 2 — 35

6 *Boedefeld, Frank J., 606 Walnut Anaconda
7 *Redpath, Chas. Belt

Nebraska, 5 — 216

F. W. C.

8 Bingham, John A., box H Fairfield
9 Shively, Thornton P., box 1215 "
10 *Benson, Chas. U., 115 So. 12th Lincoln
1 Chowins, John M., 1802 Washington "
2 *Kerl, Thomas T., 823 N. Y. Life Bldg Omaha

New Hampshire, 1 — 217

3 *Stone, C. L., 570 Maine Laconia

New Jersey, 135 — 2,680

B. C. & A. A.

414 Cornell, Stephen B. Bloomfield
5 Cossitt, F. M. "

Palma B. C.

6 Bechtlol, Frank P., 175 9th Jersey City
7 Edge, Benj., 95 Wayne "

J. C. C. W.

8 Hane, C. E. A., 175 Carteret ave Jersey City
9 McIlroy, W. L., 475 Bramhall ave "

B. M. C. C.

420 Bucklee, Wm. A., 88 Jewett ave Jersey City
1 Fardelmen, Herman, 354 Bergen ave "
2 Shuttelbotham, Henry, 374 Fairmount ave "

M. C. C.

3 Emery, W. Lloyd Metuchen
4 Schenck, Chas. B. "

L. B. C.

5 Bye, Chas. A. Lakewood
6 Lippincott, Rev. B. C., box 104 "
7 McNamara, J. J., box 231 "
8 Johnson, Luke, box 50 "

M. W.

9 Hughes, Edward J. Bloomfield
430 Armstrong, H. W., 110 No. Fullerton, Montclair
1 Spear, Henry, Jr. Upper Montclair

S. W.

2 Dobbins, C. L., 27 Atno ave Morristown
3 Schnaidt, Fred W., 15 South "
4 Harry, George, 6 South "
5 Headley, J. Boyd, 4 Court "
6 Donovan, T. M., 91 Maple ave "
7 Hays, H. H., box 335 "

G. A. C. C.

8 Beissler, A. Gus., 10 No. 12th Paterson

Tourist C. C.

9 Dillistin, H. P. Paterson
440 Fairhurst, Joseph, 608 East 25th "
1 Edwards, Charles, 331 Park ave "
2 Hinchliffe, James C., 170 Tyler "

Essex B. C.

3 Craner, Frederick P., 62 Monmouth Newark

U. C. R.

4 Ross, John B., box 261 Rahway

O. C. W.

5 Tilton, John B. Forked River
6 Blake, Dr. D. W., Jr. "
7 *Burr, Mrs. J. Brown* Toms River
8 Manott, Edmund W. "
9 Van Hise, Geo. C. "

M. C. W.

450 Maddock, Harry S., box 194 Trenton
1 Mulford, W. J., 157 No. Broad "

B. M. C. L.

2 Margerum, Elmer E., 21 W. State Trenton
3 Margerum, Edwin F., State "
4 *Lawrie, G. F. Atlantic Highlands
5 *Mount, John J. "
6 *Harvey, Wm. E., box 17 Beverly
7 *Boyer, Llewellyn J., Main Boonton
8 *Popham, H. M., Edwards court Bayonne
9 *Van Cleef, Louis I. Bellmead
460 *Allen, S. Herbert Bridgeton
1 *Anderson, Oscar F. "
2 *Bourn, Sydney C. "
3 *Dilks, Harrison "
4 *Jauvier, Thomas R. "
5 *McBride, David H. "
6 *Riley, Frank E. "
7 *Service, Wm. E., Atlantic "
8 *Seull, Henry W., 84 N. Pearl "
9 *Smith, Frederick F. "
470 *Whipple, Oscar K. "
1 *Bicker, George W. Bloomfield
2 *Beyer, Otto C., 700 Broad "
3 *Lyons, Wallace, Broad "
4 *Maxfield, Joseph R. "
5 *Wade, Peter A., 400 Broad "
6 *Williams, Fred A., 200 Belleville ave "
7 *Baker, E. W., 62 Walnut E. Orange
8 *Boyce, Geo. R., 60 State "
9 *Logan, B. C., 36 Summit "
480 *Mabie, Miss Ada E.*, 34 Summit "
1 *Rixstine, Livingston E., 86 Dodd "
2 *Akerlind, Gus, 102 Trumble Elizabeth
3 *Dufrane, A. A., 408 First ave "
4 *Hauck, George V., 847 Martin "
5 *Merserean, William S., 438 Jefferson ave "
6 *Benton, T. K. Glen Ridge
7 *Gallagher, Joseph D. "

488 *Naylor, A. F. Hopewell
9 *Van Dyke, A. M. "
490 *Williamson, Isaac L. "
1 *Forbes, Alexander, 97 Ocean ave Jersey City
2 *Forbes, John, 53 Union "
3 *Hitchings, John M., Broad Keyport
4 *Bailey, Dr. A. S., box 209 Lakewood
5 *Glover, Miss Bessie "
6 *Glover, Miss Marguerite "
7 *John, William B., box 255 Lambertville
8 *Hardwick, Rosamon E., box 16 Madison
9 *Wilson, Washington Metuchen
500 *Ferris, Louise C. Morris Plains
1 *Ferris, Oscar C. "
2 *Ford, William E., 19 Franklin pl Morristown
3 *Taylor, Henry F., 36 Boyken "
4 *Brown, Harold P., 125 Midlaad ave Montclair
5 *Crane, I. Seymour, 38 Church "
6 *English, Chas. D., Jr., 112 Park "
7 *Marcellis, A. S., 101 Valley Road "
8 *Rametta, R., 32 Valley Road "
9 *Smith, J. Waldo, 500 Bloomfield ave "
510 *Stoffregen, Ralph, Lloyd pl "
1 *Straussman, J. A., 128 N. Fullerton "
2 *Terhune, A. B., 63 Mountain ave Manalapan
3 *Leming, F. B. Newark
4 *Archer, Elliott A., 124 Lincoln ave "
5 *Berghof, August, 135 Hamburgh pl "
6 *Blackwell, S. H., 50 N. 11th "
7 *Edgar, Percy, 15 Clinton ave "
8 *McCarter, Uzal H., 765 Broad "
9 *Melcher, Wm. D., 161 Emmett "
520 *Sala, Max, 91 Pennsylvania ave "
1 *Schauze, Chas. A., 52 Milford ave "
2 *Todd, Aaron, 351 Belleville ave "
3 *Burr, Henry E., Tremont ave Orange
4 *Klimcke, Wm. H., 251 Main "
5 *Schneikert, Frank, 1 Smith ct "
6 *Snyder, Edward H., 89 Park "
7 *Perry, E. L., 265 Graham ave Paterson
8 *Schoonmaker, Henry, 53 Paterson "
9 *Slade, Marshall P. Passaic
530 *Carpenter, Miss Emma H., box 50 Rahway
1 *Jennings, Benjamin, Irving "
2 *Ross, Mrs. John B., box 264 "
3 *Ward, H. W., Milton ave "
4 *Kenyon, C. C. Raritan
5 *Wyckoff, H. P., "
6 *Bertram, Dr. V. A. Riverton
7 *Clark, Sanaford Roselle
8 *Morris, Robt. H. "
9 *Petty, Walter M., 156 Orient way Rutherford
540 *Pyr, David W. (166 Broadway, N. Y.) Seabright
1 *Brian, John, box 308 Trenton
2 *Callowhill, Scott, 821 Carteret "
3 *Luchars, Alexander Upper Montclair
4 *Reilly, F. D., box 156 "
5 *Christine, W. W. Washington
6 *Briesen, Harold V. Weehawken
7 *Antoine, Lucien, box 65 West Hoboken
8 *Humphreys, Edward W. Woodstown

New York, 108—12,443.

Afton C. C.

549 Wightman, J. C. Afton

Mercury Wheel Club

550 Hornor, John W., Jr., 273 Sanford ave Flushing

Criterion B. Club

1 Feuchtwanger, Henry, 51 Exch'ge pl New York

Hanover Pleasure Club Wheelmen

2 Meyer, Henry, Jr., 116 Pearl New York

Manhattan Bi. Club

3 Denkin, T. J., 411 W. 59th New York

N. Y. B. C.

4 Schrenkeisen, Arthur, 21 Elizabeth New York

Knickerbocker Club

5 Peters, Richard, 319 Fifth ave New York
6 Wetmore, Chas. D., 152 Madison ave "
7 *Lindsay, John H., 329 Hudson ave Albany
8 *Hoffmeister, Frank, 22 Stephen "
9 *Bailard, J. W., 3 Jay Binghamton
560 *Capin, J. W., Whitney pl "
1 *Aikenhead, Henry A., 272 Decatur Brooklyn
2 *Dixon, D. McD., 1320 Dean "
3 *Dills, Walter R., 326 Decatur "
4 *Luquer, T. T. P., 618 Henry "
5 *Moore, Wm. H., 1154 Putnam ave "
6 *Niles, J. H., 23 3d "
7 *Reid, Frederick A., 581 St. Marks ave "
8 *Spence, Harry L., 194 52d "
9 *Swayze, Robert F., 74 Columbia H'ghts "
570 *Terry, Geo. W., 829A Quincy "
1 *Wilkin, Robert J., 148 Henry st "
2 *Brainard, A. L., 294 7th Buffalo
3 *Boxall, George H., 366 Plymouth ave "
4 *Sage, Cornelia Bentley, 153 N. Pearl "
5 *Tagg, John, 16 19th "
6 *Showers, Geo. F. Corning
7 *Villard, Harold J., box 127 Dobb's Ferry
8 *Knapp, Floyd B. (Mercersburg, Pa.) "
Dolgeville
9 *Sprague, C. E., 305 Constitution Emporia
580 *Bell, Jno. R., box 110 East Hampton
581 *Heaney, Chas. S. Fishkill on Hudson
2 *Howells, Hasch H., 332 Amity Flushing
3 *Davis, Clayton N. Ft. Edwards
4 *Butts, J. E. P., 746 So. Main Geneva
5 *Petit, H. D. Lawrence
6 *Austen, Geo. Mt. Morris
7 *Starbuck, G. Fred, 127 Archer av Mt. Vernon
8 *Bate, A. Matteawan
9 *Johnson, Arvine C., box 231 Marathon
590 *Barnum, F. S., 71 Lenox av New York
1 *Briesen, Richard V., 29 Mercer "
2 *Berger, Wm., 312 E. 116th "
3 *Burt, C. M., 143 Liberty "
4 *Bulkley, Mrs. Edmund W., 325 5th av "
5 *Black, James B., 187 Fulton "
6 *Conklin, James J., 134 Charles "
7 *Coe, Mrs. Henry E., 5 E. 10th "
8 *Cluss, Benj. S., Tiffany & Co., Union sq "
9 *Dawes, Frederick F., 12 E. 49th "
600 *Draper, W. K., M. D., 33 W. 39th "
1 *Evans, Joshua L., 150 Broadway "
2 *Evans, Miss Anna B., 102 E. 26th "
3 *Fatman, M., 23 W. 81st "
4 *Goodhart, P. J., 21 W. 81st "
5 *Hayes, R. Somers, 32 Nassau "
6 *Haigh, Hartley A., 469 W. 152d "
7 *Jacobson, Samuel, 54 E. 64 "
8 *King, Charles J., 240 E. 12th "
9 *Knox, Herbert H., 307 W. 19th "
610 *Lester, Chas. S., 111 W. 70th "
1 *Moore, Chas. G., 19th st and 5th ave "
2 *Mann, George, 708 E. 135 "
3 *Manahan, Thos., Jr., 23 E. 129th "
4 *Mali, Mrs. Tierre, 8 5th ave "
5 *Nathan, Harold, 1270 Madison ave "
6 *Poucher, J. Wilson, 339 Mill st "
7 *Purroy, Charles D., 128 W. 20th "
8 *Pohalski, Edgar R., 158 W. 118th "
9 *Palmer, J., 2240 3d ave "
620 *Pritchard, Horace F., 462 Mott ave "
1 *Rogers, Charles E., 56 E. 53d "
2 *Smith, Dr. L. A., 166 Elm "
3 *Scott, Allan, 258 W. 24th "
4 *Schnabel, L., 220 E. 16th "
5 *Stern, Albert, 122 W. 77th "
6 *Stern, Perkins, box 2476 "
7 *Taber, M., 42 W. 42th "
8 *Thompson, W. E., 245 Columbus ave "
9 *Virgel, C. S., 26 W. 13th "
630 *Wells, William M., 139 W. 75th "
1 *Weber, John George, 605 E. 134th "
2 *Wells, Thomas L., Lexington ave and 42d "
3 *Almy, Frederic North Evans
4 *Wright, M. L., 111 E. 3d Oswego
5 *Powell, Sidney M. Poplar Ridge
6 *Conklin, C. I. Princess Bay
7 *Conklin, E. S. "
8 *Brill, Theodore R., 69 Market Poughkeepsie
9 *Otis, John H., 92 Cannon "
640 *Schryver, M. V. B., box 256 Rhinebeck
1 *Aldridge, Hon. G. W., Plymouth pk, Rochester
2 *Fox, M. B., 46 Glenwood pk "
3 *Salter, Albion H., 249 Park ave "
4 *Webster, Mrs. E. A., 96 Lake ave "
5 *Bowman, Geo. A., 210 Brown "
6 *Backus, Harry E., 151 So. Goodman "
7 *Eldridge, L. D., 20 Howell "
8 *Hovey, Chas. F., 42 State "
9 *Silsby, William S. Seneca Falls
650 *Silsby, Eliza G. "
1 *Baker, Geo. L., Hotel Edison Schenectady
2 *Davis, Alpheus G., "
3 *Osborn, W. J., 220 S. Ferry Troy
4 *Cole, Herbert P., 4 Elm pl Utica
5 *Thompson, C. H., 208 Elizabeth "
6 *Titus, Stanley Webatuck

North California, 24—1,269

Franklin Road Club

657 Dabel, Charles Edenvale

Crescent Wheelmen

8 Parke, H. F. Maine Prairie

Bay City Wheelmen

9 Bacon, Gaston E., 2645 Sacramento San Francisco
660 Grannis, F. R., 609 Market "

Imperial Cycling Club

1 Walker, Paul, 333 Kearney San Francisco
2 *Newell, G. F., 1347 Versailles ave Alameda
3 *Kline, James J., 2529 Dwight way Berkeley
4 *Smith, S. C., box 201 Colusa
5 *Belcher, Richard, " 513 Marysville
6 *Berry, J. M., " 527 "
7 *Brooks, C. S., " 60 "
8 *Campbell, O. H. " 54 "
9 *Cass, J. W., " 468 "
670 *Cornforth, H., " 487 "
1 *Hall, G. W., " 278 "
2 *Parks, W. H., Jr., " 193 "
3 *Rideout, Dunning, " 518 "
4 *Swan, W. B., " 53 "
5 *Morrison, A. F., Crocker Bl'dg San Francisco
6 *Heywood, F., 1440 Hayes "
7 *Leonard, E. P., 653 Market "
8 *Schnutenhaus, Ed., Jr., 532 Oak "
9 *Somers, Fred. A., 723 Gough "
680 *Thornton, H. N., 1717 Green "

North Carolina, 1—33

681 *Blount, T. W., box 51 Roper

North Dakota, 1—40

682 *Garrett, G. H., (P. O., 20 Howland ave, Toronto, Can.) Drayton

Ohio, 44—1,569

Carrollton Bi. Club

683 Helfrich, J. W. Carrollton

Delphos Cycling Club

4 Cowdin, Harry E. Delphos
5 Dolbey, John M. "
6 McCoy, Dr. G. G. "
7 Peltier, Stanley "
8 Pont, M. E. "
9 Ray, Thomas M. "
690 Ricker, H. H. "
1 Roth, John B. "
2 Washburn, R. B. "

Fremont C. C.

3 Lutz, John, 130 Front Fremont
4 Miller, O. L. "

L. C. Club

5 Stewart, Fred. Elida
6 Ritchie, C. F., box 775 Marietta
7 Barton, Ruea Lima

Springfield Racing Club

8 Adams, Harry S., Adams Restaurant Springfield
9 Barr, Harry, 121 W. Main "
700 Hofman, Chase P., 57 Arcade "
1 Lafferty, Frank J., 121 S. Plum "
2 Neff, Edward A., 44 S. Market "
3 Ninffer, Geo. F., 7 E. High "
4 Wood, Frank E., 313 S. Limestone "

X. C. C.

5 Hooven, J. C. Xenia
6 Owens, Ralph "
7 *Anderson, S. J. Cygnet
8 *Schneider, Chas. S., 824 Court st Cincinnati
9 *Warrington, H. E., 943 Everett st "
710 *McChesney, C. V., 3531 Columbia ave "
1 *Goodwin, F. P., 348 Tusculum ave "
2 *Horstman, Theo., 1143 Dayton "
3 *Hinkle, Frederick W., 2214 Auburn ave "
4 *Montgomery, V. J., 54 Price Hill Road "
5 *Swing, Philip C., 25 Wiggins Block "
6 *Wilson, Dan'l F., 46 St. Paul Bldg "
7 *Bostwick, B. J., 204 E. Mound Circleville
8 *Bostwick, L. C., 204 E. Mound "
9 *Meyers, Harry B., 114 No. Williams Dayton
720 *Wilson, Jas. W., Jr., 509 Croghan Fremont
1 *Parkhurst, A. W., box 110 Hamilton
2 *Miller, J. W., Jerry ity
3 *Elliott, W. C., Epworth ave Madisonville
4 *Zingerle, Frank J., "
5 *Fox, John W. Uhrichsville
6 *Flyn, Anthony Willoughby

Oklahoma, 1—57.

Perry Wheel Club

727 Hudson, R. H., box 104 Perry

Oregon, 9—187

M. Cyclers

728 Lamson, Roswell B., 41 Labbe Bldg Portland

O. R. C. C.

9 Fenton, H. C., M. D., Oregonian Bldg Portland
730 Franklin, D., box 393 "

Valley C C.

1 Dean, W. E. Grants' Pass
2 Perkins, W. T. "
3 Rogers, W. J. "
4 *Harrisberger, John Oregon City
5 *Groves, Fred W., 814 Chamber Commerce Portland
6 *Mackenzie, W. R., 208 Worcester Block "

Pennsylvania, 246—3879

B. V. C.

737 Hamilton, Walter, 9th and 11th Beaver Falls
8 Heintz, A. D., 8th ave "
9 McIntosh, Robert G., 2400 8th ave "
740 Reich, Chas. E., 517 7th ave "
1 Strub, L., Jr., 8th and Church "
2 Elston, Mort W. Hoytdale
3 Pugh, Jos. T., Jr. New Brighton
4 Sterrett, W. J. Valencia

Carnegie C. C.

5 Love, Edward J., 44 Corey Braddock

Pannancussing Wheelmen

6 Closson, Charles (Lambertville, N. J.) Carversville

Harrisburg Wheel

747 Foose, A. E., 705 No. 2nd Harrisburg
8 Markley, Ed. W. C. Steelton

Crescent C. C.

9 Ridgway, S. E. Hydetown

Centaur

750 Rogers, Frank G., 4th st Nat'l Bank Philadelphia

Flying Dutchman

1 Gerlach, Richard F., M. D., German Hospital Philadelphia
2 Kalteyer, F. J., German Hospital "

North East Wheelmen

3 Taylor, John C., 2317 E. Dauphin Philadelphia
4 Weckerly, Jas. L., 2349 E. Dauphin "

Country Club

5 McFadden, J. Frank 19th and DeLancey Philadelphia
6 McFadden, George, 1428 Walnut "

Substitute for 103,363.

Hygeia B. C.

McMann, W. G., 2153 E. Cumberland Philadelphia

Century Wheelmen

7 Carr, Chas. N., 1531 Columbia Philadelphia
8 Davis, Chas. S., Jr., 1708 Tioga "
9 Foley, Geo. H., 911 Walnut "
760 Keickline, C. G., 1607 Chestnut "
1 Meinhardt, L. O., 3030 Frankford av "

Quaker City W.

2 Tryon, John W., 1605 Christian Philadelphia

Phila. Bi. Club

3 Nagle, Walter, 1306 Green Philadelphia
4 Kleinert, W. C., 641 No. 22nd "

Fairhill Wheelmen

5 Engel, John M., 268 E. Cumberland Philadelphia
6 Eckstein, Wm., 2651 Reese "
7 Faist, Harry, 3027 No. 6th "
8 Gross, Benj., 2920 Howard "
9 Kershaw, Harry, 709 Cambria "
770 McNelly, John H., 2524 Franklin "
1 Rivers, Anthony, 1315 Marshall "
2 Spencer, John, 427 Lehigh av "

Columbia Cyclers

3 Haplet, Harry H., 842 Franklin Philadelphia
4 Wells, John, 428 E. Girard av "
5 Miller, Chas. G., 5119 Hadfield West Philadelphia

Germantown Y. M. B. C.

6 Sacrey, Louis M., 470 Bullitt bldg West Philadelphia

Tacony B. C.

7 Bushnell, John H., 7109 Tulip West Phila.

Keystone Bi. Club

8 Brown, Clarence N., 420 5th ave Pittsburg
9 Mann, Alex. D., 4109 Butler "
780 Wright, George, Jr., Park Bros. & Co. "
1 Speer, J. McK., Dallas ave, E. E. "
2 Speer, J. Ramsey, Dallas ave, E.E. "
3 Collins, D. H., Dallas ave, E. E. "
4 Frazier, W. A., 319 Lewis Block "
5 Reifsnyder, H. Y., 95 5th ave "
6 White, Elmer L., box 694 "
7 Davison, C. W., 258 42d "
8 Leslie, A. H., 428 Butler "

Warren C. C.

9 Burke, P. H. Warren
790 Geer, W. V. "
1 Knabb, Chas. S. "
2 Rowland, John "
3 Saner, Fred C. "
4 Simmons, A. "
5 Waters, S. A. "
6 Walkerman, Eugene "
7 *Boycott, Benjamin, Jr., 816 2d ave Altoona
8 *Mills, Clarence Valentine, 1207 11th "
9 *Boyer, J. B., Motive Power Office "
800 *Cherry, A. W. "
1 *Easter, Mrs. A. Y., 2512 W. Chestnut ave "
2 *Keyes, John, 1109½ 11th ave "
3 *Quandt, A. C. "
4 *Smith, S. P., 908 7th ave "
5 *Yost, Miss Mattie, 2512 W. Chestnut ave "
6 *Stewart, J. F., box 13 "
7 *Wolfe, W. H., 1011 Chestnut ave "
8 *Wolfe, L. C., 1011 Chestnut ave "
9 *Riley, Henry B., 38 Cedar ave Allegheny
810 *Dumbaugh, W. J., 42 Main "
1 *Steel, W. W. Ardmore
2 *Crause, Chas. W., Elmira Athens
3 *Denney, D. C., Cheny Columbia
4 *Russell, John W., box 594 "
5 *Buck, L. A. Collingdale
6 *Rowland, F. T. Coraopolis
7 *Greene, F. H. Clarks Green
8 *Gardner, H. P. Cynwyd
9 *Montgomery, Robt. Darby
820 *Snyder, L. J. Dunmore
1 *Anshutz, William, Economy
2 *Howard, Samuel T., 4th Emporium
3 *Raymore, H. J., 361 W. 10th Erie
4 *Roberts, A. M., 148 W. 16th "
5 *Troy, A. W. Fayette City
6 *Jones, C. A. Freemansburg
7 *Simsell, S. N. Factoryville
8 *King, Everett M. Gillespie
9 *Keck, H. L. Greenville
830 *Dunlap, J. W., 106 Main "
1 *Allen, Horace, 149 Wister Germantown
2 *Allen, Benjamin, 3d, 159 Wister "
3 *Hazard, Samuel, 328 Woodbine ave "
4 *Smith, Sidney A., 201 Wister "
5 *Arnold, Miss Agnes F., 210 Mill "
6 *Comfort, James C., 5343 Knox "
7 *Lennig, H. Frank, 5245 Wakefield "
8 *Metzger, William, 5014 Main "
9 *Schisler, C. B. E., 5005 Main "
840 *Tompkins, Joel C., McCallum "
1 *Wixson, Wilmot K., 133 Wisteria ave "
2 *Butterworth, W. S., Jr., Bolton house Harrisburg
3 *Clark, Joseph N., Jr., 1111 N. 3d "
4 *Kirby, Harry J., 922 N. 6th "
5 *Mcglauchlin, R. C., 1414 N. 3d "
6 *Russ, Louis A., Commonwealth hotel "
7 *Smallwood, Albert E., 16 N. Market sq "
8 *Tansig, Ed. T., 704 N. 6th "
9 *Webb, Frank P. Jenkintown
850 *Hirsch, T. J., box 301 Kane
1 *Risdon, A. W., box 54 "
2 *Bonsall, J. B. Lower Providence
3 *Behr, Otto Lopez
4 *Jennings, B. W. "
5 *Jennings, W. L. "
6 *Magoffin, J. R. Mercer
7 *Corson, Miss Katherine C., DeKalb and Oak Norristown
8 *Long, F. Mallory, 160 W. Main "
9 *Lentz, Miss M. Blanch, 529 Swede "
860 *Parker, Thomas H., 217 De Kalb "
1 *Read, J. C., 113 E. Main "
2 *Dettra, John M., Main and Noble "
3 *Matthias, H. Childs, box 149 "
4 *Nuss, Clarence North Wales
5 *Doyle, A. D. Ormsby
6 *Reed, Edwin A., 410 E. 4th Oil City
7 *Gilbert, Alfred Pinegrove
8 *Wirgiman, W. Wayne Paoli
9 *Hovenden, Thomas Plymouth Meeting
870 *Bowes, Homer, 635 Winfield Pittsburgh
1 *Bierman, Wm., 113 Smithfield "
2 *Breed, Maurice E., 123 Dithridge "
3 *Hartley, Thos. R., 3337 Forbes "
4 *Holyland, Chas. H., 101 5th "
5 *Munro, Fenton, 102 4th ave "
6 *Porterfield, H. G., 5721 Arabella "
7 *Stephenson, Annie A., Shady lane and Sellars "
8 *De Bell, Francis W., North East
9 *Ackerman, N. S., 2145 Ridge av Philadelphia
880 *Breeding, Robert H., 700 Walnut "
1 *Brown, Robert M., 11th and Snyder ave "
2 *Bovard, Wm. H., 4369 Cresson "
3 *Coleman, Edward R., 1417 So. 15th "
4 *Clegg, J. Wm., box 1555 "
5 *Cavin, Wm. Brooks, 1403 Reed "
6 *Davis, Horace J., 327 Chestnut "
7 *Dallas, T. B., 600 Chestnut "
8 *Dulles, Heatly C., 416 So 15th "
9 *Elliott, John, 2205 Pine "
890 *Eastwick, Wm., 4718 Warrington ave "
1 *Fullerton, J. R., 1518 E. Montgomery ave "
2 *Gould, George M., 119 So. 17th "
3 *Goodman, Harry, 309 Market "
4 *Hunter, James P., 4224 Regent sq "
5 *Harrison, Harry, 135 No. 3rd "
6 *Haden, Henry C., M. D., 1630 Chestnut "
7 *Hoopes, Mrs. Barton, Jr., 624 No. 18th "
8 *Hale, Arthur, box 2074 "
9 *Horning, Dr. E. E., 2035 No. 13th "
900 *Hyzer, James, 1051 Vienna "
1 *Johnson, William P., 2510 No. 5th "
2 *Jones, Thos. W., 5711 Germantown ave "
3 *Kneidler, F. C., 2241 No. 30th "
4 *Lake, Dr. W. B., 631 Diamond "
5 *Ludwig, Miss Florence, 2047 Spruce "
6 *McConaghy, Chas. N., 869 W. College av "
7 *McIntire, E. Harding, 5347 Belfield "
8 *Miller, N. DuBois, 505 Chestnut "
9 *Miller, Mrs. S. J. W., 505 Chestnut "
910 *McFadden, Miss Ella Louise, 1428 Walnut "
1 *Muckle. M. R., Jr., Drexel Bldg. "
2 *Neilson, Ralph, 2041 No. 25th "
3 *Pape, Richard, 883 Pennock "
4 *Pearson, George W., 3708 Brown "
5 *Prueger, Charles, 1755 Germantown ave "
6 *Romig, Edwin L., 1816 Frankford ave "
7 *Rushton, R. H., 2036 Tioga "
8 *Smith, Austin F., 2513 Brown "
9 *Sholler, Dr. Geo. W., 2809 No. 12th "
920 *Sayen, George, 4057 Spruce "
1 *Scholfield, Thos. L., 1721 Page "
2 *Smith, T. Carpenter, Drexel Bldg. "
3 *Schaefer, C. F. J., 2523 N. 16th "
4 *Shoemaker, J. O., 3413 No. 19th "
5 *Scherf, Frank, 3022 Page "
6 *Twining, E. E., Richmond "
927 *Tuewin, Frank W., 2802 Poplar "
8 *Walton, W. H., 2003 No. 31st "
9 *Wright, Sydney L., 505 Chestnut "
930 *Von Westernhagen, T., 230 No. 20th "
1 *Walker, Wm. J. T., 235 No. 21st "
2 *Ward, Merton B., 30th and Race "
3 *Watson, Wm. F., Sub. Sta. 32 "
4 *Waite, Chas. E., 1712 So. 13th "
5 *Wilkinson, E., Jr., 5002 Franklin "
6 *Whiteside, James, 155 E. Lehigh ave "
7 *Boyce, Arthur, 446 No. 12th "
8 *Bayard, James Wilson, 1001 Chestnut "
9 *Billings, Samuel M., 2037 Columbia ave "
940 *Bosbyshell, Whitney, U. S. Treasury Custom House Philadelphia
1 *Burns, David R., 739 No. 19th "
2 *Bachman, R. S., Sub. Sta. 24 "
3 *Greenhalgh, Arthur, 233 Whalen "
4 *Greenhalgh, Albert E., 101 W. Tioga "
5 *Schmidt, Wm. C., 1909 No. 19th "
6 *Stetson, James N., 208 Walnut "
7 *Slonaker, Jno., 2243 No. 16th "
8 *Slonaker, Mrs. Mary M., 2243 No. 16th "
9 *Kendall, Herbert C., 133 No. 4th Reading
950 Kendall, Henry T., 133 No. 4th "
1 *Cox, Charles P., Linden ave Rutledge
2 *Ford, Frank P., Lack. Valley House, Scranton
3 *Price, S. B., 119 Wyoming ave "
4 *Tropp, Fred W., 219 Lackawanna ave "
5 *Detweiler, A. K., 1826 N. Main "
6 *Sebring, Harry, 114 Larch "
7 *Hand, F. Cromwell, 206 Penn ave "
8 *Carter, Marvin P., Westminster ave "
9 *Oakford, Jas. W., 330 Jefferson ave "
960 *Bittenbender, W. E., 3134 Spruce st "
1 *King, Chas. P., 126 Washington ave "
2 *Watres, Lewis S., 916 Mulberry "
3 *Decker, W. E., box 184 "
4 *Stilwell, F. W., 1st Nat'l Bank "
5 *Conner, C. E., 513 Olive "
6 *Huntington, J. C., 309 Washington ave "
7 *McGowan, F. D., 324 Wheeler ave "
8 *Preston, Dr. A. D., Mears Bldg. "
9 *de Pue, F. E. "
970 *Tatnall, James E., 511 Seneca So. Bethlehem
1 *Tatnall, Mrs. Edith C., 511 Seneca "
2 *Gummere, R. Morris "
3 *Robinson, W. A., St. Luke's pl "
4 *Foster, Floyd J. Saltsburg
5 *Ussher, Rev. Sydney N., 111 S. Church West Chester
6 *Henderson, Miss Mary, 4030 Spring Garden West Philadelphia
7 *Kemmerer, C. D. Weissport
8 *Gibson, James A., 738 Grace Williamsport
9 *Sprout, Clarence E., 317 Pine "
980 *Chesney, Harry, cor. Lloyd and Taylor "
1 *Murphy, Herbert A. cor. Lloyd-Taylor "
2 *Hillard, Tuthill R., care Westmoreland Club Wilkes Barre

Rhode Island, 14—602

R. I. Wheelmen

983 Briggs, Ed. A., 148 Weybosset Providence

Elmwood Wheelmen

4 Pearce, Aldridge G., 161 Elmwood ave, Providence

M. Wheelmen

5 Wilcox, Benj. C., box 208 Wakefield
6 *White, Alfred, Bellevue ave, Ledge Road, Newport
7 *Babcock, F. C., 163 Princeton ave, Providence
8 *Blanding, G. H., 65 Hanover "
9 *Blake, C. A., 122 Brook "
990 *Chase, T. Fred, City Hall, "
1 *Dickens, Wm. H., 196 Rochambeau ave "
2 *Fairbrother, Chas. E., 12 Arnold "
3 *Fuller, Walter M., 254 Dudley "
4 *Parkhurst, Edw. C., box 505 "
5 *Whittelsey, Lewis G., 76 Sackett "
6 *Currier, Mrs. John G., 28 Harris ave Woonsocket

So. California, 3—130

997 *Gurley, H. B. Etiwanda
8 *Brown, Robert James Garey
9 *Loop, John D. Pomona

So. Carolina, 8—14

Over 104,000

000 *Israel, Arthur, 54 Wentworth Charleston
1 *McCabe, Jas., 82 Pitt "
2 *Robertson, Edward F., 8 Meeting "
3 *Smith, F. M., 158 Wentworth "
4 *Vincent, W. E., 30 Smith "
5 *Wagener, F. W., Jr., 179 Rutledge ave "
6 *Welsh, E. B., 310 King "
7 *Pelzer, R. S. Pelzer

Tennessee, 9—144

N. A. C. Wheelmen

008 Cain, Geo. W., 346 Pub. sq Nashville
9 Gray, Frank M., 226 N. Cherry "
10 Jordan, John L., c. Nash. Ath. Club "
1 Kircher, Albert J., c. Rankin Mfg. Co. "
2 Weakley, Ed., 503 Main "
3 *Emery, James Brown, 424 Washington Memphis

011 *Sandstreet, B. W., 171 Union Memphis
5 *Burrell, H. L., c. P. & B. Mfg. Co., Nashville
6 *Warren, Jesse T., c. P. & B. Mfg. Co. "

Texas, 29 — 208

Cleburne Cycle Club

017 Anderson, C. I. Cleburne
8 DeJarnette, W. Y. "
9 Hinds, R. G. "
020 Hickey, A. T., box 368 "
1 Hardcastle, R. D. "
2 Pitts, J. E., box 48 "
3 Pittman, H. T., box 180 "
4 *Walz, W. G El Paso
5 *William, J. F. "
6 *Trull, J. F. "
7 *Pronsally, A. "
8 *Stewart, U. S. "
9 *Pew, E. W. "
030 *Watson, Will. "
1 *White, Owen "
2 *Grandover, W. H. "
3 *Molinary, Joe. "
4 *Higgins, Frem "
5 *Latta, W. B. "
6 *Reckhart, D. W. "
7 *Falvey, T. A. "
8 *Davis, Waters "
9 *Douglas-Stewart, M. "
040 *Tomkins, R. E. Hempstead
1 *Culmore, Chas. A., 211S German Houston
2 *_Culmore, Mrs. Mamie_, 211S German "
3 *_Culmore, Mrs. Fannie_, 211S German "
4 *Thomas, R. L., 211S German "
5 *Woodruff, D. B., 211S German "

Utah, 1 — 122

046 *Moore, George W., 1 McDonald row Salt Lake City

Vermont, 1 — 59

047 *Robinson, Frank L., care of G. H. Charland Rutland

Virginia, 1 — 99

048 *Hutchinson, Geo. W., 202 S. Fayette Staunton

Washington, 1 — 72

049 *Grinnell, Harry M., 612 S. 12th Tacoma

West Virginia, 2 — 59

Mercer Cycle Club

050 Anderson, W. W., Princton ave Bluefield
1 Hawes, Herbert B., Bland "

Wisconsin, 53 — 912

A. C. C.

052 McNamee, George, 626 Union Appleton
3 Wambold, H. E. "

M. C. C.

4 Hopper, Ed., 6 Eli Marinette

Monroe Wheelmen

5 Manning, Elmer J. Monroe

Milwaukee Wheelmen

6 Mann, Walter D., Milw. Bag Co., Milwaukee
7 Mann, Franklin P., Milw. Bag Co. "
8 Tindell, H. M., 414 Broadway "

Neenah League Club

9 Havens, John, box 666 Neenah
060 Jensen, Christian, Columbian ave "

Pelican C. C.

1 Bingham, M. Rhinelander
2 Osborne, H. E. "
3 Stone, S. R., M.D. "
4 Schwartz, Sam., box 430 "

Mound City Wheelmen

5 Chase, Allen, Platteville
6 *Bradford, E. M. Augusta
7 *Cox, A. G. "
8 *Fletcher, E. L. "
062 *Hammer, Julius, box 113 Augusta
070 *Livesey, Chas. "
1 *Rogers, E. M. "
2 *Victory, W. D., box 43 "
3 *Williams, C. A., box 58 "
4 *Lamal, Peter, 616 W. 2nd, Ashland
5 O'Connor, Chas. J. Brandon
6 *Mohs, F. C. Hillsboro
7 *Cox, J. Harry, (Platteville, Wis.) Lancaster
8 *Brown, Fred M., 121 E. Gilman Madison
9 *Conklin, Wm J., 309 No. Mills "
080 *Genske, C. A., 23 So. Pinckney "
1 *Morely, H. L., 19 So. Pinckney "
2 *Meng, J. S., 23 So. Pinckney "
3 *Morris, A. B., 17 So. Pinckney "
4 *Varney, Rev. Chas. E. Monroe
5 *Boardman, F. S., 106 Grand ave Milwaukee
6 *Ford, Jas. E., 639 Washington "
7 *Hadley, Fred S., 528 Cass "
8 *Howe, George A., 1416 Cedar, "
9 *Harman, Henry, 514 16th "
090 *Patton, Ludington, drawer 15 "
1 *Scott, Dr. A. J., 428 Jefferson "
2 *Stoddart, Walter, 346 Broadway "
3 *Trout, Walter C., 548 Madison "
4 *Clarke, Almon, M.D. National Home
5 *Chrysler, Oscar, M.D. "
6 *Wilson, Francis J. "
7 *Cours, James M., box 44 Rhinelander
8 *Soule, Frank, box 294 Ripon
9 *Sterner, A. E., box 541 "
100 *Newbury, L. M. Sparta
1 *Smith, H. O. "
2 *Thorbus, Timothy O. "
3 *Bronson, J. J., box 116 Winneconne
4 *Strong, Harry T. "

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076 El Paso Cycle Track Club Texas
077 Pittsburg Wheelmen Kansas
078 Arlington Bi. Club New Jersey
079 Dixon Cycling Club Illinois
080 Cleburne Cycle Club Texas
081 Kankakee Ramblers Illinois

A Grave Joke.

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He does *that* "on the dead."

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Have different pilgrimages,
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Seventy-two ladies join the League this week.

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BEST SINGLE-TUBE TIRE MADE.

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Repairs made easy and certain, it being also

Cement Coated Inside

Preventing the Blooming of the Rubber.

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BLOOMFIELD, N. J.

NEW YORK SHOWROOM AGENCY

Miami Cycle and Mfg. Co.

1773 Broadway, New York City.

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Brooklyn, 552 Fulton Street
Boston, 182 Columbus Avenue
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QUERIES AND ANSWERS

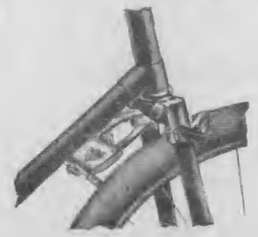
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" 2. Brake and Coasters, $1.75.
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Portable Stands or Rests, $1.00, weight, 5 ozs.

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5 *Burrell, H. L., c. P. & B. Mfg. Co., Nashville
6 *Warren, Jesse T., c. P. & B. Mfg. Co. "

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RICHARDS MFG. CO.
Brooklyn, N. Y.

Columbia Bicycles

Facts Popularity does not come without cause. Nothing but the standard quality that is invariably maintained in Columbia Bicycles could secure such indorsement as comes unsought to Columbias.



EVERYBODY'S CHOICE When The New York Journal offered the choice of its ten leading makes of bicycles recently to the ten winners of a guessing contest, *every one of the ten* selected Columbias. And The Journal bought ten Columbias at $100 each.

TIFFANY'S CHOICE When Tiffany & Co., the famous jewelers, desired to make an experiment with elaborate decoration of bicycles, they of course first selected a Columbia—and paid $100 for it. They have decorated other bicycles since, but Columbia was first choice.

CHOSEN by the GOVERNMENT When the United States Government recently asked for proposals for furnishing five bicycles, it received bids from other makers of from $50 to $85 and our bid of $100 each for Columbias, their invariable price. And the experts selected Columbias, as in their opinion Columbias were worth every dollar of the price asked.

If you are able to pay $100 for a bicycle, will you be content with any but a Columbia?

POPE MFG. CO., Makers, Hartford, Conn.

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity let us know.

THE L·A·W BULLETIN AND GOOD ROADS

Vol. XXIII. Boston, May 15, 1896. No. 20.



SPECIAL THEATRE HAT NUMBER

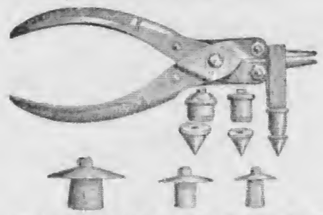


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PAID CIRCULATION, 44,496.

...EASIEST TO USE...

Does it's work quickly and perfectly. Repairs any sized puncture by one operation.



...THE SIMPLEX BICYCLE TIRE REPAIR TOOL

Mailed on receipt of price $1.75

Tapering Rubber Plugs

Are the ideal tire menders. cannot slip, cannot be punctured anew

Send five 2-cent stamps for Assorted Samples.

Dealers supplied in quantity at trade discounts. Manufactured only by

The Bicycle Appliance Co.

1004 Walnut Street,

Illustrated Booklet Free. Philadelphia.

The Latest, Most Practical and Best Thing for Wheelmen and Bowlers, is the

Patented Bicycle Sandal



With Electric Sole

For sale now by the following Jobbers:

HOSMER, CODDING & CO.,	Boston
WINCH BROS.,	
PARKER, SAMPSON & ADAMS CO.	
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GUTHMAN, CARPENTER & TELLING,	
R. P. SMITH & SONS,	
F. P. KIRKENDALL & CO.,	Omaha
C. GOTZIAN & CO.,	St. Paul
W. J. HOSTETTLER SHOE CO.,	Erie, Pa.
RINGER, KALMBACH & CO.,	Grand Rapids, Mich.
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Ask Your Shoe Dealer for

"Ball-Bearing"

Bicycle Shoe

No. 972

Made from "Prince of India" leather —tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.

C. H. FARGO & CO. (Makers)
CHICAGO

CORRESPONDENCE

A WOMAN'S VIEW.

BY LUCIE MCKEEN.



PERHAPS the women of the land will submit to the law proposed, and in at least one State enacted, by the tyrant man, having for its object the suppression of the theatre hat, but it is more likely they won't do anything of the kind unless they have to.

In the first place, women's idea, first, last and all the time, is to dress so as to please the men. They are willing to confess that some of the styles are outlandish, but the men like them.

Don't you believe it? Why? Because you've heard men say so.

Well, that does n't count for much.

Ever since Eve was a young lady, old enough to have beaux, men have been industriously and cheerfully lying about their likes and dislikes.

How they do rave, theoretically, over the good, plain, common-sense girl!

They tell you that the girl who eschews lacing, wears shoes without any heels to speak of, does n't spend her time "frizzing" her hair, and helps to do the housework, is the kind a man looks out for when he wants a wife.

Indeed! And does he?

Look the facts squarely in the face.

The very man who raves about the matchless worth of this plain, simple, useful girl, living on corn bread and doing a day's work every twenty-four hours, is just the man who passes the useful, mother-helping daughter by to wed a worthless, novel-reading, high-heeled, tight-laced, flashily-dressed butterfly, who has her breakfasts served in her room by her mother or her grandmother.

Men are forever poking fun at women for being such slaves to fashion, but they do not care to appear in public with them if the fair ones they are with are not dressed just as nearly up to date as others are.

Woman's dress is often very uncomfortable, but the torture of wearing it is endured for the sake of pleasing the men.

Now, as a matter of fact, most women accompany men to the theatre. If every man will see to it that the lady or ladies in his party do not offend by wearing unpardonably high hats, the question would be nearly solved.

If the ladies are given to understand that a display of millinery is not so pleasantly attractive as the play, they will do better. The woman who will wilfully insist on offending others, by wearing her mammoth hat, deserves to be suppressed.

It's all right for the men to make such laws if they must, but would n't it be better for every man to be a law unto himself and refuse to accompany any one to a play, the second time, who insists on wearing a big hat.

The good and true and noble men of the land do not indulge in horse stealing. Is it because there is a law against it?

The real ladies of the land will not wear high hats to the theatre. Will it be attributed to the fact that the law won't permit it?

A Lofty Motive.



THE ballet girls kick high, so that
The mortal bathed in woe,
Who sits behind a mammoth hat,
Can see some of the show.

THE theatre hat is not really to be blamed. It's the woman who wears it.

THE big hat is a matter of *fuss* and feathers.

IT IS easier to see through the plot of a play than it is the hat in front of it.

THE little bit of the play we see over the high hats is certainly above criticism.

IF THE ladies would take their hats off — and the *ladies* will — the stage won't need elevating.

$ DOLLARS FOR THE PRO. $

$1,500.00 in Gold For the Professional.

G. & J. Offer No. 16—$1000.00

To the professional rider who makes the **FASTEST MILE WORLD'S FLYING START RECORD** (as it will stand accepted Jan. 1, 1897), at a regular sanctioned meet or sanctioned record trial, paced or unpaced, in competition or otherwise, **ON A RAMBLER BICYCLE**, fitted with G. & J. Tires, we will

PRESENT $1,000.00 IN GOLD.

Offer No. 17—$500.00

Provided the same record is made, under same conditions, on *any* wheel, other than the Rambler, but fitted with **G. & J. Tires**, we will present the record holder with

$500.00 IN GOLD.

This will be one of the "hottest" of the G. & J. offers, and **NOW LOOK FOR FAST TIMES!** The **Rambler** boys have the best of it — naturally so, with the celebrated smooth-running Rambler bearings, in conjunction with swift G. & J. tires; but as G. & J. tires make *any make of wheel* several seconds faster, the other fellows will give the Ramblers a pretty "run for their money."

Are you a Rambler?

Gormully & Jeffrey Mfg. Co.

Agencies all over the U. S. A.

McKinley, Cleveland, Reed, Morton, Morrison, Carlisle, Allison, or Dark Horse?

The troubled politician, uncertain as to the eventual choice of the people of the country, may find a cheerful contrast in the solid unanimity of sentiment among the People of the Wheel, whose first and only choice of all the Cyclometer candidates is the unequalled, the unapproached "STANDARD." And the ladies — God bless them! — have a vote at ***this*** election.

The New York Standard Watch Co.

Makers of . . .

"The Best Watch in the World for the Money," . . and . .

The Best Cyclometers in the World at *any* price.

Driven to It.



WOMEN, if your hats were doffed
So men could see the stage,
The "lords" would not go out so oft
To quench their burning rage.

A WOMAN is not necessarily high-minded because she wears a high hat.

THE word hat occurs but once in the bible; the connection is interesting. Shadrach, Meshach and Abed-nego were bound up in "their hats and other garments" and were "cast into the midst of the burning fiery furnace." This fact should be enlarged upon to those who wear the sky scrapers. They were bound up in their hats, etc., and what? Why, cast into the fiery furnace! What could be more appropriate? How often has the theatre-goer wished that the party in front might be so bound up and cast as aforesaid, and yet did n't know that there was an illustrious precedent for it?

THERE was a girl in our town who never had a beau, but once upon a time her papa took her to the show, and when the play was started, why this girl took off her hat, aud, say! she always had dead loads of fellows after that.

HEY, diddle, diddle! The cat and the fiddle; the cow jumped over the moon, but if she'd jump over a theatre hat, she wouldn't get back till June.

CAN'T SEE THROUGH YOUR HAT.

EMILE PICKHARDT.

O, woman, you are very sweet
And man will gladly yield his seat
To spare your pretty, tired feet,
And gladly tip his hat to you,
Since admiration prompts him to;
And lots of other things he 'll do
His high esteem for you to show
And make you happy here below,
But one thing you should surely know —
Just think a bit when e'er your at
The play — pray but consider that:
Despite that he esteems you so,
He can't see through your hat.

Though high aloft your headgear tower
With ponpon plume and tropic flower,
Which, worn by you at proper hour,
Accentuate your every charm —
Thus working good instead of harm —
Your critics you can ne'er disarm
Till you can learn to see aright
And view the matter in our light
(Since we have only mortal sight)
Then please at least remember that
While at the play you sit and chat
Though we begrudge you no delight,
We can't see through your hat.

ISLINGTON, MASS.

"TRUTH is the highest thing," so Chaucer wrote. But Chaucer never saw a modern theatre hat.

THE average theatre hat is a bird (stuffed), a whole lot of flowers (artificial), and a blooming nuisance (genuine).

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

MAY 15, 1896.

OPENING OVERTURE.

Oh, woman! lovely woman! Nature made thee
To temper man: we had been brutes without you.
Angels are painted fair, to look like you:
There's in you all that we believe of heaven,—
Amazing brightness, purity and truth,
Eternal joy, and everlasting love.

Thomas Otway.



HOW often poets have sang and raved; artists and sculptors have drawn, painted, "sculpted," and gone crazy over "lovely woman" since the day when the first one was "snaked" out of the garden of Eden! Men of all races and nations have bowed down to her, and promised all sorts of impossible things to win her favor; she has pledged herself to "obey" untold millions of bewhiskered "smoke stacks," and never did it; but they have repeatedly forgiven her on the ground of reciprocity.

It is not the purpose of the L. A. W. BULLETIN to say aught which could tend toward the extermination of woman. We do not rate her with the gypsy moths or the Canadian thistle; on the contrary, we believe she should be fostered and encouraged, even though that has already been overdone in Massachusetts.*

* This State has a surplus of 83,525 female population.

Total number printed this week, . . . 48,000
Sent to paid Subscribers,. 44,496
Samples to Advertisers, Exchanges, etc., 3,504

Perfection is hardly to be expected, for since woman does not attain it where else shall we look? It has been said, by some brute, that "with all her faults we love her still, even though we seldom find her in that condition," but, with all her loveliness, we are sorry to record (with our elegant new type), the fact that she has one real serious fault. Of course we refer to the daring manner in which she has for years defied public opinion, — not exactly in the matter of head-gear, but in the hazardous disregard for consequences which enables her to wear it at the wrong time.

Now if a woman wanted to put on a two-story and basement hat, and sit down amid the chestnutty quietude of her own home, no one (that is, probably no one) would object. But *no*, she promptly takes it off and lays it on the table or a chair until she is ready to start for church or the theatre, then she gets under this aggregation of feathers, tropical plants, birds, etc., and stalks forth into the public domain.

In some instances (now, mind you, we say *some* instances so as to avoid too many inflammatory letters), her only idea seems to be that she has on a complicated array of millinery, which cost her hard-working husband more than he could possibly have lost by playing poker all night, especially on a ten cent limit.

She arrives at church and — but, of course, that doesn't count, as the minister always wears long black pants and — well they have often seen him before, any way; but at the theatre it is different: here she attracts most attention. She takes a seat, behind which are other seats also occupied by human people, and, with a nerve which passeth all understanding, she sits upright under the hat, and looks straight ahead, apparently all unconscious of the decidedly forceful fact that she is causing more unholy thoughts than can be neutralized by a whole Sunday of the most devout formality.

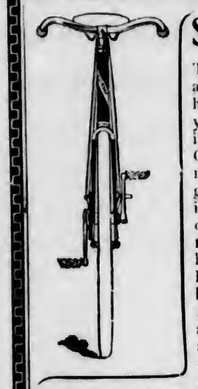
But it shows courage, either that or an utter and inexcusable ignorance, which latter we cannot accept as the reason. What man could go and sit in front of another with such an obstruction on him, and not expect it to be knocked off along with his head?

Not a Close Pick.



SINCE woman claims the right, we believe,
To pick her hat or bonnet.
Why, why, oh why! does she still leave
So many feathers on it?

IF YOUR hat is n't on straight, take it off.



Straight Goods

To give the buyer exactly what you agree to give him, exactly what he has a right to expect from the way you present your case, and to give it to him at **one price,** is "Straight Goods" — honest dealing. The man who has a flexible price, (bargains away his goods) is discriminating against one buyer in favor of another. That dealer either has **no confidence in his goods,** his profits are too high, or he has n't got the conrage to sell an **honest** article for an honest profit. More likely his goods are **not** such as would **inspire** confidence, and and **he knows it.** This kind of a dealer is not honest with himself, and a man who is not honest with himself might now and then "slip a cog" in his dealings with other men.

NEW CLIPPERS are honest bicycles sold at **one price— an honest price**— by people who have confidence in them. No club rates on Clippers; all treated alike.

....MADE BY THE...

CLIPPER PEOPLE,

Grand Rapids, Mich.



AMERICA "T" "TRUSS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

WE CLAIM EVERYTHING.



I HAVE decided, on this important occasion, to waive my well-known modesty and make the following statement, assuring readers of the BULLETIN, at the same time, that I am not only willing, but anxious, to stand whatever of praise or censure may properly belong with it. The first effort to regulate, by legislation, the wearing of hats in public places, originated in Boston. I was making an effort to get the local theatrical managers together, with a view to adopting, if possible, a universal rule which might result in allowing us to see the stage. All the managers were very much in favor of it, and yet none dared to agree to such a rule. (This illustrates a peculiar fact in reference to nearly all amusement managers. They become so used to catering to the whims of the public that they lose any individual independence which, in some other line, they might have exhibited. When the average amusement manager thinks of compeling a single patron to remove the obnoxious headgear, he thinks only of offending her, and seems to utterly forget the ecstasy which his action might cause among the number of people whose view would thereby be improved).

The idea of getting a State law passed was suggested to me by a famous Boston lawyer. With his assistance I got up a bill which was to be offered to the Massachusetts legislature. For reasons which seemed to be good at the time, the filing of this bill was put off until the afternoon of the last day on which bills would be received. Meanwhile, the proposed introduction of such a bill had been discussed in a column interview, published by the *Boston Globe*, weeks before our bill was filed. This conspicuous publication of the idea gave the cue to no less than seven other States, in the legislatures of which similar bills were introduced and acted upon before the hearing which was finally given on the Massachusetts bill. Our hearing resulted in an adverse report of the committee. And in this connection it might be interesting to state that I presented a petition, signed by fifteen hundred ladies, asking for the passage of the bill. Only one lady who was asked to sign this petition refused to do so. That was Kate Tannett Woods, and she agreed to sign it if I would add another section which would prevent men from going out between the acts. I explained to her that this tendency to go out was a legitimate result of the theatre hat, and that nothing was more likely to "drive men to drink." If we could exterminate the hat there would be no necessity for any law to keep men in their seats. She failed, however, to concur with me in this view of it.

A very peculiar fact was developed at this hearing, which may be interesting to those who elect by their votes legislative officers, whose duty we had supposed was to serve their constituency. I was informed by the chairman of the committee before whom this bill was heard, that if every lady in the State had signed the petition, that that would, in itself, be no reason why such legislation should be advocated by his committee. By asking several questions, I lead him to say that if every inhabitant of the Commonwealth were to ask for a law that he would still feel that he had a perfect right to report adversely.

I am glad to note that the legislature of Ohio has passed a "Theatre Hat Bill." If it works successfully in that State for the next few months, there can be no reason why a similar law should not be passed in every State. STERLING ELLIOTT.

STERLING "BUILT LIKE A WATCH" BICYCLES

Sterling Cycle Works

274-276-278 WABASH AVE.

...CHICAGO...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch, 314 Post St., San Francisco.

Schoverling, Daly & Gales, 302 Broadway, New York.

THE DANCE OF THE BONNETS.

CHARLES DUDLEY WARNER.

All up and down the brilliant house,
  Through Circle, Box, Parquet,
Sat rows and rows of waiting folk,
  Men, dames and damsels gay;
All with their bright, expectant looks,
Care-free as if in story books,
  Impatient for the Play.

At last the lights turned, sudden, low,
  The curtain upward went,
Each voice was hushed and garment's stir;
  With eyes and ears intent
Upon the sparkling, lovely scene
With elfs and fays the brooks between,
  Each eager face was bent.

But one, aghast, could nothing see
  Except a monstrous plume;
While three red roses high awave —
  From Paris skill abloom —
Before another's straining eyes,
With saucy tilt and savage size,
  Did loom, and loom, and loom,

And hard by this another sat,
  Meek soul, but now a-rage,
For two wide-spreading, fan-like wings
  Concealed just half the stage
Sometimes a player's head or hand
Or fragment of a dancing band
  Would fall within his gauge.

One dame, behind a ribbon tower,
  Felt honest, true amaze
That thoughtful she of tiniest toque
  Must thus be spoiled of gaze.
She knew not that her light aigrette
To eyes behind would only let
  Things pass as through a haze.

And so the dance began — to right,
  To left — to right again —
The flower, the feather, silken bow,
  The wing of bright bird slain.
O weird chasse! row after row,
The bonnets come, the bonnets go,
Till curtain drops and from the show
  Wend weary eyes and brain.

THE THEATRE hat should be put down — under the seat, or somewhere else.

THE THEATRE hat nuisance, like much of the trouble of this wobbly old world, has a woman at the bottom of it.

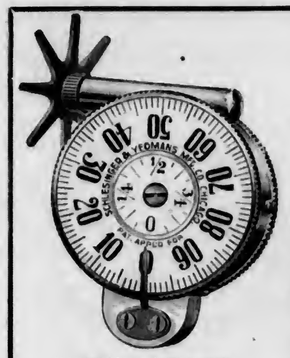


ILLUSTRATION ACTUAL SIZE.

A Marvel and Midget in Size and Weight.

A Beauty in Design and Appearance.

A Giant in Strength and Durability.

A Wonder of Completeness, Perfection and Accuracy.

Attaches to the Right Side of the Wheel.

A New Cyclometer! A Great Success!

A Novel Proposition to Riders:

Ten thousand miles, independent adjustable trip dial and fractional mile dial, all in an instrument weighing **two ounces,** and in size as **small as the smallest made.** Guaranteed to be superior to any other make, or money refunded, and the purchaser to be the judge.

The Climax Special Ten Thousand Mile Cyclometer

Price $1.50.

With Independent Adjustable Trip Indicator and Fractional Mile Dial.

Any rider having a cyclometer can trade his instrument for ours, and we will allow very liberally for the old cyclometer, set ours to the number of miles indicated by his, and allow him to try it thoroughly; should the same not prove satisfactory, we will refund the money and return the old cyclometer promptly.

If you want the most serviceable and neatest cyclometer, write for a circular and terms, and we know you will not regret it.

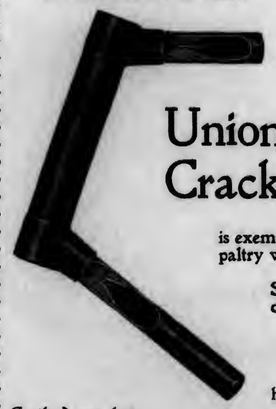
SCHLESINGER & YEOMANS MFG. CO.

Mention L. A. W. Bulletin.

125-137 Rees Street, CHICAGO, ILL.

The pale-faced lily has no thought of the morrow.

The sturdy cyclist, riding CRACKAJACK II, fears not break-downs to come.



He knows that

Union Crackajack II

is exempt from such paltry weaknesses.

See our frame constructtion —

Light, yet indestructible —

has a giant's strength.

Costly? yes, but

UNION QUALITY

ignores such a pinch-penny consideration.

A Choice Seat.



THE WOMAN who ventures to go to a play
With a towering, far-reaching hat on,
Has, so all the people behind her will say,
A nuisance that ought to be sat on.

THE FOSDICK BILL.

It is a just measure! A humane measure! A measure that will instill in the people of Ohio a love for the dramatic art the like of which is now unknown in any part of the country. Would that the legislature of Pennsylvania at its next session would do likewise. — *Philadelphia North American.*

POLITIC.

"Madam," began the man who believes in mild means of obtaining his ends, "I do not doubt that your shoes are such dainty little things that you have to wear a great big hat to make up the average, but you are — unconsciously — shutting off all my view of the stage — "

"Goodness gracious! I declare, I didn't know I was annoying you. I'll take it off right at once." — *Cincinnati Tribune.*



Waverley BICYCLES.

Are Built in the Largest and Best Equipped Factory in the World.

It is a very evident fact that notwithstanding the market is flooded with bicycles of all descriptions, good, bad and indifferent, at almost any price a purchaser wishes to pay, the Waverly continues to grow in popular favor, as it has ever since its manufacture was commenced. The volume of sales are increasing every day, making for it new friends and more firmly clinching the old ones. Our agents report that the call for Waverleys is far in excess of their anticipations and that they anticipate a still further increase later on, as many riders who were induced earlier in the season to buy cheap or untried wheels, are beginning to realize their mistake, and it is a question of only a short time when they are sure to want a reliable mount, in which case their thoughts will naturally turn to the Waverley. ***The Moral*** — Any bicycle dealer can understand.

INDIANA BICYCLE CO.

Eastern Wholesale Branch, 339 BROADWAY, NEW YORK.

General Office and Works, Indianapolis, Ind.

A Sacred Thought.

"Oh had I the wings of a dove!" sang she.
And I thought (and I guess it was pat)
If she gets them on next Sunday morning we'll see
The two of them pinned on her hat.

"CHARITY suffereth long and is kind," but it is oftener that long suffering produces unkindness which results in legislation.

"TALKING through your hat" originated with actors on the stage. They could in no other way talk to the people behind you.

"I NOTICED when I was in Germany," writes a Pennsylvania member, "that ladies are obliged to leave their large hats, and they can also leave their wraps, in a dressing room of the theatre, where they receive a check for them, the same as in the cloak-room in our hotels."

IN the hat line, a Pittsburg lady tells of an experience she had in New York, when there on a business trip. Being invited to attend the play and having no head gear with her, save the travelling, or street, hat she had worn from home, she thoughtfully uncovered, as soon as the curtain went up, and at the close of the entertainment was somewhat surprised, and not displeased, to have a gentleman, who sat in the row back, lean forward and say, "I beg pardon, madam, but I wish to thank you for a very enjoyable evening."

THE ROCHESTER

Combination Cleaning Rack and Holder.



As a Cleaning or Repairing Rack. As a Rest or Holder.

Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition. **PRICE, $1.50.**

Automatic Parcel Carrier.

Price $1.50.



Weighing only FOUR ounces with a carrying capacity of

Over ten pounds.

Automatic, Ornamental, Handsomely Nickeled.

Indispensable to every Cyclist.

For sale by All Dealers, or Holder and Carrier sent prepaid on receipt of price.

ROCHESTER BICYCLE COMBINATION HOLDER CO.,
ROCHESTER, N. Y.
145 POWER'S BLOCK.

THE RIGHT KIND OF TIRES

FOR SPEED

No. 75. Hartford Single Tubes. The standard racing tires. The kind Bald rode in 1895 .. ..

FOR PLEASURE

No. 80. Hartford Single Tubes. The standard fast road tires, delightful, buoyant, comfortable

FOR SECURITY

No. 77. Hartford Single Tubes. The standard tires for those who are willing to sacrafice a little speed for greater security from puncture. The ideal tire for tandems .. ..

FOR ROUGH SERVICE

No. 70. Hartford Single Tubes. The standard tires for rocky, hilly country .. ..

"IF IT'S A HARTFORD TIRE IT'S RIGHT"

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:

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17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES ARE GOOD TIRES



MORGAN & WRIGHT

CHICAGO

TO SEE OR NOT TO SEE?



Hamlet To b[e] not to b[e] that [t]he question:
Whethe[r] th[is]
The slings and arrows of outrageous fortune
Or to [take] against a sea of trou[bles]
A[nd] [op]ng, end them? [To]
N[o] y sleep, to say we
T[o] and the thousand na[tural]
Th[at] r to, — 'tis a consum[mation]
Devoutly [to] vished To die, — to sl[eep]. —
To sleep! [perc]ance to dream. — a[y] ere's the rub
For in that sleep of death what dreams may come,
When we ha[ve] coil,
Must give [us]
That makes
For who wo[uld] scorns of time,
The oppress[or's] rong, the [proud] man's contumely,
The pa[ngs],
The insolence of office, and the spurns
That patient merit of the unworthy
When he [him]ught his quietus
With [a] who would
To gr[unt] nder a w[eary]
But tha[t] something
The und[iscov]ntry, from w[hose]
No trave[ller] rns, puzzles the
And ma[kes] rather bear those [ills] have,
Th[an] t w[e]
Thus conscience does [not] make cowards of us

[Oph.] native h[ue]
with th[e] ought,
s of great [pitch] ent,
ard, their c[ourses] awry,
he name of ac[tion] you now!
The [fair] phelia! — Nymph, i[n] orisons,
[Be] ins remember'd
Op[h.] ord,
How does your honor for this many a day?
Ham [I] hank you, [it] ll, well
Oph. M[y] remem[ber] yours
That [I] long t[o]

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,791 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

What Will Happen?

Either the Tillinghast Patents will be sustained, or they will be defeated.

If they are sustained, every unlicensed manufacturer must pay to their owner all the profit he has made or by reasonable care might have made on his single-tube tires. By taking a license now, a manufacturer insures himself against this disaster, the price will remain where it is, and enought profit can be earned to enable him to make good tires.

If the patents are defeated, every one can make single-tube tires, and a few large manufacturers will sell them at a ten per cent. profit over a cost so low that no one else can compete without cheapening the goods. Result: no profit earned in manufacture; a market flooded with ill-made tires, and no wheelman assured that he can get back sound from a ten-mile spin.

Is not every manufacturer better off with a Tillinghast License?

NOTICE!

To parties desiring

ORIENT AGENCIES
... FOR 1897 ...



Having already secured sufficient agents for the disposal of our entire 1896 output, we are compelled to decline new business, but are open for arrangements for 1897 season, and solicit correspondence.

The above has no bearing on agents already appointed, and we shall take care of all orders on our books, or which may be placed by them during the season, and make shipments with all possible promptness.

Have you had our Photo Albertype Catalogue mailed you for 4 cents?

The Waltham Mfg. Co.

Main Office,
240 Broadway,
NEW YORK.
Factory:
Waltham, Mass.

BRANCHES:
New York, Providence,
Chicago, Cincinnati,
Philadelphia, Omaha,
Brooklyn, Springfield, Mass.
Boston, Waltham,
Denver, Lynn, Mass.
Detroit, Newark, N. J.
Buffalo, Kansas City, Mo.

Palmer Tires

give the rider confidence



THEY are the only tires you are sure of getting home on if punctured. Air will not escape for hours. *Palmer Tires* are the easiest riding, quickest repaired and fastest tires. They mark the high-grade wheel. They are expensive. Send for catalogue. PALMER PNEUMATIC TIRE CO., CHICAGO.

THE AUTOMATIC BICYCLE BALANCE

Easy to ride with "Hands off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest. Write for Circular and Trade Prices.



Weighs only 2 ounces.
Entirely nickel plated.
Adjustable to any Bicycle.

Price, $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St. New York.

When ordering your wheels REQUEST that they be fitted with

Hunt
BICYCLE SADDLES
WESTBORO, MASS

Her Highest Design.

The man who is honest is free to confess
(If he 's been to the opera) that
Woman's loftiest aim is not centered in dress,
But in her tall theatre hat.

AS OTHERS SEE THEM.

In the multitude of counsellors there is safety. — *Old Testament.*



REALIZATION of the fact that the theatre hat question is a very broad, as well as a very high, one, prevents us from passing upon the ultimate disposition of the evil without first giving others a chance to present their views of it. The views given herewith are for the most part those obtained from a seat just back of the offending article. They were written to the editor of the L. A. W. BULLETIN in response to the inquiry:

Should persons, while occupying seats in a public auditorium, be allowed to wear any apparel which would unnecessarily obstruct the view of others sitting behind them?

The opinions expressed range "from grave to gay, from lively to severe," the most of them coming under the latter classification.

SENATOR JOHN SHERMAN.

Whose mature years and extensive observation entitles his words on this subject to gravest consideration, writes:

"How can they* sell such a grand wheel† for $75, and yet treat their agents so handsomely?"

* Edw. Oliver & Co., 23 Park Row, New York.
† The Elmore Bicycle.

I think no one, man or woman, ought to be admitted to a public auditorium wearing apparel that will necessarily obstruct the view of others sitting in the rear.

Suitable regulations to prevent a public inconvenience should be made and strictly enforced.

JOHN SHERMAN.

W. D. HOWELLS

Has made character study his life work. He should, and no doubt does, know all about the inalienable rights of men and women. His pen has created so many women that he can tell just what a lady should be like and what she should do. His answer to the question above referred to is brief and to the point:

Certainly not. They should be subject to a suit for damages.

W. D. HOWELLS.

CHARLES A. DANA

Has gotten far enough along in life to know what 's what. In his usual terse and forceful way, he sizes the big hat question up as follows: —

It is a question of good manners, and possibly of local police. If the managers of public amusements can't regulate it, let people stay away from their places.

C. A. DANA.

REV. MINOT J. SAVAGE,

Whose long and brilliant career as a minister of the Gospel has given him the very best of opportunities for studying that peculiar quantity known as "the public," puts the question in so clear a light that any one may see it correctly. That is, any one whose moral view is not obstructed by the wearing of a mammoth hat.



For all Wheeling Purposes.

HODGMAN Single-Tube TIRE

Hodgman, A, for Speed,
The fastest road tire made.
Hodgman B, for Pleasure,
General touring and road use.
Hodgman C, for Service,
In all around hard usage, on all sorts of roads.
Hodgman AA, for Racing,
The tire that beats the world.

Write for Free Booklet.
Send 10c. for Hodgman Rubber Tire Button.

HODGMAN RUBBER CO.
459-461 Broadway, New York.
Atwood Building, Chicago. 135 Essex St., Boston

McCune Cycles.....

NONE BETTER

Send for Catalogue.

EVERETT CYCLE CO.

Everett, Mass.

Agents Wanted.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896



MODEL B.

Model A registers 1,000 miles and repeats, weight, 2¼ oz. Price $1.00.

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Model C registers 10,000 miles and repeats, weight, 1¼ oz. Price, $1.75.

TRENTON WATCH COMPANY,

TRENTON, N. J.

3300 MILES ONE OILING

But then, you had better oil oftener, say every thousand miles.

The Self-Oiling Bearings of

The Wolff-American High Art Cycles

Are exclusively on these wheels.

R. H. WOLFF & CO. (Ltd.)

Makers,

Foot 118th, 117th, 116th St and East River,

NEW YORK CITY.

DISTRIBUTING AGENTS: The Horace Partridge Co., Boston, Mass. J. E. Norwood, Baltimore, Md. J. S. Malone, Garfield Bld'g, Cleveland, O. Fletcher Hardware Co., Detroit, Mich. Von Lengerke & Antoine, Chicago, Ill. Joseph Horne & Co., Pittsburg, Pa.



....There is **Strength** in every part of the

The "Rigid Rialto"

And grace in every line. Want a Catalogue?

CONTINENTAL CYCLE CO.

15th St. and Western Ave., Chicago.

THE DAVIS SUSPENSORY. The Bicycle Rider's Friend.



It positively prevents **Chafing.** It does not bind, cut or draw, as it pulls even from every point. The sack is of fine silk fabric, made especially for the purpose, and will not get out of shape. The silk sack allows free circulation of air, and is cool and dry. The very best web is used in its construction, combining strength with durability and lightness. It is easy of adjustment and no inconvenience to the wearer. The silk sack is more durable than the material used in any other suspensory made. Sacks made in three sizes, small, medium and extra large. In ordering single suspensory, give waist measure and size of sack.

Price, Cotton Trimming, Silk Sack, $ .50
" Silk " " " 1.25

Post-paid. If your dealer does not carry these goods, send to us.

DAVIS, HOPP & CO., 358-366 Dearborn Street, Chicago.

After I have paid for an opportunity to see and hear in a public hall, it seems to me very clear that no one has a right to steal it from me. Sincerely, M. J. SAVAGE.

JAMES WHITCOMB RILEY,

The poet of the people, is as dainty in his arraignment of the fair sex as he is in the arrangement of his matchless rhymes. He writes:

Draughty theatres and tendency to "colds" may account for many instances of the objections implied; therefore, if you will as kindly overlook my opinion as I overlook the hat, I will venture to say that only the wearer can righteously decide the question.

JAMES WHITCOMB RILEY.

ISAAC B. POTTER,

Whom all the world knows as the Chief Consul, New York Division L. A. W., and the man who pushed the Armstrong bicycles-as-baggage bill to success, treats the question from the legal standpoint of justice and equity; and, speaking of draughty theatres, reminds us that Mr. Potter should know something of their evils, for when he removes his hat the once flowing locks now so unanimously flown makes it easy for him to read his title clear to mansions in the skies, and for those back of him to wish his style of not wearing his hair at the play might become permanently contagious. He answers the question thus:

One person has no more right to unnecessarily prevent another from seeing the things he pays to see, in a place of public amusement, than he would to unnecessarily interfere with his eating the dinner that he pays to eat at a public hotel. ISAAC B. POTTER.

14 Models. All Sizes, Styles and Prices.

BICYCLES

Parties located in any of the following territory, who desire agencies for the Lovell Cycles, or wish to obtain catalogues describing these machines, will receive prompt attention by applying to the general agents mentioned below:—

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Pennsylvania, Delaware and New Jersey, south of Trenton. E. K. Tryon, Jr. & Co., Philadelphia, Penn.

Illinois. The Henry Sears Co., Chicago, Ill.

California. Smiths' Cash Store, San Francisco, Cal.

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JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of **Lovell Diamonds, Lovell Special,** and **Lovell Excel Bicycles.** See the Lovell Adjustable Handle Bar. Best on Earth.

The World Famed **Humber Cycles**

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

Hold more records than all other makes combined . . . . .

Enjoy the most discriminating class of patronage in all parts of the civilized world . . . . . .

Why? Humber Quality.

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Manager Director.

WESTBORO, MASS.

New York Salesrooms,
318 Broadway Fifth Ave. and 42d st.

Brooklyn Salesrooms,
545 Fulton St. 1313 Bedford St.

Baltimore Salesroom,
111 North Charles Street.

Branches in all parts of the civilized world.

GEN. ROY STONE,

The recognized and official head of the good roads movement in the United States, says:

I must say I am very much pleased with the crusade you are making against obstructions to the comfort of theatre-goers, ROY STONE.

GOVERNOR LEVI P. MORTON

Takes a conservative view of the question, which might lead one to believe that he is not a close student of the drama, and hence can suffer to have the stage eclipsed by a dark feathery opaque mass of fuss and feathers without that extreme anguish of spirit which overtakes one of highly strung temperament. His private secretary writes:

Governor Morton desires me to say that while he is aware, from public agitation of the question, that permitting ladies to wear high hats in theatres and other public places causes annoyance to many persons in the audience, he believes that it is a matter which can scarcely be settled by legislative action, but rather by the force of public opinion.

Very respectfully,
ASHLEY W. COLE, Private Secretary.

SUSAN B. ANTHONY,

President National American Woman Suffrage Association, has also a tender regard for the rights of man, poor man. Without any equivocation, she says:

The big, tall hats in a public place are a nuisance, too great to endure, and the trailing skirts for every passer-by to step upon, are another nuisance quite equal to that of the hat, and in every possible direction the attire of women seems to be planned for show rather than for utility. The dress is

The Orange Universal Supporter.

THE BEST IN THE MARKET.



Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I. Brockton, Mass.

An Aluminum Souvenir Watch Fob



Mailed for 26 cents. The phenomenal and unprecedented success of **Indiana Chain** is certainly due to merit. Write for prices.

INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.

Kindly mention L. A. W. Bulletin. **M. & M. W. Co., Chicago.**

ODORLESS AND CLEAR AS CRYSTAL.

CYCLOIL *The Best Lubricant. The Best Lamp Oil.*

Prevents rust, cannot gum, burns brilliantly, does not jar out.

25 cents per 8 ounce bottle.

Ask your druggist for it, or write to

McKesson & Robbins, 91 Fulton St., New York.



A Hundred Dollars for a Wheel!

... NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our Catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

.. 1896 ..



CUT SHOWS FULL SIZE.

Better Size. **Better Quality.**

Same chain graphite as before, but other ingredients are new and improved.

Convincing Proof.

Every bicycle rider in the United States, and many who are not riders, will recognize the writer of the following letter.

JOS. DIXON COMPANY, Jersey City, N. J.

Warsaw, Ind., Jan. 14, 1896.

Dear Sirs:

You may be interested in knowing that I used your bicycle chain graphite *exclusively* during my 21,000 mile ride around the borders of the United States, and that it gave me *entire* satisfaction, as is evidenced by the fact that, as stated, I used it to the exclusion of various other makes which were tendered me free. It saved me much hard work, as its application never failed to cause an easy-running chain.

Yours truly,

TOM W. WINDER.

If your dealer does not keep it, send 10 cents for sample. It will pay you.

Joseph Dixon Crucible Co.

JERSEY CITY, N. J.

The Improved . . .



STANDARD

Rubber Cushioned

SPRING SADDLE

Price, $4.00.

With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and and a perfect seat. Made for ladies and men, and meets all hygienic requirements.

Schlesinger & Yeomans Mfg. Co.

125-137 REES STREET, CHICAGO, ILL.

Mention L. A. W. Bulletin.

The Craig Automatic Pneumatic Saddles

Pat June 11, 1895.

Made with two air cushions that communicate through a **very small hole.**

The Best Saddles Made.

It is the **little hole** that does the business.

Made in four styles. No springs used.

Write for Circular A.



The Craig Cycle Saddle Co., Lawrence, Mass.

an expression of the spirit within, and when that spirit is in bondage, the expression of it can be in no other form than that of bondage, whether it is the Chinese shoe or the unseemly hat, the pinching corset or the trailing skirt.

Sincerely, SUSAN B. ANTHONY.

ALICE STONE BLACKWELL,

Recording Secretary of the National American Woman Suffrage Association, also speaks in no uncertain tone regarding the theatre hat evil.

It is thoughtless, selfish and wrong for persons in a public auditorium to wear head-gear which needlessly obstructs the view of others sitting behind them; but I am not sure that the matter is one which can advantgeously be dealt with by law. ALICE STONE BLACKWELL.

MAJOR McKINLEY, MR. THOS. B. REED AND EX-PRESIDENT HARRISON

Expressed regrets, through their private secretaries, that they were all too busy to offer an opinion on the subject of the theatre hat. The fact that a national political convention is to be held in the not very distant future gave the hue of entire probability to their statements.

BELOVED MARY.

Mary had a little hat
She wore it every day.
For had she put her big one on,
Folks could 'nt see the play.

"What makes those folks love Mary so?"
The neighbors all enquired;
Why, Mary thinks of them, you know,
And does'nt make them tired.

Old Features of Standard Excellence

New Features of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES.

Popular with all who appreciate superiority in bicycle construction.

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Eve Never Did.

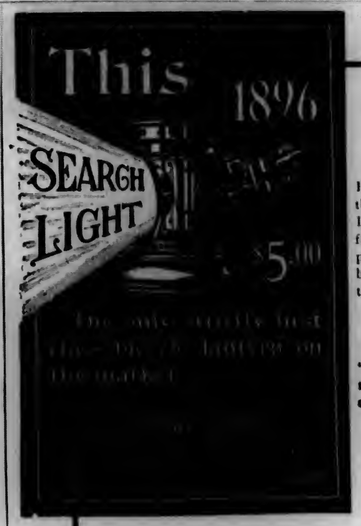
We can blame, if we will, on our poor mother Eve,
All the woes that we suffer to-day;
But she did not establish the style, we believe,
Of wearing big hats to the play.

FAIR OFFER. — In the middle of the third act the young woman with the big head-dress turned around in her seat and spoke to the youth immediately behind her. "Sir," she said, "if you will change your brand of chewing gum, I 'll take off this hat. I 'm getting tired of that wintergreen fragrance." — *Ex.*

THE spring hats will be towering mountains of mauve and nut-brown straw, with filmy loops and soft rosettes of mulle, with a full frill of lace around the crown, which, in many instances, will he surmounted with twenty-six pink roses and the long, spreading tail of the bird of paradise. — *Times-Herald.*

SAUCE FOR THE GOOSE, Etc.

If the theatre-goers are to be protected in their rights to an unobstructed view of the stage, let them also be protected in the right to hear what is said on the stage, undisturbed by the tramping of many feet, and the rattling of chairs by the returning hosts from clove-hunting expeditions. — *Wheeling Intelligencer.*



Wheeling at night,
With a "Search-Light,"
—is a pleasure,

BEWARE OF IMITATORS.

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows — always leads.

Send for Catalogue No. 72.

Unlike all others. Keeps the chain bright as well as lubricated; will not soil hands or clothes; will not collect dust and dirt.

TRADE MARK
A. L. C. MICA CHAIN LUBRICANT

Sample stick, 10 cents.

ALLERTON LUBRICANT CO., 710 Old Colony Building, Chicago, Ill.

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For Men, Women and Children. Catalogue free. Quick Sales. Big Profits to Agents. A. U. Betts & Co., 120 Water St., Toledo, O.

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Of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut. These maps are handsomely colored, and show all the roads and points of interest. For sale by the dealers, or sent by mail by the publishers. Price 25 and 50 cents. Send for catalogue.

GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.

We manufacture LAPEL BUTTONS

Badges, Advertising Souvenirs, Pure Aluminum Novelties.

Agents make money selling our Aluminum Pocket Combs. Sample by mail, 20 cents.

THOMAS M. GOODWIN,

425 Plum Street, Cincinnati, Ohio.

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PRIZE MEDALS
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SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

You will do



twice the work with half the effort after a bottle of

Evans' Ale or Brown Stout.

Just try it!

At all Clubs, Restaurants and Hotels.

C. H. EVANS & SONS,
Brewers and Bottlers,
HUDSON, N. Y.

Milwaukee Beer

IS FAMOUS

PABST

PABST MILWAUKEE

Has made it so.

Then insist on having

Pabst Milwaukee



ONE OF THE RESULTS OF THE THEATRE HAT.

Thought at the Play.

Oh, woman, woman! we desire
To kindly tell you that
We would esteem you higher
If you 'd wear a lower hat.

A LADY who keeps her big hat on at the play is no gentleman.

GEORGE WASHINGTON never wore a big hat in the theatre.

IN CASE of doubt, take off your hat.

HATS off, gentlemen (and ladies)!

A WOMAN'S glory is in her hair and not in her theatre hat.

A BIG hat causes headache. Your head will feel better if you take it off. We mean, take your hat off.

IT IS in the theatre rather than the church that passing the hat causes the most distress.

THE **TRANSIT**

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston,
Salesroom, 44 Columbus Ave., Boston.

"Gendron" Bicycles
Truest Bearings
Most Rigid Frame

Much Hard Pedaling...

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy-Running

Gendron..

Send for Catalogue.

Gendron Wheel Co.
TOLEDO, OHIO.



The "Hub" Clip.

Made of best quality Bessemer Spring-steel Wire, heavily nickel plated. Weight, 2 ounces per pair.

Strongest and Lightest.

$1.00 per dozen pairs, express paid.
Sample pair by mail, 15 cents, postage paid.
Write for special gross price.
Place orders early to insure prompt delivery.

MANUFACTURED BY
H. C. HIGGINS & CO. 159 Pearl Street Boston.



Free! Free! Free! Free

A WAVERLY BICYCLE

Send fifteen cents, silver, for a sample tube of Wood Rim or Rubber Cement, and find out all about it.

Have you the Red Man Button? Send three two-cents stamps for it to

W. MYLES,
P. O. Box 271, Bridgeport, Conn.

We Just Can't.

Let women do whate'er they may
We 'll pardon them by hook or crook,
But wearing big hats at the play
Are wrongs we cannot overlook.

HATS AND TEMPERANCE.

A famous woman's rights woman, who was asked by the writer to indorse a protest against the high hat indoors, said: "I will, if you will combine with it a protest against men going out between the acts." This voices a general impression that the "going out nuisance" is a disease by itself, when it is really but a symptom of the "hat trouble." Men go out mostly to drink and smoke, — two habits which they acquired for the express purpose of drowning sorrow.

Nothing generates sorrow like the obstructive hat, and hence the remedy suggests itself.

Remove the hat and the men will stay in and be happy.

EVEN the bald-headed men are not allowed to wear hats while attending the play.

TAKE off your hat and stay awhile.

BIRDS of a feather flock together, but women with big hats sit all over the house.

THE discarding of the theatre hat would certainly take a great load off of woman's mind.

To the theatre hat: "Come off!'

DON'T hide your light under a bushel, nor your head under a theatre hat.



THE PROPER PLACE FOR IT.

The Spencer Brake ✦ **Solves the Problem**

...IT...

Weighs only a few ounces.
Applies at the Crank Axle.
Operates by turning the Grip.

IT IS INVISIBLE **IT IS UNBREAKABLE**

Wonderful! Yes, but thoroughly practical and strictly mechanical—proven by a season's use. It is now recognized by experts as revolutionary, and certain of universal adoption.

SEND FOR CATALOGUE.

You can get it now without extra charge, but only by buying your wheel from us. Do not buy before investigating.

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THE SPENCER BRAKE CO.

140 Chambers Street, NEW YORK.

Prices quoted to cycle makers.



3 "THREE IN ONE" COMPOUND. FOR BICYCLES AND GUNS

LOEW **10,000 MILE CYCLOMETER,** With Independent Trip Dial. Price, 90 cents each. **CAPITOL MFG. CO., Chicago, Ill.**

GOING OUT OF BUSINESS FAMOUS Scorcher SHOES $1.50
D.E. HOSE SUPPORTES 25¢ PAIR
SENT FREE OF CHARGE. D.E.T. CLEAT CO. 302 WASH. ST. BOSTON



SCARF OR STICK PIN.
Sterling Silver Bicycle.
Send 18 Cents in Stamps.
Cat. of Jewelry FREE.
McRae & Keeler. Attleboro, Mass.



NEW CELLULOID L. A. W. LAPEL BUTTONS.
12 cents each; $1.00 dozen.
Gold Plate Buttons or Pins, 25c., 50c and 85c. each.
Solid Gold Buttons or Pins, $1.00, $2.00, $2.50, $3.00 each
Mailed on receipt of price.
BADGES, FLAGS AND BANNERS.
The Boston Regalia Co., 7 Temple Pl., Boston, Mass.



HOW FRANCE SAT ON IT.

That the war on the theatre hat, already an old story on this side of the water, has only recently begun in Paris, is not an evidence that the French have been more patient than we. The reason is that only recently have women been admitted to the orchestra chairs of the Parisian theatres at all. In the boxes they were in their own place and could wear what they chose. In the galleries the inconvenience caused by their hats was slight, because the sharp slope of the floor raised each successive row of seats considerably higher than the row immediately in front of it. But within recent years, every theatre in Paris, except the Palais Royal, has abandoned the old custom. As soon as the women began to invade the orchestra, men began to be annoyed by their big hats, and instantly took sharp measures to abate the nuisance. The management of the foremost theatre in the world, the Comedie Francaise, felt none of the scruples which make American managers timid in this matter, and at once took the proper action. They ordered that women in the orchestra stalls must not wear hats of any sort, big or little, and they enforced the order. When a woman forgot to remove her hat, the "ouvreuse" politely called her attention to the regulation. If the hat-wearer declined to obey, the price she had paid for her seat was returned to her, and she was directed to leave the theatre. That settled the big-hat question at the Theatre Francaise in short order. Every American manager could settle it as quickly in his own theatre if he chose.

Managers of other Parisian houses, less courageous or more dependent on the public for support than the subventioned State theatre, sought to accomplish their object by various indirect means. One very ingenious and effective device is worth describing. It was adopted at the Theatre de la Republique. Just before the time for raising the curtain one of the actresses of the company, elaborately dressed, with an immense picture hat, and sleeves excessively "bouffantes," sailed down the aisle and seated herself, taking care to attract as much attention as possible, in a conspicuous place in the orchestra. Immediately behind her was one of the actors. He showed great annoyance, and finally courteously requested the actress to remove her hat. She treated his request with manifest contempt. He persisted. She replied with an impertinence. Their voices, as the colloquy proceeded, were "unconsciously" raised. Their words became audible all over the house. The public grew deeply interested. The actor, though insistent, was reasonable and carefully courteous. The actress played the part of an angry, vulgar and unreasonable woman to perfection. The audience sympathized with the courteous gentleman, ill-used and insulted by the "brazen creature." Cries of "Otez votre chapeau" resounded from every part of the house. The manager appeared upon the scene. He requested the actress to remove her

Bicycle Suits for Men...



One of the most remarkable offerings of the season.

They are made of excellent grade mixed cloths, sewed throughout with silk, and are among the most perfect fitting Bicycle Suits on the market. The bloomers have two hip, two side, and two watch pockets, and are reinforced. The coat has four patch pockets and the seams are piped.

We have made an extraordinary effort to provide an exceptionally good suit at the very low price of

$3.75 each

We will send a Booklet, containing samples of materials, to any address upon request.

STRAWBRIDGE & CLOTHIER,

PHILADELPHIA.



(Shows pelvis as it rests on the Christy saddle.)



(Shows pelvis as it rests on the ordinary saddle.)

CHRISTY... ANATOMICAL SADDLE

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

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A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.



A BOON TO CYCLISTS. NO MORE SAGGY TIRES

BASCH'S SUCTION BICYCLE VALVE CAPS.

PREVENTS Leakage from the Valve
Loosening of Metal Valve Cap.
Dirt accumulating between tire and rim,
Keeps the Valve clean. Fits any Valve.

Ask your dealer for them or send 10c. for sample to

Agents Wanted. **D. BASCH, 12 Waverly Place, New York.**

IT'S DIFFERENT The 20th Century HEAD LIGHT. BICYCLE

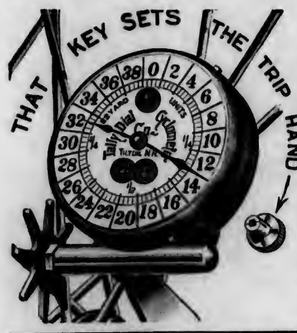
FOR SALE.— Photographic Outfit which cost $150; or will exchange for first-class Ladies' Bicycle. F. R. Gilbert, P. O. Box, 3217, Boston.

Superintendent and Assistant Superintendent . . . .

Cycle Works Wanted.

A prominent Eastern Cycle Manufacturer wishes to secure by the end of this year a thorough and experienced practical Superintendent and Assistant Superintendent for the manufacture of high grade cycles. Applicants must occupy such a position at the present time and must have a long experience, and be of unquestionable ability. Any communications will be treated strictly confidential.

Address, stating full particulars, "Cycle," Post-office box 822, New York City.



Two Cyclometers in One.

The Tally Dial Cyclometer keeps your **season's record and daily trips in plain sight on one dial.**

For example: cut shows, **season's record** of 143 miles; short hand, a fraction of a little over ¾ of a mile; and **long hand,** your **trip** or **daily mileage** of 13 miles. **Set the trip hand by the key,** which may be **detached** or **left on the back of the cyclometer,** as you prefer. Ask your dealer for it, or we will send you one on receipt of $2.00, and if not satisfactory after a week's trial we will refund the money.

TALLY DIAL CYCLOMETER CO.
TILTON, N. H.

U. S. CYCLOMETERS (Model '96)
ODOMETERS and LAMP BRACKETS

For Carriages. **Detachable.**



FULL SIZE.

ABOVE READS 4652⅞ MILES.

10,000 MILES.
WEIGHS 1¼ OUNCES.
ONE INCH LONG.

Attaches on Right Side.
Repeats or may Easily be Set.
Reads Plainly from Saddle.
Made for 20, 22, 24, 26, 27¼, 28 30 to 46 in. Wheels.

Guaranteed accurate and will be repaired or replaced free of charge in case of accident.

Cyclometers . . . $1.50
Odometers . . . 2.25
Lamp Brackets . . .25

U. S. MANUFACTURING CO.
FOND DU LAC, WIS., U. S. A.

Keep Your Head Cool

The Columbia Ventilated Bicycle Cap

A perfect circulation of air about the head. No perspiration streaming down under the band, blinding the eyes.



Patented Feb. 11, 18[illegible].

Your dealer or hatter will furnish them, if you insist, in all styles of material. Patented and Solely Manufactured by

HIRSCHBERG & CO., 15 and 17 Waverly Place, New York City.

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & CO.
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price list of uniforms.

STOLEN. A '94 model New Mail bicycle, No. 23,263. Garford Saddle, Palmer tires, cyclometer, toe clips, tool bag, and a bag of telephone tools. Notify ROBERT MELLETT, 13 Cambridge street, Boston.

The Juniata Bicycle

Are built as they should be. Ask your dealer about them.

H. H. LANE MFG. CO., Huntingdon, Pa.

Send for Catalog. New York Office, 505 Broadway.

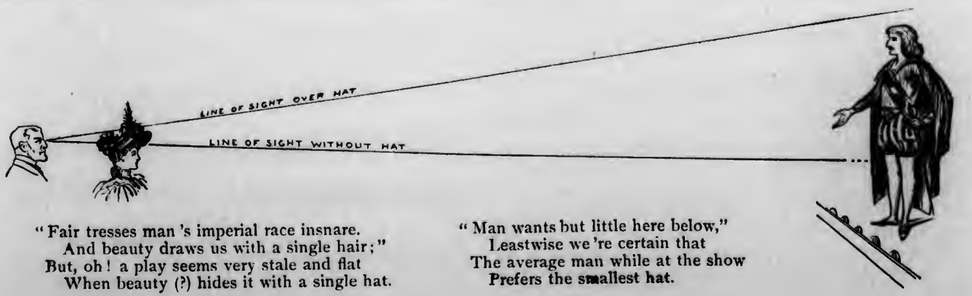
hat. She refused. He offered her the money she had paid, and requested her to leave the house. She refused vociferously, and was, finally, forcibly removed in the most ignominious manner. This object lesson was always effective. Before the climax of the unpleasant scene every last woman in the house would have her hat in her lap. The little comedy, with modifications and changes of cast, was repeated as often as it was necessary. It soon ceased to be necessary. The custom of removing the hat had become firmly established among the feminine patrons of the Theatre de la Republique. So by one means or another, the big hat was speedily banished from about every theatre in Paris.— *Rochester Chronicle.*

COMB your hair and take your hat off.

THIS theatre hat subject is a pretty big one.

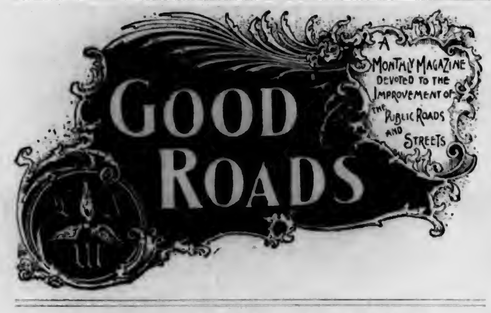
TRADE NOTES

MR. CHANNING ELLERY'S PARTY, six gentlemen, sails June 24. Absence, three months. Price, $550. Two places vacant. No. 228 W. 38th St., New York.



"Fair tresses man 's imperial race insnare.
And beauty draws us with a single hair;"
But, oh! a play seems very stale and flat
When beauty (?) hides it with a single hat.

"Man wants but little here below,"
Leastwise we 're certain that
The average man while at the show
Prefers the smallest hat.



PLAIN TALK FROM A FARMER.

JAMES BARTON ADAMS.

Now look here, Mister Congressman, I worked fur you last fall, an' pulled a mighty lot o' votes acrost the party wall. I turned the other feller down in my township, you bet, an' I've an idee but fur me you'd be plain Mister yet. I made some rattlin' speeches every time I got a chance, an' talked to them ol' farmers till they trembled in their pants; an' when the votes was counted we jes' split our whoopin' throats, fur you had more majority than Robinson had votes.

Considerin' all this, I think I've got a right to say what sort o' legislation we're a needin' wust to-day, not only here, but everywhere in all the 'tarnal land, from Maine's big rocky hills to Californy's golden strand. I'm goin' to talk United States as plain as I know how, an' I'm a chinnin' now fur every man that holds the plow by tellin' you, as sure as there is 'taters in the hill, if you don't work fur better roads we'll git a man that will!

You're 'propriatin' money fur all sorts o' useless truck, fur dredgin' creeks an' rivers that 'd scurcely float a duck, fur pensionin' rich widders, an' fur buildin' ships o' war (not havin' any enimies, what do we need 'em for?) You're votin' publick buildin's at a mighty lively rate, jes' fur to raise the value of surroundin' real estate, an' while you're there a squanderin' the nation's golden blood, the farmers o' the country are a flounderin' in the mud.

When any cussed railroad wants a finger in the pot, a grant o' land or franchise, doesn't make no difference what, you ain't a morsel delicate 'bout featherin' their nest. They simply press the button, an' you fellers do the rest. But when the toilin' farmers make a sort o' modest play, you plug yer ears with cotton, an' you look the other way; but when you're 'lectioneerin', then yer talk's as soft as mush, yer promises 'd make ol' Bible Ananias blush!

You know the toilin' farmer is the backbone o' the land; the welfare o' the country lies right in his horny hand; he feeds the hull durn nation, keeps it in its bread an' meat, an' all the other proper truck fur Christian folks to eat. He toils when you're a loafin', he's at work when you're asleep, he sows the seeds o' livin' fur you city folks to reap, an' when he asks a little show to git his stuff to town, you fellers there in Congress jes' perceed to turn him down.

You know in rainy weather we kin neither plow nor sow, an' that, of course, is jes' the time when farmers ort to go to market with their farm produce: fur when the weather's fair the growin' crops is needin' every minute o' their care. No matter how it's rainin', if they have a solid road they'd all go to the market with a profitable load; but now in dampish weather they jes' set an' twirl their thumbs, an' spend the time a cussin' you ol' legislative bums.

I tell you, sir, the farmers are at last upon the track; they're gittin' 'tarnal tired o' this here rippin' up the back, an' sick o' bein' kicked about, jes' like a lot o' toads, an' now, by the Eternal, they're a goin' to have some roads. So I jes' want to tell you in the plainest sort o' talk; if you don't mind yer knittin' you're a goin' to take a walk. Jes' shed yer coat an' hustle fur a proper good roads bill, or, by ol' Gineral Jackson, we will git a man that will!

MUD is physical and industrial immorality.

COME in out of the mud.

GOOD drainage is the first requisite for good roads.

HAVE sand enough to insist on making your roads good.

THE AMERICAN WHEELMAN

PRICE 10 CENTS. PUBLISHED EVERY THURSDAY. 25 NEWSSTANDS

The Only Daily Cycling Paper Published
In the English Language.
First number will be out SUNDAY, MAY 24.
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League of American Wheelmen

.. Official Department ...

Boston, May 15, 1896.

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12 PEARL STREET, - - - BOSTON, MASS.

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Size of cut. Enameled front in colors. Mailed to any address for thirty-five cents.

OFFICIAL LAPEL BUTTON.

Mailed to any address for twenty-five cents. The same button with catch pin for ladies' use. This button sent free to members in States where the League has no organization.

Send orders for the above to

ABBOT BASSETT,
12 Pearl St., Boston Mass.



RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached.....

Bulletin will be stopped at date of expiration. You have 60 days in which to remit.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club..... Write references on margin below.

☞ If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

RACING BOARD.

Transferred to Professional Class.

H. S. Hale, Denver, Col., own request.
C. C. Collins, Denver, Col., own request.
C. I. Himstreet, Denver, Col.
Sidney J. Harvey, New Haven, Conn., own request.
L. B. Sawyer, Hartwell, O., own request
Charles F. Schuberth, Cincinnati, O., own request.
Clinton R. Conter, San Francisco, Cal., own request.
Walter F. Foster, San Francisco, Cal., own request.
Robert L. Long, San Francisco, Cal., own request.
Herbert E. McCrea, Los Angelos, Cal. under clause (a.)
Tom Butler, Cambridgeport, Mass., own request.
E. J. Smith, Colorado Springs, Col., own request.

Suspensions.

For competing in unsanctioned races, the following are suspended from all track racing for thirty days, from April 29:

Joe Turner, Laredo, Tex.
H. Hayden, Laredo, Tex.
B. Turner, Laredo, Tex.
A. Leydenlecker, Laredo, Tex.
Knowlan, Laredo, Tex.
McLain, Laredo, Tex.
Address of E. A. Moross and W. B. Blackwell, given in last BULLETIN as Whatcheer, should be Detroit, Mich.

Sanctions Granted.

July 2 and 3 — Wm. Kaul, Mary's, Pa.
May 23 — Princeton Univ., Columbia-Princeton games, Princeton, N. J.
Sept. 7 — York Wheeling Club, York, Pa.
June 13 — Lafayette King's Sons, Jersey City, N. J.
May 27 — Riverside Wheelmen, Riverside, Cal.
May 30 — Spokane Amateur Ath. Club, Spokane, Wash.
July 4 — Bakersfield Cycling Club, Bakersfield, Cal.
July 4 — Eureka Road Club, Eureka, Cal.
July 4 — Jas. A. Griffiths, Meriden, Conn.
June 13 — The Pilgrims, N. Adams, Mass.
May 30 — Wayside Park Club, S. Farmingham, Mass.
July 4 — Thos. R. Varick, Manchester, N. H.
Sept. 7 — Thos. R. Varick, Manchester, N. H.
May 16 — Springfield High School, Springfield, Mass.
July 4 — Bridgeport Wheel Club, Bridgeport, Conn.
May 23 — J. M. Linscott Cycle Club, Waltham, Mass.
May 30 — Altair Cycle Club, Danbury, Conn.
July 4 — Ancient Order of Hibernians, No. 7, Albany, N. Y.
July 4 — Hose Company, No. 1, Cohoes, N. Y.
July 4 — Rochester Athletic Club, Rochester, N. Y.
July 11, 18, 25, August 1 — Albany County Wheelmen, Albany, N. Y.
May 30 — Lancaster A. A., Lancaster, N. Y.
May 16 — Long Island Interscholastic Athletic League, Brooklyn, N. Y.
June 6 — Eastern New York Interscholastic Association, Albany, N. Y.
May 23 — Albany High School, Albany, N. Y.
May 16 — Interscholastic Athletic Association, New York.
May 30 — Holley Athletic Association, Holley, N. Y.
July 4 — Holley Athletic Association, Holley, N. Y.
May 30 — Patchogue Wheelmen, Patchogue, N. Y.
May 27 — I. C. A. A. A. A., New York.
May 21 — Wayland Athletic Association, Beaver Dam, Wis.; C. C. E.
May 16 — Mankato High School Athletic Association, Mankato, Minn.; $5.00.
May 20 and 21 — Michigan Cycle Club, Kalamazoo, Mich.; L. A. W.
June 17 — Oskaloosa Cycling Club, Oskaloosa, Ia.; L. A. W.
May 16 — C. M. McGuire, Danville, Ill.; $5.00.
June 17 and 20 — George P. Gifford, Jr., Oconomowoc, Wis.; $11.00.
July 4 — Elkhorn Park and Cycle Association, Elkhorn, Neb.; $5.00.

A STATEMENT recenly made to the effect that the assignment of this year's national circuit is not cordially received by manufacturers, racing men, or the body of promoters at large. A great many dates assigned have been cancelled," etc., is entirely erroneous and misleading. Advices from California tend to show that the circuit meets have been quite as successful as could be expected so early in the season. Of fifty dates assigned, but four refused, and *three* of them have been promptly filled by other parties.

A somewhat general impression prevails that the racing board will rule upon prize values in amateur road races. Such is not the case — nor will any attention be paid to the 100 mile limit.

ARKANSAS.

W. J. D. McCarter is appointed secretary-treasurer of Arkansas, vice S. R. Jackson resigned. Address, at Hot Springs.

ALFRED NEWHOUSE, Chief Consul.

PENNSYLVANIA LOCAL CONSULS.

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Renore,	J. C. Mattern
Weissport,	J. F. Zern
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TO WISCONSIN MEMBERS.

A twenty-four page pamphlet has just been issued by the secretary-treasurer, containing information on thirty different subjects pertaining to things which directly concerns every Wisconsin member. Among other things it contains full details on the bicycle insurance offer, bicycle road law, the formation of a club, and a model code of by-laws for same, Wisconsin guide-board law, special offers to our members, Wisconsin by-laws, etc. A copy of this will be mailed to any member of our division upon request. Get one. It is full of good information that will post you on many things you are in doubt about. Send to M. C. Rotier, secretary-treasurer, 505 East Water street, Milwaukee, Wis.

MORE WISCONSIN CONSULS.

The following is a list of consuls who have acknowledged an acceptance:

Greenwood,	P. E. Peterson
Grand Rapids and Centralia,	Geo. N. Wood
Augusta,	F. E. Williams
Gillett,	J. J. Whitcomb
La Crosse,	J. H. Thompson
Little Suamico,	G. H. Wilsie
Otsego,	John S. Johnson
Platteville,	E. P. Grindell
Reedsburg,	E. G. Soelte
Waunakee,	Henry C. Hart
Marinette,	Jas. S. Wheeler
Two Rivers,	R. H. Suettinger

May 8, 1896.

RENEWAL LIST NO. 5.

Including renewals from May 2 to 9 inclusive.

Alabama	1	Nebraska	19
Arizona	1	New Hampshire	8
Arkansas	3	New Jersey	195
Colorado	18	New Mexico	2
Connecticut	68	New York	286
District Columbia	3	North California	8
Illinois	36	Ohio	89
Indiana	6	Oklahoma	2
Iowa	9	Pennsylvania	369
Kansas	10	Rhode Island	8
Kentucky	19	South California	5
Maine	9	South Dakota	2
Maryland	11	Texas	8
Massachusetts	283	Vermont	7
Michigan	25	Virginia	2
Minnesota	5	Washington	3
Mississippi	4	West Virginia	3
Missouri	43	Wisconsin	78
Montana	1	Wyoming	1
			1650

NEW LEAGUE CLUBS.

682	Springfield Racing Club	Ohio
683	Massasoit Wheelmen	Attleboro, Mass
684	Bunker Hill Wheelmen	Charlestown, Mass
685	The Coos Bay Wheelmen	Marshfield, Oregon
686	Central Cycle Club	St. Louis, Mo.
687	Parkersburg Wheel Club	Parkersburg, W. Va.

NEBRASKA DIVISION.

I hereby announce the appointment of the following local consuls: W. E. Reid, box 116, Station "A," Omaha; Vice G. M. Randau, resigned. R. L. Huntley, assistant local consul, box 199, Omaha; A. H. Halley, Lincoln, Neb.; F. H. Hiser, Fairmount.

A. R. EDMISTON, Chief Consul.

TO PENNSYLVANIA MEMBERS.

The new book of popular and delightful tours around Philadelphia is now ready for distribution, substantially bound in cloth.



It not only shows and describes all telforded, turnpiked and other good roads in the vicinity, but also every principal asphalt and brick street, within the city limits, so colored as to be readily distinguished. It includes descriptions of scores of points of interest in the beautiful surrounding regions, charmingly illustrated. As an adjunct to the division road book it is invaluable.

The principal map is printed in three colors on a scale of 3,600 feet to the inch, and covers a surface of 34 x 30 inches. Numerous smaller maps of special sections are also embodied. Thirty illustrated chapters describe in detail every principal road radiating from the city together, with interesting historical references. A carefully measured century run, two fifty mile runs inside the city limits accompanied by maps, lists of cycling clubs, road houses, L. A. W. hotels, schedule of one way fares on railroads, altitudes of the various points, etc., are included.

It will be furnished without cost to any Pennsylvania member sending *two* new applications for membership, or to any member sending *one* new application and twenty-five cents additional. The price to members is fifty cents, postage prepaid. Sample page, etc., if you desire. Address, Secretary-Treasurer, Pennsylvania Division, Box 1177, Philadelphia.

PENNSYLVANIA DIVISION.

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Allegheny,	George R. Rofe, 524 Wood st., Pittsburg
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Waynesburg,	L. W. Sayers
Bloomsburg,	Prof. J. H. Dennis
Mayfield,	H. J. DeGraw
Phillipsburg,	Victor Gray
Brockwayville,	Robert T. Bozard
Jeannette,	Clark Daugherty
Hanover,	George T. Kerr
Mt. Carmel,	Robert J. Wilson

SAMUEL A. BOYLE, Chief Consul.

COLORADO DIVISION.

The second quarterly meeting of the board of officers of the Colorado division was held in the Gazette building, Colorado Springs, May 3d at 12 M.

Present were G. L. McCarthy, chief consul; C. W. Dawson, vice consul; Harry M. Booth, secretary-treasurer; H. D. Leonard, and L. A. Pease, representatives.

Reports of various officers were read and approved.

Annual State meet awarded to Monte Vista, dates July 3rd and 4th.

The resignation of Chief Consul McCarthy was accepted, with regrets. He leaves Colorado May 20th, and takes up his residence in New York City.

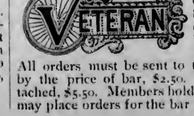
Seven hundred and fifty Good Roads buttons to be purchased at one cent each.

Division offers a reward of twenty-five dollars for the arrest and conviction of each thief of a wheel belonging to a member of the Colorado division.

Whereas, the following resolution will be offered by the L. A. W., to the national conventions, of the several political parties; we the State board of officers of the Colorado division in meeting assembled, urge upon the delegates from the State of Colorado, the importance, and necessity of the movement for good roads, and the adoption of said resolution.

HARRY M. BOOTH.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2840 may place orders for the bar with their renewals.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By Laws.

Total, 2,363—43,799.

Over 105,000—ARKANSAS, 2—225.

A. T. R. R.

105 Rose, U.M., 314 W.Markham Little Rock

Unattached

106 Lancaster, Jules Dardanelle

Over 105,000—COLORADO, 10—507

F. C. W. C.

107 Taylor, L.M.,State Agl. Coll.,Ft. Collins

C. C. C. C.

108 Moore, J. W. Canon City

L. C. C.

109 Jones, T. J., 518 East 6th Leadville

Unattached

110 Millis, C. S., box 326 Florence
111 Williams, C.M.,Bk bld'g Colorado Sp'gs
112 Skinner, J. W. Creede
113 Gordon, J. A., box 352 Glenwood Springs
114 *Gordon, Mrs. J. A., box 352 "
115 Bowden, W. E., 138 W. 8th Leadville
116 Graf, Bernard Salida

CONNECTICUT, 10—698

B. W. C.

117 Near, W.T.,557 Fairfield ave Bridgeport
118 Rowland, J. H., 327 Main, "

Unattached

119 Shelton, H S., 552 Fairfield ave "
120 Logee, Arthur W. Danielson
121 Austin, G. W., 211 George New Haven
122 Guthrie, B. W., 989 State "
123 Noyes, E. W. Ridgefield
124 Sykes, G. E. Elmsmere Rockville
125 Lea, H. J., box 948 Torrington
126 Richards, Julius H. "

Over 105,000, DELAWARE, 9—48

Wil. B. C.

127 Trotter, Thos. J. Du Pont Mills
128 Ennis, B. H.B., 2901 Market Wilmington

Unattached

129 Bush, Wm., 1208 Delaware ave "
130 Kemp, Wm. P., 826 Jackson "
131 Fell, Lewis S., 823 W 9th "
132 Lichtenstein, Louis, 610 Adams "
133 McConnell, Miller K., 623 French "
134 Sasse, Chas. H., 114 E. 4th "
135 Thomas, D. Vance, 1318 Wash "

Over 105,000, DISTRICT OF COLUMBIA, 4—122

Unattached

136 *Baldwin, Mrs. A. C., 2103 Wyoming ave .....Washington
137 *Baldwin, Miss M. E.,2103 Wyoming ave .....Washington
138 Franzoni, J.D.,Jr.,627 Penn ave N.W. "
139 Calvert, F. H., 906 14th N. W. "

Over 105,000, GEORGIA, 1—26

Unattached

140 Bashinski, Izzie Tennille

Over 105,000, ILLINOIS, 122—1530

Chicago C. C.

141 Beckwith, W. M., 4323 Berkeley ave
142 Chessar, C. W., 188 32d "
143 Chalfant, E. P., 2147 Michigan ave "
144 Cranz, H. C., 504 Pullman bld'g "
145 Duncan, J. W., 50 31st "
146 Fuller, H. M., 122 Dearborn "
147 Haughton, E. E., 626 Boulevard pl "
148 Jacobs, H. J., 3816 Elmwood pl "
149 Lovell, G. H., 108 44th "
150 McCaslin, E. W., 5806 Drexel bld'g "
151 Magill, M. E., 381 Forrest ave "
152 Morton, W. B., 2968 Indiana ave "
153 Pack, W. M., 4823 Calumet ave "
154 Perrigo, S. M., 2975 State "
155 Sherman, F. P., 27 S. Yds. entrance "
156 Sheridan, E. S., 459 Bowen ave Chicago
157 Touch, E. C. G., 119 55th "
158 Van Rensellaer, O. H.,Hotel Ranier "

Illinois Cycling Club

159 Ambruster, G. W., 17 Fulton mkt "
160 Allen, H. V., c-o Evening Post "
161 Abbott, J., 1612 Ashland block "
162 Anderson, L. E., 21st, Stewart ave. "
163 Beebe, Dr. C. M., 619 Wash blvrd "
164 Buckman, R. A., 21 Quincy, Reliance Ins. Co. "
165 Burroughs, W. N., 734 Monadnock building "
166 Bauld, David A., 116 Adams "
167 Gillingham, H. J., 272 Wabash ave "
168 Gillingham, J. G., 39 S. Halstead "
169 Hinterman, Wm. C., 184 Adams "
170 Hafner, W. F., Ind. & Kingsbury "
171 Inman, R. H., 485 5th ave "
172 Jones, W. A., 6194 La Salle "
173 Keefe, Thos. F., 125 Michigan ave "
174 Lloyd, Ellwood J., 1140 Wash. blvd. "
175 Maas, O. C., Halstead and Lake "
176 Magoon, E. P., 9 Rialto bldg "
177 Mitchell, P. J., 118 State "
178 Noteman, G. C., 959 Rockery bldg "
179 Richardson, M. L., 127 W. Wash "
180 Soper J. C., 1017 Monadnock bldg "
181 Smith, Albert W., 148 Market "
182 Smith, C. B., 200 E. Randolph "
183 Walters, G. L., 110 Ontario "
184 Watson, R. Bruce, 49 Dexter bldg "
185 Walker, W. E., 79 Dearborn "
186 Wilson, D., 244 W. Lake "

America B. C.

187 Burkhart, F. C., 212 74th, W.P. Chicago

L. C. C.

188 Jeffery, Charles T., 3133 Malden "
189 Jeffery, Harold W., 3133 Malden "

B. A. C. B. C.

190 Spearin, Chancy F., 400 Park ave "

L. V. C. C.

191 Pollaw, H. R., 1342 Osgood "

C. & C. C.

192 Himrod, Bernard Danville

B. C. C.

193 Breed, E. H., 202 Monroe ave Dixon

Galesburg C. C.

194 Campbell, F. A.,116 W.Knox Galesburg
195 Clemens, O. E., 27 Garfield ave "
196 Cox, H. E., 18 N. Prairie "
197 Renstrom, A. E., 14 Fulton "
198 Wagoner, Will. "
199 Wallace, Fred, 205 W. Main "

Peoria B. C.

200 Beeler, C. R., City Hall Peoria
201 Warren, J. H., T. P. & W. shops "

A. Co. W.

202 Gardner, R. A., 5th and Maine, Quincy

Cap. C. C. C.

203 Baker,E.F., 517 W.Monroe, Springfield
204 Foster, F. F., 526 S. 5th "
205 Graham, H. W., 607 W. Cap ave "
206 Kunz, J. C., 3d and Madison "
207 Rauth, C. F., 106 E. Mason "
208 Sammons, W. H., 1117 S. 3d "

Red Rose C. C.

209 Wild, Wm. H., Box 49, Troy

Kankakee R.

210 Darche, Philip Bourbonnais
211 Ferris, B. B., 194 Court Kankakee
212 White, Jos., 47 S. Wash ave "
213 Pendleton, C. S., Box 55 "
214 Gibbs, Harry, 2 Main "
215 Smith, J. W., 231 Court "
216 Griffin, H. C., 50 East ave "

Unattached

217 Lehne, T. F., 439 E. 3d Alton
218 Neidig, H. H. Belleville
219 Ralph, P. J., 201 Portland ave "
220 Bartles, Charles, 5 Wabash ave Chicago
221 Bourne, H. A., 6419 Wright "
222 Brown, W., Presbyterian Hos. "
223 Hansen, F. W., 135 Rush "
224 Reed, Dr. C. B., 103 State "
225 Parker, A. H., 248 53d "
226 Schwartz, R. V., 150 S. Wood "
227 Brown, Carl M., 1526 Fulton "
228 Heath, D. W., 544 Jackson bldg. "
229 Moore, Arthur, 91 S. Peoria "
230 Wickham, T. R., 456 Racine ave. "
231 Neff, Roy, 1019 W. Adams "
232 Stuebing, H., 167 Webster ave "
233 Reilly, Geo. W., 28 Jackson Danville
234 Manahan, C. F. Elgin
235 Alexander, W. A. Highland Park
236 *Alexander, Mrs. W. A. "
237 Dean, Lewis J. Huntley
238 Glazier, Wm. F. "
239 Hansen, P. A. Miller "
240 Torrey, Edward E. "
241 Smith, Warren "
242 Weltzien, F. A. "
243 Schuyler, W. D. "
244 Gradke, R. L., 71 Public sq Galesburg
245 Freeman, J. T., 926 State Lockport
246 Eavel, A. M. Monico
247 Look, Ibe Pekin
248 Koch, Wesley A. "
249 Lux, F. E. "
250 Welty, C. J. "
251 Lucas, Peter G. "
252 Massey, Paul H. "
253 Bourland, R. R., 1219 Perry Peoria
254 Howe, L. B., Bourland & Bailey "
255 Dawson, H. E. box 1049 Pullman
256 Tenk, Frank J., 512 Main Quincy
257 Martin, E. L., 7th & Hampshire "
258 Arnold, C., 522 31st Rock Island
259 Blakesley, T. S., 502 23d "
260 Dickman, J. L., 3045 5th ave "
261 Myers, L. M., 117 W. Side sq. Springfield
262 Mountz, Geo. J., 417 E. Jeff "

Over 105,000, INDIANA, 30—595

Brazil R. C.

263 Dilley, F. C. Brazil
264 Decker, Bert "
265 Dixon, Frank "
266 Flagg, Chas. W., box 786 "
267 Grimes, Samuel M., box 34 "
268 Jackson, Thornton, box 114 "
269 Quigley, Owen "
270 Wilder, Elias D., box 117 "

Wabash C. C.

271 Johnson,EdwW,605 So 7th st Terre Haute

Unattached

272 Britton, Walter V., box 2041, Hudson
273 Van Deventer,Jas E.,box 236, Anderson
274 Cooley,Sam M.,820 Park av Indianapolis
275 Balfour, Chas. O., 290 Dillon "
276 Ellis, E. E., 123 E. Michigan "
277 Lowe, Lewis M., box 15 "
278 Hauck, John, 155 Cornell ave. "
279 Hunt, H., 135 Central av Indianapolis
280 Newkirk, J. H., 42 So Linden "
281 Reinhard,Francis J.,29 So Delaware "
282 Smith, Geo. D., 139 Lock st "
283 Stewart, Chas. A., 372 Cap. av N "
284 Sonnenschmidt, Carl, 246 E. Wash. "
285 Waddell, M. F., 203 Ash "
286 Wilkens, Henry J., 101 Sanders "
287 Wrinkle, J. S.,361 Ramsey av "
288 Weiss, Andrew, 735 S. East "
289 Alexander, Jos. A., 120 Ramsey av "
290 Borgerding, H. E.,69 Pearl New Albany
291 Stewart, Howard, Walnut st, Wash'ton
292 Ewart, W. C., box 74 "

Over 105,000, IOWA, 35—971

M. C. C.

293 Crume, J. L., Moulton
294 Jackson, C. I. "

M. C. C.

295 Haviland, I. B., Marshalltown

N. B. C.

296 Kilgore, O. J., box 277 Newton

O. C. C.

297 Bollinger, W. C., Oskaloosa
298 Gilmore, Harry "
299 Michener, H. H. "
300 Rockwell, Harry A. "

Bohemian C. C.

301 Filip,Fr., Sec'y Savs. Bk. Cedar Rapids

Centreville C. C.

302 Bowen, Charles P., box 43 Centerville
303 Clark, J. W., box 5 "
304 Sargent, Frank D., N. Main st. "
305 Sedgley, W. "
306 Winter, F. W. "

Grinnell C. C.

307 Davis, G. W Grinnell

Unattached

308 Cameron, E. B., 108 5th Cedar Rapids
309 Coldren, Geo. P. "
310 Blake, D. C. Cedar Rapids
311 Douglas, W. W., 808 First ave., "
312 Phillips, Jeff, Pullman House, "
313 Sugru, Harry J., "
314 *Tomlinson, Frances E., 1305 B ave "
315 Roberts, E.C., 308 E. 14th st., Davenport
316 Gilbert, G. F., Indianola
317 Osborne, E. A., "
318 Thompson, J. E., "
319 Beers, C. J., Mt. Pleasant
320 Brunner, F. B., 137 S. Jefferson, "
321 Conner, P. E., Box 604, "
322 Twinting, H. J., "
323 Day, Lyle C., Muscatine
324 Wieland, F., 437 W. 4th st., Waterloo
325 Atherton, E. W., Box 6, Grinnell
326 Burlen, J. M., "
327 Cox, D. M., Box 34, "

Over 105,000, KANSAS, 30—577

Abilene B. C.

328 Dobkins, M. L., Abilene
329 Humbarger, L. G., "
330 Landes, Otis "
331 Parker, C. W., "
332 Sutter, H. E., "
333 *Strother, Miss Claud a, "
334 *Spangler, Mrs. C. C., "
335 Deafenbaugh, T. W., "
336 Young, J. A. "

T. A. A. W.

337 Curry, C. E., 729 Kansas av., Topeka
338 Eastman, W. H., 412 W. 5th st., "

Sabetha

339 Sewell, Bert, Sabetha

Unattached

340 Hubbard, H. E., Blue Rapids
341 Heodington, H. H., Frankfort
342 Reed, Howard. "
343 Skinner, W. H., "
344 Evans, Geo. R., 607 W. 6th st., Topeka
345 Jetmore, A. P., 125 Woodlawn av. "
346 Baker, Clifford, 723 W. 6 h st., "
347 Denton, L. P., 327 Market st., Wichita
348 Eduards, Newt., 313 N. Market st. "
349 Fuller, Chas. E., 202 E. Douglas st. "
350 *Jewett, Miss Grace, 240 N. Emporia av., "
351 McClees, W. D. M. D., 601 E. Douglas av., "
352 Markwell, F., 1911 S. Hydraulic av. "
353 *McClees, Miss Emma, 404 N. Emporia av., "
354 Murdock, Victor, Asso. Eagle, "
355 Pierce, W. E., 1905 N. Main st., "
356 *Shaw, Bertha L., 811 S. Topeka, "
357 *Stage, Mrs. I. N., 319 N. Emporia av., "

Over 105,000, KENTUCKY, 10—509

P. C. C.

358 Walton, J. M., 3rd and Jefferson, Paducah

Unattached

359 Strickler, F. P., Elizabethtown
360 Fitch, H. B., 231 5th st., Louisville
361 Gatewood, C., 1010 W. Jefferson, "
362 Hartwell, Dr. S. A., Jr., 2001 Floyd "
363 Phillips, H. R., 46 Lou. Trust Bld., "
364 Sloan, E. B., 231 5th st., "
365 O'Connor, C. J., 247 W. Main st, "
366 Sturdevant, C. R., 2008 Floyd st., "
367 Wolf, Geo. W., 915 3rd av., "

Over 105,000 LOUISIANA. 1—15

Unattached

368 Tomkies, J. G., Shreveport

Over 105,000, MAINE. 2—398

L. & A. W. C.

369 Paine, M. W., 261 Turner st., Auburn

Unattached

370 Moxie, H., 517 Congress st, Portland

Over 105,000, MARYLAND. 45—666

Crescentia Wheelmen

371 Conway, C. K., 308 N. Eutaw st., Baltimore
372 Corkran, V. M., 1817 W. Lanvale st., "

Maryland B. C.

373 Appleby, S. W., Calvert, Center sts. "
374 Baldwin, G. S., 13 W. Lafayette av. "
375 Brown, C. P., Box 351, "
376 Bartlett, E. L., Jr., Bartlett, Hayward & Co., "
377 Cox, R. H., 238 Lennox st., "
378 Diffenderfer, W. S., 113 Commerce, "
379 Dixon, W. A., 31 Hopkins pl., "
380 Edmonson, W.W.,Jr., 103 Hanover, "
381 Fosbenner, F., 1621 McCulloh st., "
382 Foard, Jos. R., 11 S. Gay st., "
383 Hall, J. W., Jr., 100 N. Charles st., "
384 Huntmiller, H. W., 3 W. Preston st., "
385 Halliday, John D., 11 E. Baltimore, "
386 Haman, B. H., 612 Equitable bld., "
387 Hoffman, Dr. R., 502 W. Fayette, "
388 Hagerty, Jas. R., 2215 St. Paul st., "
389 Koppleman, C. H., Holliday and Baltimore sts., "
390 Field, Charles W., 615 Park av., "
391 Lord, Dr. J. W., 826 Arlington av., "
392 Leist, F. W., 108 E. Lexington st., "
393 McAllister, F. W., 1805 St. Paul st., "
394 Meyer, A. C., 112 W. Lombard st., "
395 Mallory, D. F., 2316 Eutaw pl., "
396 Shewbrook, T. J., Charles and Lombard sts., "
397 Shriver, T. F., Nat. Marine Bk., "
398 West, Lawrence, 409 Water st., "
399 Warfield, S. Davies, Postoffice, "
400 Warner, H. W., Equitable Bld., "
401 Walkley, J. H., 6 North st., "
402 Wolff, Oscar, Herald building, "

Unattached

403 Lenz, Chas., 311 W. Lexington st., "
404 *Howell, Miss E., 1835 Linden av. "
405 Prichard, M.McD., 408 Fidelity Bld. "
406 Parviz, Joseph M., Centerville
407 Waring, Stewart, Conowingo
408 Buffington, C. E., Box 191, Rising Sun
409 Hartenstine, J. A., Box 198, "
410 Kilholtz, Harry S., Box 142. "
411 Martin, Lawrence W., Box 191, "
412 McClure, W. T., Box 37, "
413 Smith, H. S., "
414 Worthington, H. L., Box 68, "
415 Miller, H. R., Box 101. Taneytown

Over 105,000, MASSACHUSETTS, 288—6155

Mass. Bi. Club

416 May, William, 386 Washington Boston
417 Levens, J. J., 1,158 Columbus ave. "
418 Farnsworth, Thos. W., box 1,521 "
419 Cliff, Arthur, 67 Edson "

Boston College W.

420 Dwyer, J. F., 5 Camden pl. "
421 Jenner, Henry J., 795 Tremont "
422 Murphy, Daniel J., 40 E. Dedham "
423 MacCabe, J. M. J., 706 Tremont "
424 Manning, D. J., 6 Island st., Roxbury
425 Dillon, Jos. P., Jr., Grouse and Washington sts. West Roxbury
426 Mulqueeny, Frank L., Wash. "

Press C. C.

427 Dana, R. S., 29 Park Brookline

A. B. C.

428 *Porter, Clara B., 50 Market Amesbury

Berkeley C. C.

429 Wakefield, F. J., 4 Crescent ave. Beachmont

Nat. C. C.

430 Ford, H. E., 177 Water Haverhill
431 Taylor, C. F., 189 Water "

Weeweder B. C.

432 Brock, A. G., 70 Liberty Nantucket

Rox. B. C.

433 Clark, H. E., 33 Summer Boston

Boston Wheelmen

434 Howard, C. R., 364 Harvard Brookline

Roslindale C. C.

435 Armstrong, T. R., 65 Milton av. Dorchester

Middlesex C. C.

436 Loubris, E. J., 81 Wendell Cambridge

Colonial B. C.

437 Amee, John, box 12 Cambridge

Cambridgeport B. C.

438 Litchfield, A. J., 158 Auburn Cambridgeport

N. C. C.

439 Shaughnessy,W. D., 254 Wash. Newton

Newtowne B. C.

440 Gray, Mason H., 3 Pemberton North Cambridge

Con. Valley W.

441 Miller, Aug. H., 58 Morris Springfield
442 Robson, S. M., 476 Main "

Y. M. W.

443 Pease, Wm. Leroy, 17 Sherman "

Diamond B. C.

444 Roscoe, John Q., box 165 Waverley

Unattached

445 Bryant, A. S., 32 Reedsdale Allston
446 Murray, W. F., 44 Aldie "
447 Perkins, Fred Clark, Ashburnham
448 Goff, W. W., 27 Third Attleboro
449 Smith, W. E. S., box 677 "
450 Balcom, Henry A., Mt. Hope st. Attleboro Falls
451 Cummings, E. H., box 148 "
452 Cummings, C. H., box 3 "
453 Leeman, Ernest Bedford
454 Millett, E. L., 71 Conard Beverly
455 Bartlett, W. G., 32 Clarendon Boston
456 Butterfield, R. E. Hotel Langham "
457 Currier, B. H., 113 Devonshire "
458 Cassassa, G., 7 Crescent pl. "
459 Currier, G. O., Jr., 113 Devonshire "
460 Duncan, A. C., 688 Washington "
461 Dyer, Walter R., 53 State "
462 Eagar, John F., 78 Berkeley "
463 Erickson, A. W., 332 Beacon "
464 Goodwin, E. S., box 1,733 "
465 Hays, G. C., 28½ Myrtle "
466 Harpen, E. C., 298 Dudley "
467 Homer, L. H., 76 Huntington ave. "
468 Inches, Dr. C. E., 368 Beacon "
469 *Jacques, Miss Carolin, 87 Worcester "
470 *Kimball, Miss C. F., 41 Falmouth "
471 McGuirk, L. W., 13 Staniford "
472 Nowell, Frank J., 98 Dartmouth "
473 *Boulter, Miss C. A., 77 Appleton "
474 Estabrook, H. W., 222 Washington "
475 Homer, F. V., 119 Washington "
476 *Scott, Mrs. W. W., 22 Village "
477 *Slavens, Mrs. L. P., 298 Dudley "
478 Slavens, L. P., 298 Dudley "
479 Williams, J. J., 12 Mercantile "
480 *Feener, Ida M., 506 Tremont "
481 Maltby, C. E., 46 The Fenway "
482 McDonough, J. B., 535 Washington "
483 Noonan, D. A., 24 Newbury "
484 Rich, Walter A., 4 T wharf "
485 Sondheim, H., 1,119 Columbus ave. "
486 Quinn, T. F., 33 Summer "
487 Chamberlain, C. W., 51 Lincoln "
488 Dickinson, R. C., 28 Thornton "
489 Sewall,W.G., 60 Commonwealth av. "
490 Lawrence, Frank B., Hotel Plaza "
491 Briggs, W. C., 67 Milk "
492 Perrier, C. G., 118 South "
493 Mantor, T. M., 129 Warren ave. "
494 Judkins, L. A., U. S. we'th'r bureau "
495 Bradlee, B. H., 112 P. O. building "
496 Foley, Matthew F., Board of Election, Old Court House "
497 Johnson, C. C., Press Club, Bosworth st. "
498 Kennedy, H. A., 197 Washington "
499 Burrell, Herbert L., 22 Newbury "
500 Marshall, T. W., 166 Devonshire "
501 Amory, Wm., 2d, 89 State "
502 Grew, R. C., 38 State "
503 Parker, G. W., 38 State "
504 *Bradlee, Mrs. T. S., 107 Beacon "
505 Mandell, W. D., 46 The Fenway "
506 Nichols, Dr. E.H., 220 Marlboro, Boston
507 Pierce, Jas. Nilson, 15 Court sq., "
508 Peabody, Col.F.,Jr.,Devonshire bldg. "
509 Pratt, Benj. C., Young's Hotel. "
510 Robbins, H. E., 104 Commercial st., "
511 Robertson, Chas. S., 53 State st., "
512 Shirley, C. B., 69 Westland ave., "
513 Tracey, Joseph J., 13 Scotia st., "
514 *Torrie, Mrs. W. H., 217 W. Sp'gfi'd "
515 Thwing, C. H., 222 Huntington av. "
516 Holmes, Wm. B., Box 4, Bridgewater
517 Neale, James A., Box 144, "
518 Benson, Charles A., Box 125 "
519 White, W. M., 8 New Foster, Brighton
520 *Howard, Mrs. L.E., 364 Harvard, B'kline
521 Kenrick, M. F., 57 Perry st., "
522 *Pike, Mrs. G. H., 43 Harvard st., "
523 Dakin, Blair E., Main st., Brockton
524 Kilham, J. F., Rantoul st., Beverly
525 Blau, Max F., Box 296, Braintree
526 Burke, Francis, 86 Foster st., Brighton
527 Barnard, A., 168 Franklin, Cambridge
528 Foss, B. D., 28 Elm st. "
529 Gulliver, F. P., 1686 Cambridge st., "
530 Howe, Winfred L., 1360 Mass. ave., "
531 Joll, Harry D., 1400 Mass. ave., "
532 Loubris, J. E., 81 Wendell st., "
533 Metcalf, Geo. P., 76 Perkins Hall, "
534 Mason, Francis, 55 Thayer Hall, "
535 Pamchord, A., 35 Columbia, "
536 Villard, Oswald G., 65 Mt. Auburn, "
537 Evans, W. H., 3 Tremont, Camb'dge't
538 Ouimet, Ernest J., 177 Norfolk, "
539 *Tibbetts, Mrs. F. M. 28 Erie st., "
540 *Helmold, Mrs. C. E., 65 High, Clinton
541 Gill Augustus H., Pleasant st., Canton
542 Miller, Alex., Pearl st., Charlestown
543 Fletcher, George S., 386 Main st., "
544 Hughes, Edmund D., 539 Medford, "
545 Winsor, Ezra O., 198 B'dway, Chelsea
546 Hancock, W. C., Box 564, Concord
547 Hudon, S. M., Box 14, Dedham
548 Arakelyan, B., 65 Welles av., Dorch'ter
549 *Carruth, Miss Ellen, Ashmont, "
550 *Dyer, Martha H., 40 Hancock st., "
551 Hatch, G.T., 12 Sagamore, Sav. Hl, "
552 Tibbetts, Justin M., 16 Bullard st., "
553 Morgan, W. E., Westville st., "
554 Coffin, Joseph, 267 Washington st., "
555 Anderson, G.J., 159 Saratoga, E. Boston
556 Morrison, F. E., 21 Brook, E. S'mville
557 Eaton, Frank D., 11 Green st., Everett
558 Roberts, W.D., 370 Meridian, E. Boston
559 Young, Milton, 173 Border st., "
560 Hetzler, Wm., 345 Park st., Holyoke
561 Hirsh, Max, 137 High st., "
562 Curley, John F., 203 Beech st., "
563 Fleming, John M., 203 Beech st., "
564 Bohn, C.A., 114 Sheridan, Jamaica Pl'n
565 Forbes, F. B., 3 Jackson ct., Lawrence
566 Bowie, Robert J., 204 High st., "
567 Macdonald, James A., Drawer F., "
568 Badger, G. A., 51 Ingalls st., Lynn
569 Bennett, A. C., Contagious Hos., "
570 Blaisdell, Jesse H., 19 Ocean terrace, "
571 Christopher, J. W., 232 Wash. st., "
572 Dunbar, Everett H., 101 Munroe st., "
573 Hanley, P. F., 324 Washington st., "
574 Heaney, George F., 64 Alley st., "
575 Libbey, W. C., 20 Elizabeth ave., "
576 Saunders, P. C., 82 Summer st., "
577 Wiswell, H. W., 597 Essex st., "
578 Bates, George F., 26 Porter st., "
579 Owens, O. H., 143 Shepard st., "
580 Titus, I. W., 293 Union st., "
581 Watson, A. B., 9 Sachem ave., "
582 Miller, F. C., 479 Westford st., Lowell
583 Watson, George H., 25 Shattuck st., "
584 *Rouillard, G. L., 4 prospect ct., Malden
585 Jones, F. W., 17 Columbia, Maplewood
586 Tingley, E. S., 42 S. Bow st., Milford
587 Evans, E. M., 180 Main st., Marlboro
588 Hunter, Harrie C., 96 Main st., "
589 Harndon, G. P., Box 608, Mansfield
590 Lee, James Hattrick, Milton
591 Fuller, Elmer A., "
592 Holland, Curtis, Springfield st., Millis
593 Roache, John F., Box 406, Millbury
594 Buffinton, C. R., Monson
595 Wallace, J. S., Nahant
596 Handley, A. H., 77 Morse st., Newton

597 Wright,F.F.,272 Neponset av., Neponset
598 Stiles, C. W., 134 High, Newburyport
599 Stedman, Marcella, Norton
600 Doe, Elmer E., 18 River, Northampton
601 Warren, John M., 47 Munroe, "
602 Clark, Charles H., North Attleboro
603 Guild, William A., "
604 Woodis, L. S., Jr., Box 110, N. B'kfield
605 Hatch, E. C., Box 210, "
606 Bosworth, M. A., Box 132, "
607 Kent, B. N., Box 114, "
608 Boyd, Arthur L., Osterville
609 Parker, Henry M., "
610 Sawyer, J.H., 48 Mt.Vernon,N.C'mb'dge
611 Kennan, S. W., 97 Richdale av., "
612 Smith, C.W., 60 Sycamore, N. Bedford
613 Dale, David, Orange
614 Tolman, E. C., "
615 Kelly, J. F., 40 Bartlett av., Pittsfield
616 Noxon, John F., "
617 Belcher, F. W., Union st., Randolph
618 Boyd, Barvey W., Union st., "
619 Mahady, William H., North st., "
620 Prescott, Ward D., Main st., "
621 Whittlesey, W A 135 E. Hous, Pittsfield
622 Jenks, H. E., "
623 Miller, Frank, 8 Elmwood St., Revere
624 Peterson, Jacob, 99 Water St., Quincy
625 McGrath, James, 25 Pleasant "
626 *Churchill, Mrs. F. M., 196 Moreland Roxbury
627 Couillard, J., 48 Alpine St., "
628 Eddy, Leace W., 709 Dudley St., "
629 Eddy, Chas. E., 709 Dudley St., "
630 Brown, W. J., 12 St. Alphonsus, "
631 Callahan, Lafayette T., Hotel Brunswick, Salem
632 Coker, Geo., 22 Southwick St., "
633 Seavey, C. H., 15 St. Peter St., "
634 White, Alden P., Box 118, "
635 Rollins, Walter H., 141 Wash. St., "
636 Priestley, A. G., Box 204, Saxonville
637 Carr, Fred M., 74 Craigie, Somerville
638 Howard, J. C. (Ike),89 Cedar St., "
639 Garland, James H., 15 Edwards, "
640 Tuttle, Anson B., 19 Atherton St., "
641 Churchill, Wesley B., 254 Elm St., "
642 Smith, Irwin L., 344 Medford St., "
643 Leeser, Wilson H., 36 Thomas Pk,S.B.
644 Monaghan, J. E. L., 80 80th St., "
645 Howie, Frank M., 803 Broadway, "
646 Albee, Frank C., Box 52, So. Milford
647 Craft, William, So. Main, "
648 Parcher, Lucian H., S. Gardner
649 Amsden, Geo. A., 9 Harvard St., Springfield
650 Clark, Chas., 313 State St., "
651 Harrington, O. B., Winchester Pk. Engine House, Springfield
652 Rowe, C. W., 88 Marble St., "
653 Ross, H. L., 13 Morgan St., "
654 Sebolt, Orlando J., 166 State St., "
655 Warrener, W. B., Box 1241 "
656 Nickerson,G.W.,M.D.,box 803 Stoneham
657 Condon, John F., Stoughton
658 Collins, Fred M., Box 168, Swampscott
659 Raymond, Wm. H., 8 W. Weir, Taunton
660 Cunningham, A. L., 32 Shores St., "
661 Wallace, Joseph H., Turner's Falls
662 Bamford, J. Fred, 136 Moody, Waltham
663 Fiske, A. W., 422 Moody, "
664 Foster, Geo. G., 44 Alder St., "
665 Gilbert, F. B., 402 Main, "
666 Kennedy, Everett, 133 Brown, "
667 Metz, Chas. H., Randall, "
668 Parker, Willis F., 19 Maple, "
669 Parrott, Wm., Crescent Pk., "
670 Spiegelberg, C. J., 188½ Adams St., "
671 Wolf, C. H., 54 Wadsworth Ave., "
672 Leighton, H. A., 215 Adams St., "
673 MacKinnore, Chas. F., 121 Ash St., "
674 Sullivan, S., 139 Charles, "
675 Carrington, Maxwell, 75 High,Webster
676 Williams, Howard, Box 389 "
677 Harper, John B., Wenham
678 Upham, Arthur E., Weston
679 Dwyer, John, W. Upton
680 Jewett, Fred P., Box 19, Westvale
681 Peck, Geo. F., Main St., Winchester
682 Lincoln, Daniel B., Box 64, Wollaston
683 Barber, W. F., 39 Highland, Worcester
684 *Barber, Mrs. W. F., 39 Highland "
685 Fletcher, Wm. H., 3 Home St., "
686 *Goulding, Mrs. J. H., 28 Hanover, "
687 *Howe, Miss Mary W., 4 Portland, "
688 Beaumont, Wm. H., 163½ Chandler, "
689 Blackwood, Geo. A., 3 Bellevue St., "
690 Bullock, C., 48 Elm St., "
691 Charbonneau, Felix J., 8 Front, "
692 *Codding, Amy F., 864½ Main, "
693 Chancellor, W.E.,17 Warrington av "
694 Green, Geo. C., 24 Mechanic St., "
695 Gilman, Wm. F., 11 Pleasant St., "
696 Malton, C. C., Box 678, "
697 Mitchell, Thos. R., 38 Pink St., "
698 Oliver, Louis, 503 Main St., "
699 Rundlett, C. L., Jr., 148 Chandler, "
700 Soule, B. A., 10 Glenwood St., "
701 Stewart, Geo. H. C., 34 Gardner St., "
702 *Stewart,Mrs.Geo. H. C., 34 Gardner "
703 Swan, Dr. Roscoe W., 41 Pleasant, "

Over 105,000, MICHIGAN, 18—473

D. Whl'm

704 Sloan, Ed. D., 629Wabash av Detroit
705 Watson, Wm. L., 535 Adelaide "

Flint Whl'm

706 Wolverton,ChasH., 409 Saginaw st Flint
707 Buckingham, F. D., Court st. "
708 Carleton, M. E., 510 Saginaw st, "
709 Bridgman, L. H., 814 Keasley st "
710 Hamilton, T. W., 408 No. 4th st, "
711 Stuart, S. S., 904 Court st. "

D. C. A.

712 Tryon, Edward, box 857 Dowagiac

J. W.

713 Lethbridge, John, 225 W. Main Jackson

Unattached

714 Hart, H. V. C. Adrian
715 MacKenzie,S.S.,17N.State st Ann Arbor
716 Young, W. N. Belleville
717 Hollister,C.H.,121 Div'n stBentonHarbor
718 Wetmore, E. C., 1055 Jeff. av Detroit
719 Hall, J. R., 30 Peterboro "
720 Thwing,Z.Clark,21Ransom st Gd Rapids
721 *Anderson,MrsTP,Jr,316SWash 'avSag'w

Over 105,000, MINNESOTA, 17—275

Unattached

722 Schoolcraft, Henry L. Faribault
723 Armstrong, Thos.SEOlson&CoMin'polis
724 Bratt, Chas V, 303 Guar Loan bldg "
725 Brown, C. A., 122 Flour Exege "
726 Doerr, Henry, 327 Oak Grove st "
727 Eddy,Prof. HenryT., 916 SE Sixth st "
728 Ellison, Geo. P., 3412 Stevens av "
729 Evans, E. Clark, 903 15th ave S. E. "
730 *Holdridge, Miss RH.,2705Hen'pin av "
731 Merrill, E. W., 908 5th av S "
732 Morrill,Frank H., 504 N Y Life bldg "
3 Rees, I. B., Jr., 2712 Hen'pin av "
4 Soule, Ormsby, 47 Chamb. of Com. "
5 Wood, Harry E., 2521 Portland av "
6 Woodsworth, J. C.,Diam'd Elevator "
7 Van Hoesen,E.C.,505Guar.Loan bldg "
8 Hall, AlbertR., 670 Portland av St Paul

Over 105,000, MISSOURI, 35—1711

St. L. C. C.

739 Boole, Perry R., 911 Market St. Louis
740 Kridler, Walter J., 705 Lucas av "
1 Laessig, C. H., 21st st and Scott av "

Stag C. C.

2 Collins, Calvin, 3812 Pine st "

Unattanched

3 Thellman, Louis, box 193 Appleton City
4 Adams,C.B.,1341 E Ninth stKansas City
5 Bown, W. J. H. Kirkwood
6 Klumpp, D. J. Rich Hill
7 Ehrhard, Joseph C. St. Charles
8 Muchenberger,J.A.2214Un'n st St.Joseph
9 Etter, W. H., 5469 Cabanne pl. St. Louis
750 Rueger, Geo. E., 117 No. 3d "
1 Brown, Arthur A., 4127 Finney av "
2 Carr, Jas. A., 104 N. Broadway "
3 Chittenden, L. E., 5889 Clemens av "
4 Cutter, F. A., 3419 Belle av "
5 Field, Eugene, 5580 Cabanne pl "
6 Fuhlage, A. E., 316 N. 3rd "
7 Gaty, Theo. E., Wainwright bldg "
8 Hempelmann, Wm., 2510 Slattery "
9 Hughes, C. W., 3331 Morgan "
760 Kaufmann,F.W., 4226½A Easton av "
1 Kienast, T. W., 2819 Penn. av "
2 Kinsella, W. J., 4232 Pine "
3 Linton, Robert L., 415 Locust "
4 Lowenstein,Henry,1230 S.Broadway "
5 Morrison, E. C., 806 Odd Fell. bld. "
6 Mueller, Otto E., 7016 Michigan av "
7 Sherwood, Adiel, Laclede bldg "
8 Stebbins, A. L., 3419 Belle av "
9 Warrance, Geo. A., 2120 Olive "
770 Weingarth, Jacob, 3860 Olive "
1 Wenzel, Phil, A., 2816 N. 20th "
2 Williams, C.D., 1331 Washington av "
3 Fitch, Richard S., Warrensburg

Over 105,000, MONTANA, 2—38

Unattached

774 Berwick, Chas. A. Helena
5 Sanders, L. P., No. Ewing "

Over 105,000, NEBRASKA, 4—237

K. C. C.

776 Gaylord, Fred, 22d & 2d ave Kearney

O. W. C.

7 McCormick, F. S., 2219 Dodge st Omaha

Unattached

8 Jacobs, C.W.,403S.Burlington Hastings
9 Lawson, T. J., 704 Second st

Over 105,000, NEW HAMPSHIRE, 10—235

Echo C. C.

780 Moore, John B., 532 Main Laconia

Unattached

1 Peavey, Ernest F., Farmington
2 Powers, Claude L., box 52 Lisbon
3 Clough,AlbertL.,181Walnut Manchester
4 Wentworth,F.T.40Union st Portsmouth
5 *Stacy, Minnie E., So. Lyndeboro
6 Horn, Harry R., Wolfboro
7 Gordon,R.,294Manchester st Manchester
8 McLaren, H. N., 619 Union st "
9 Plummer, Roscoe H., No. Sanbornton

Over 105,000, NEW JERSEY, 115—2959

Palma B. C.

790 Totten, J. O., 296 Varick Jersey City

A. W.

1 Armbruster, W. Greenville City pk "

Asbury Park W.

2 Benjamin, Edwin H. Asbury Park
3 Black, Chas. J. "
4 Green, Lewis "
5 Howell, L. A. "

B. C. A.

6 Willitts, J. Fred Bloomfield

E. O. C.

7 Craig, W. H., 358 Central ave E. Orange
8 Nott, F. A., Jr., 27 S. Arlington av "

Harrison & K. W.

9 Kelly, Robert J., 215 William Harrison

Palma Club

800 Gordon, L. J. Jersey City

Jersey C. C. W.

1 Seymour, C. F., 44 Madison ave "

Sahodalien W.

2 Romine, D.E.,Speedwell aveMorristown
3 Vance, W. M., Ridgedale ave "

Montclair W.

4 Caro,D.M., 555 Bloomfield ave Montclair
5 Hughes, T. Cecil, box 752 "
6 Van Antwap, D. S., 82 Grove "

Oakhurst R.

7 Evans, Frederick, Jr. Newark

Passaic C.

8 Shaw, A. W., Jr., Gregory ave Passaic

Tourist C. C.

9 Berdan, John O., 238 Main Paterson
810 Healey, Fred B., 82 Hamilton ave "

Red Bank W.

1 Bennett, Reginald S. Pinton Falls

Bergen C. Wheelmen

2 Bean, J. R. Ridgefield

Mercer C. W.

3 Dean, C. C., box 16 Rosemont

M. C. W.

4 Hill, Edmund C., 11 N. Broad Trenton
5 Richardson, Al., 223 Tyler "
6 Zerman, Wm., 15 Ewing "

Castle Point Cyclers

7 Ackert, Rev. W. R. Weehauken

Unattached

8 Lewis,W.,599 Bloomfield ave Bloomfield
9 Murray, Chas. J., box 55 "
820 Britton, Henry W. Clarksburg
1 McDavit, Adelbert R.,box 6 Dover
2 Corbin, W.Herbert,524 Westminster ave ..... Elizabeth
3 Foster, W.H., 522 Walnut "
4 Lane, Frederick C., 539 Walnut "
5 Wheelwright, Alfred, 505 Morris ave "
6 Dutcher, E.H.,100N. Maple av E.Orange
7 Faller, G. H., 187 N. Park "
8 Kilburn Isaac B., 126 Steuben "
9 Leitch, James, 220 Springdale ave "
830 Padellinetti, C., 71 Orange "
1 Potter, H. G., Halworth
2 Bader, Wm. M., 822 Wash. st., Hoboken
3 Sanders, H. O., 13 & Hudson sts., "
4 Stout, L. A., Hohokus
5 Albright, M. R., Junction
6 Greville, Wm., 130 Pearsall ave., Greenville, Jersey City
7 Julian, H. G., Warren st., "
8 Cole, C. E., 358 York st., "
9 Ferrett, Chas., 58 Boorahn ave., "
840 Ferrett, Robt., 58 Boorahn ave., "
1 Gerardin, B. M., 52 Newark ave., "
2 Johnston, Westb'k, 16 Wescott pl., "
3 Loffey, J. J., Jr., 155 Magnolia ave, "
4 Roolfs, Edw. W., 367 Palisade ave, "
5 Terhune, Frank, Lake View
6 Davis, Harry W., box 308, Lambertville
7 Crane, H. L., 40 S. Willow st., Montclair
8 Ketchum, W. H., 98 S. Fullerton "
9 Gallagher, Wm. H., 40 Cross st., "
850 Child, Chas. G., 87 S. Mountain ave "
1 Parsons, W. H., Inwood ave, "
2 Halpin, Francis, 78 Midland ave., "
3 *Jacobus, Miss Alice, 40 Park st., "
4 Graham, Benj., 73 Hawthorne pl., "
5 Lawrence, C. P., Magnolia
6 Poinsett, Em'r W., box 199, Moorestown
7 Daugherty, Frank S., Mt. Ephraim
8 *Howell, Miss Sadie T., Millstone
9 Pannell,Rev.W.T.,2 Harr'n st.,Morris't'n
860 *Robertson,CharlotteJ.,132South st., "
1 Schlesinger,W.S.,79 East'n av,N Br'ns'ck
2 Tamm, Henry G., "
3 Ulrich, Frederick, "
4 Aliston, E. S., 61 Emmett st., Newark
5 Beckwith, W. C., 82 Thomas st., "
6 Bowne, Jas. O., 337 Fifth ave., "
7 *Geissler, Mrs. J. W., 18 Cedar st, "
8 Gleason, H. P., 1038 Broad st., "
9 Howell, J. W., 20 Chestnut st., "
870 Huffman, T. P., 197 N. 7 st., "
1 Nichols, W. L., 8 Gouverneur st., "
2 Rising, Herbert W., 20 Summit st., "
3 Thorne, Fred L., 475 Broad st., "
4 Woodland, A. L., 44 South st., "
5 McFaddin, G. J., 137 Harrison, Orange
6 Shoenthal, I., 319 Main st., "

All Co Wheelmen

8 Blossom, H. L., Box 603. Friendship
9 Strong, Edgar, "

Troy Bi Club

950 Brower, William, Green Island

H. Bi Club

1 Macy, Homer C., Hudson
2 Harder, Charles V. S., "

Ithaca C. C.

3 Houghton, C. L., 9 Farm st., Ithaca
4 Northrup, E. A., 55 W. Clinton st., "
5 Wilgus, J. M., 6 Wilgus bldg, "

Salmagundy B. C.

6 *Clay, Mrs. G. E., 167 11th st., L. I. City
7 Burnett,W.J., M.D., 27 3d st., "
8 *Sanford,Mrs.H.S., 891 Vernon av., "
9 *White, Miss H. E., 10 Jackson st., "

Troy Remington Wheelmen

960 Bedell, George S., Lansingburgh
1 Swett, Charles W., "

Glen Cove W.

2 Andrews, H. W., Box 27, Mineola

East Orange Cyclers

3 Sinclair, Angus (P. O. 77 Beach st. E. Orange, N. J.,) New York

Michaux B. C.

4 *Buckley, Mrs. W. T., 3 W.16th, N. York
5 *Fitzgerald, Miss A., 253 Lexington, "
6 Osborn, R. A., 2 Rutherford pl. "
7 Garland, C. T., 259 Madison av., "
8 Kingsley, Harry S., care Brooklyn Daily Eagle, Brooklyn

5th Reg. Co. E. N. G. N. Y.

9 Woodman, D., 135 W. 96th st., N. York

Wanderer's Touring Club

970 *Clark, Cora B., 58 William st., N. York

N. Y. Stock Ex. C.

1 Cattus, F. C., 41 Exchange pl., "
2 Motley, W. Harry, 335 W 76th st., "
3 De Silver, C.H., 42 Pierrepont, Brooklyn

Ironside C. C.

4 Rauh, E., 153 East 74th st., New York

St. Nicholas Wheelmen

5 Jackson, Robert, 219 W 115th, St., N.Y.

Metropolitan C. C.

6 Ward, Reginald H., 70 Broadway, "

Excelsior C. C.

7 *Ducey, Miss Helen T., 866 7th av. "

Rover C. C.

8 Bebe, Frank J., 73 Wash Pl., "
9 Calhoun, John, 206 W 80th St., "

Century Wheelmen

980 Davis, J. B., 551 8th ave. "
1 Gilles, Geo., 240 West 116th St., "
2 Rose, Robert, 301 West 114th St., "
3 Simmonds,Herman, 9 West 64th St., "
4 Wright, Wm. B., 891 8th ave., "
5 Brown, Frank C., Union ave., & West Farms Road, W. Chester, N. Y.

West End Cycle Club

6 Frank, Isaac, 164 West 87th St., "
7 Davies, Lawrence, 62 West 82d St., "

Harlem Wheelmen

8 Wayland, J.N., 1282 Columbus ave., "

Riverside W.

9 Herrmann, Geo., 118 W. 93d St., "
990 Isherwood, Frank, Co. H., 22d Reg., 68th st. and Boulevard, "
1 Koop, Louis, 251 E. 85th St., "
2 Marter, Clarence B., 55 Park Pl., "
3 Pixley, Geo. H., 124 W. 96th St., "
4 Park, Edgar, 459 Broadway, "
5 Ryan, Frank A., 149 W. 96th st., "
6 Roschi, Harry J., 116 E. 92d St., "
7 Sheridan, W. E., 100 Broadway Am. Surety Co., "

Forthnightly C. W.

8 *Gaylord, Miss M. L., 168 E 6th, Oswego
9 Homans, Thos. S., Oswego Machine Works, Oswego

106,000, M. E. C. Cycle Club

000 Chase,Rev.Mattison W.,61 W.Oneida "

Over 106,000, P. C. C.

1 Holt, W. F., 45 Oak St., Plattsburgh
2 Spurgin, D. G., Plattsburg Barracks

Ironside C. C.

3 Burlee, W. J., box 342, Pt. Richmond

Rye Wheelmen

4 Jenkins, Samuel, Box 185 Rye

S. C. Wheelmen

5 Faust, Dr. W. P., 29 Jay, Schenectady

Mohawk W.

6 Fuller, Arthur B., Box 621 "

Troy B. C.

7 Corbett, W. J., 416 River St., Troy
8 Kirkendall, W. H. B., 2788 6th Ave "
9 D'Allaird, Geo., N. 4th & Hutton "

R. C. Wheelmen

10 Anderson,W.H.,care Troy Record, "
1 Little, Harry C., Troy Laundry Mach. Co., "

Country Club

2 Raymond, S. West Chester
3 Schmitt, Joseph "

W. Wheelmen

4 Merriman, Wm. H., West Troy
5 Young, A. C., 1,412 First ave. "

Ironside C. C.

6 Ohirogge, H., Seaside P. O. Westfield
7 Wilkins, Fred, Seaside P. O. "

Unattached

8 Allanson, J. E., 44 State Albany
9 Flanagan, W. H., box 243 "
20 Hinested, Frank P., 50 Partridge "
1 Hinested, A. P., 252 Western ave. "
2 Schurp, C. H., Jr., 115 Fourth ave. "
3 Vrooman, Isaac H., 282 Hamilton "
4 Martin, John H., 27 Myrtle ave. "
5 Oliver, C. E., 369 Clinton "
6 Armstrong, R. A. Alfred
7 Burdick, W. F. "
8 Burdick, D. S. "
9 Davis, T. M., "
30 Whitford, Prof. W. C. "
1 Clarke, Will R. "
2 Vanalstine, C. E., Ames
3 Baab, F. J., 69 Fulton ave. Astoria
4 Bartow, Bayard, 960 Boulevard "
5 Osborne,T.M., care of D.M.Osborne & Co, Auburn
6 Watkins, Clarence L., 11 State "
7 Bennett, William Amsterdam
8 Mathewson, D. P., Avoca
9 Wadsworth, Herbert, box I Avon
40 Voelker, F. H., 7 Ganson ave, Batavia
1 Lott, Moe S. Bay Ridge
2 MacKay, Fred De M. "
3 Ellas, Charles A. Bath
4 Morse, W. O., 153 Chapin Binghamton
5 Thorne, George, 12 Pine "
6 Whitmarsh, H. D., 13 Main "
7 Haskins, William J., 28 Lewis "
8 Rider, John A., 33 Exchange "
9 Burden, Elliot, Birdsall
50 Stannard, Jno. R., Main st. Boonville
1 Adams, Chas., 108 Willow st., Brooklyn
2 Allaire, H. H., 556 Madison st., "
3 Albers, John, 286 Hancock st., "
4 Ambler,A.S.,King'n av. & Fen'm'e, "
5 Aubrey, A. C., 534 Madison st., "
6 Asquith, A. W., 75 Lexington ave., "
7 Beekman, E. W., 554 10th st., "
8 Brownson, Ed. S., Jr., 49 Garden pl, "
9 Bock, Wm. A., 188 Ralph ave., "
60 Banzett, Wm. H., 390 Hart st., "
1 Ballot, L., 371A Union st., "
2 Barnes, Wm. B., 194 Atlantic ave., "
3 Barringer, John F., 293 Clinton st., "
4 Benedict., C. H., 44 Sherman st., "
5 Beyea, D. H., 11 So. Oxford st., "
6 Blake, J. Eddy, 352 Jefferson ave., "
7 Blood, G. P., 157 Garfield pl., "
8 Britton, Alfred F., 445 Greene ave., "
9 Britton, S. H., 107 6th ave., "
70 Belden, A. G., 453 Franklin ave., "
1 Bisbee, L. J., 73 Flatbush ave., "
2 Briggs, S. Edgar, 532A Macon st., "
3 *Butler, Alice E., 46 8th ave., "
4 Campbell, Andrew M., 534 State st., "
5 Cornell, J. W., 11 Verona pl., "
6 Cornish, Frank W., 562 Hancock st., "
7 Crane, Frederick E., 16 Court st., "
8 Colberg, J. H., 84 Oakland st., "
9 Comstock, P. F., 431 Halsey st., "
80 Eames, Stewart W., 59 Pierrepont st, "
1 Eddy, Wm. H., 140 Van Buren st., "
2 Elberson, Leon W., 14 Macon st., "
3 Ellis, David, 223 20th st., "
4 Douglas, E. D., 263 Henry st., "
5 *del Risco, Mrs. Justo, 235 Wash. av, "
6 Ferris, Fred A., 409 Sackett st., "
7 Fiske, Fred. B., 108 Hicks st., "
8 Freeman, Frank, 213 Wash. ave., "
9 Garrigue, Alexander, 978 Butler st., "
90 Greene, J. Frank, 55 3rd pl., "
1 Gildea, John E., 194 Pearl st., "
2 Haines, Fred., 11 S. Portland ave., "
3 Haigh, Henry J., 210 Lincoln road, "
4 Hart, Harry L., 6 3rd ave., "
5 Hegeman, J. M., 567 Lafayette ave., "
6 Hotchkiss, Hy. T., 520 Gates ave., "
7 Haecker, W. G., 245 So. 9th st., "
8 Hopkins, A. A., 325 McDonough st., "
9 Higley, H. A., 227 Park pl., "
100 Ives, Dr. W. P., 126 Prospect pl., "
1 Johnson, Fred H., 235 55th st., "
2 Johnson, Dr. E. L., 479 Franklin av, "
3 Ker, James F., 40 St. John's pl., "
4 Kraeger, S. C., 59th st., bet. 16th & 17th aves., "
5 Kaley, F., 72d st., near 15th ave., "

6 Knauss, H. A., 139 Ashland pl., "
7 Lamadrid, Dr. J. J., 412 Greene av, "
8 La Roche, E. M., 753A Union st., "
9 Lawrence, Burton E., 376 Pearl st., "
110 Marriott, Arthur, 333 Flatbush ave., "
1 Meldowny, J. V., 64 Conselyea st., "
2 Morrison, Peter J., 382 Union st., "
3 Maine, H. R., M.D., 24 7th ave., "
4 Muller, Geo. W., 840 Madison st., "
5 Mann., J. D., 253 Woodbine st., "
6 Overton, Rev.D.H., 965 Greene ave, "
7 Ormsbee, S. G., 1097 Halsey st., "
8 Peck, John B., 187 Hooper st., "
9 Planten, W. R. J., 38 8th ave., "
120 Pritchard, Emilio, 12 Brevoort pl., "
1 *Purdy, Miss M. H., 118 Quincy st., "
2 Ritchey, W. P., 355 Clinton st., "
3 Ritter, W. Irwin, 578 11th st., "
4 Rode, Arthur F., 60 Sumner ave., "
5 Rogers, A. T., 59 Butler st., "
6 Rosse, L. E., 1223 Bedford ave., "
7 *Rolston, Mrs. Geo., 512 6th ave., "
8 Schauf, Dr. A., 198 Vernon ave., "
9 Sheldon, R. T., 87 Pierrepont st., "
130 Sievwright, 1360 Bergen st., "
1 Simms, F., 285 Bridge st., "
2 Smith, Percival C., 110 Willow st., "
3 Spencer, Geo. A., 225 McDonough st. "
4 Shaw, Dr. F. W., 327 Greene ave., "
5 Smith, Joseph E., 92 Lee ave., "
6 Tomes, C. H., 189 St. James pl., "
7 Tonry, C. J., 233 Wyckoff st., "
8 Truslow, W., M.D., 145 Clinton st., "
9 Vandergaw, M. G., 153 Macon st., "
140 Voshell, J. K., 1031 Butler st., "
1 Von Bremen, Dan, 888 Greene ave., "
2 Whiting, Victor H., 66 Adams pl., "
Windsor terrace, "
3 Winfield,J.McF.,1273 Bedford ave., "
4 Wells, Henry P., 158 Clinton st., "
5 Wildner, H. C., 1198 Madison st., "
6 Wischerth, J. G., 1076 Bedford ave., "
7 Wilkens, H. L., 1082 Bedford ave., "
8 Birdsall, Henry B., 688 Macon st., "
9 Benk, W. P., 614 De Kalb ave., "
150 Benton, Dr. S. H., 1063 Bergen st., "
1 Boyd, J. Fred, 179 Amity st., "
2 Brown, W. J., 16th st., near 86th st. "
3 Callaghan, W. P., 191 St. John's pl., "
4 Cook, J. D., 887 Broadway, "
5 Fedderson, Theo. H., 98 Orange st., "
6 Grummond, L.M., 105 St. Mark's pl., "
7 Hosford, L. D., 1018 Greene ave., "
8 Hawksley, Wm., Barley st., near Hegeman ave., "
9 Igelheimer, Louis, 187 Penn. st., "
160 Krauss, H., 198 So. 4th st., "
1 *Lynde, Miss E. M., 517 Greene ave., "
2 Lapidge, Ed., 262 Tompkins ave., "
3 Moore, Benj., 601 Madison st., "
4 McNickle, Thos B., 18 & Bath ave., "
5 Rohmann, C. W., 247 Prospect pl., "
6 Rohmann, G. J., 149 Prospect pl., "
7 Reeve, F. T., 78 Hancock st., "
8 Smith, Harry P., 174 Macon st., "
9 Silence, Chas. E., 210 So. 3rd st., "
170 Shears, Wm. A., 155 Nevins st., B. "
1 Wardell, F. C., 669 Lafayette ave., "
2 Armstrong, G. P., 544 Plymouth av., Buffalo
3 *Boughton, Mrs. L.H., 40 Vermont, "
4 Boughton, W. H., 40 Vermont st., "
5 Ballachey, G. T., 286 7th st., "
6 Ball, W. H., Ellicoth Sq. P'dg., "
7 Beardsley, F.R., 743 Elmwood av., "
8 Becker,F.W.H.,Western Sav. Bk., "
9 Bluff, Fred H., 143 W. Ferry st., "
180 Brunke, F. C., 9 German Ins. B'd. "
1 Bandlow, August, Courier Lit. Co. "
2 Bullymore, John H., 1261 Main st., "
3 Barnes, E. C., R.15, R. E. Ex., "
4 Caudell, Ulysses L., 154 Fargo av., "
5 Clark, H. P., Metropolitan B'k, "
6 Clark, Thos. M., 195 Main st., "
7 Coatsworth, E. E., 314 W. Utica. "
8 Cooke, F. G., 222 Highland av., "
9 Coppins, L. T., 457 Richmond av., "
190 Cowen, H., 57 Pooley pl., "
1 Cruickshank, Robert, 310 Baynes, "
2 Durand, E.T., 707 D.S.Morgan Bd. "
3 Durdan, Fred J., 221 Main st., "
4 Fryer, J. W., City Bank, "
5 *Greiner, Harriet J., 35 Hodge av., "
6 Gander, Geo. H., 293 Franklin st., "
7 Grantien, F. H., 1561 Jefferson st., "
8 Hall James W., City Bank, "
9 Hartwell, J. Wesley, 344 Ashland, "
200 Hubbard, W. C., 93 E. North st., "
1 Hayes, Geo. D., 62 Irving pl., "
2 Howard, F. E., 331 Franklin st., "
3 Harries, Geo. O., 232 Goodell st., "
4 Jarrett, W. S., 36 10th st., "
6 Jehle, Edward S., 28 12th st., "
6 Juengling, F.W., 287 E. Genesee st. "
7 Jewett, H. C., 2nd, 393 North st., "
8 Koons, Edward L.,191 Linwood av. "
9 Knapp, W. D., 393 Fargo av., "
210 Lansing, Williams, 371 Pearl st., "
1 Lawrence, M. H., 329 Breckinridge, "
2 *Morrison, Miss M. J., 601 Bouck, "
3 Merville, Edwin R., 43 E.Ferry st., "
4 Marvin, LeRoy, 22 W. Seneca st., "
5 McIntosh, Wm., 219 Crescent av., "
6 Milne, Wm. L., 103 Barton st., "
7 Morgan, Geo. S., 882 Niagara st., "
8 Nicol, J. D., 172 Morgan st., "
9 *O'Connor, Miss I. K., 101 Front, "
220 Phipps, Percy, 271 Main st., "
1 Potruff, Harry V., U. of Buf. "
2 Potter, Edward W., 56 Main st., "
3 Ransom, C. M., 137 Main st., "
4 Rhodes, Rev. C. E., 90 Greenfield. "
5 Rose, Hugh D., 9 Ger. In. B'd., "
6 Ryan, Sam'l. C., 601 Bonck av., "
7 Ryan, S. C. Jr., 601 Bonck av., "
8 Sallsbury, Geo. B., 569 Main st., "
9 Saules, A. E., 457 Vermont st., "
230 *Schafer,Miss Freda, 243 Peckham. "
1 Schafer, F. J., 18 Court st., "
2 Schmidt, Jacob F., 18 W. Eagle st., "
3 Spencer, Francis R., 179 Wash. st., "
4 Sprague, H. W., 31 Cottage st., "
5 Spingler, E. H., 54 Cary st., "
6 Standeven, W. Ray 288 7th st., "
7 Stoddard, C. B., 396 S. Division st., "
8 Sweeney, J., Jr., 335 Summer st., "
9 Sidway, C. S., 39 Plymouth st., "
240 Sidway, Franklin, 30 Plymouth st., "
1 Scherbarth, A. A., 306 Conn st., "
2 Stein, Jacob J., 2 Law Exchange, "
3 Sedgwick, John, 301 W. Utica st., "
4 Taylor, Wm. B., 41 Erie Co.Bk.Bd. "
5 Thompson, R. H., 225 Wash st., "
6 Thornton, E. C., 423 Front av., "
7 *Tremaine, Grace H.,410 Elmwood, "
8 Turner, Chas. H., 306 Franklin st., "
9 Tyng, P. K., Dun Building, "
250 Upper, Chas. O., 287 E. Genesee st., "
1 Willoughby, John, 216 Lancaster, "
2 Walker, Cecil T., 163 Anderson pl., "
3 Alderman, Frank W., 266 Summer, "
4 Brainard, H. P., 85 16th st., "
5 Brown, W. H., 142 Woodbridge av., "
6 Burnham, C. W., 309 14th st., "
7 Burns, H. T., 384 Prospect av., "
8 Chittenden, John L., 466 Potomac, "
9 *Chisholm, Susan K., 49 12th st., "
260 Chisholm, H. L., 49 12th st., "
1 Chisholm, Geo. H., 76 Johnson pl., "
2 Dicks, W., 143 Victoria st., "
3 *Day, Mrs. C., 586 Delaware av., "
4 Enos, Laurens, 491 Ashland av., "
5 Gard, John T., 671 W. Ferry st., "
6 *Haven, Miss Ida, 586 Delaware, "
7 Hammond, Lawrence T.,51 Seneca, "
8 Harrison, J. J., 462 S. Division st., "
9 Hutchings, A. H., Courier Co., "
270 Harper, Chas. L., 573 Main st., "
1 Jeffrey, James S., 456 Main st, "
2 Keenan, Jas. E., 921 Niagara st., "
3 Luetti, Geo. H., 29 10th st., "
4 Magarvey, John R., 440 Swan st., "
5 Mings, Geo. F., 291 West av., "
6 Reidpah, W. L., 252 Herkimer st., "
7 Stocker, W. F., 410 N. 7th st., "
8 Twohey, R. J., 301 Master st., "
9 Twohey, John J., 301 Master st., "
280 Volger, Geo. J., 359 Washington, "
1 Wheeler, Frank S., 65 Ashland av., "
2 Veitch, Oscar V., Bucks Bridge
3 Rose, Chas. A. Burnside
4 Ross, D. F., box 806 Carthage
5 *Masson, Mrs. T. M. Cape Vincent
6 Woolworth, C. P., North Hill Castleton
7 Wohlgemuth, J. L. Canajoharie
8 Bottom, H. E. Cohoes
9 Authier, C. E. "
290 Boynton, A. O., 111 Remsen "
1 Mahoney, John F., 47 Olmstead "
2 Roach, Maurice A., 63 Saratoga "
3 Hecley, George H. "
4 Johnston, D. S. "
5 Johnston, H. E., (P. O. Williamstown Mass., box 31) Cohoes
6 Slade, C. J. "
7 Bown, G. McKesson Dobb's Ferry
8 Stevens, F. H., 535 Central ave Dunkirk
9 Richardson, Harry E. Aurora
300 Beardsley, M. D. E. Randolph
1 Crawford, W. H. "
2 Felt, C. H. "
3 Ransom, W. F., box 2 "
4 Watkins, L. D., box 10 "
5 Low, Samuel B. Ellenville
6 Van Wagener, Silas A. "
7 Gridley, Chas. H. Elmira
8 Hart, Chas. L., 325 W. Clinton "
9 Rapelyea, E. P., 322 W. Clinton "
310 Remarest, M. W., N. Y. & P. T. Co. "
1 Patterson, Leon, 358 Hoffman "
2 Christen, Chas., 138 E. Water "
3 Trout, Geo. P., Wall "
4 Thomas, Fred, 814 W. First "
5 Fell, A. H. Fort Ann
6 Mason, Chas. Fort Edward
7 Bennet, Geo, S., 167 Clarkson Flatbush
8 Delamater,M.E..302Sanfordave Flushing
9 Mitchell, Ernest, Whitestone ave "
320 Rossiter, F. H., 23 Sanford ave "
1 Gries, John Ft. Hamilton
2 Switzer, Alton, box 136 Farmer
3 Villemonte, John F. "
4 Koscinski, G., Shore road and 3d ave Ft. Hamilton
5 Weller, Adam H. Frankfort
6 Bristol, J. Ellery Fulton
7 Conrad, Emmett, Oneida "
8 Lake, H. L., box 111 "
9 Loomis, A. J. "
330 Scott, Wm. W. Gates
1 Scott, Chas. A. "
2 Wilcox, Wm. H. Garnersville
3 Nares, F. Lester Geneva
4 O'Hanlon, Wm. "
5 Powers, W. G., 16 Lyceum "
6 Fancher, W. I. Glen Cove
7 Roesler, August, Jr. Great Neck
8 Anthony, H. J., 15 West Gloversville
9 Chamberlain, Charl Green Ridge
340 Hover, Alex W. Germantown
1 Rockefeller, Fred. "
2 *Alexander, Mrs. E. M., 22 Riverside ave., Greenbush
3 Philip, Jordan, 87 N. 5th Hudson
4 Rishel Dr.G.P., 30 Church Hornellsville
5 Crandell, F. W., Fulton Hempstead
6 Sleight, H. B., box 242 Hyde Park
7 Smith, W. McA., 76 E. Buffalo Ithaca
8 Van Tuyl, Fred H., 811 Pengrass ave Jamestown
9 Smedberg, Adolphus, Jr. Kingsbridge
350 Eckert, Louis J. Kreischerville
1 Scott, John F. Lawrence
2 Tanner, Herbert N. Lebanon Springs
3 Donnelly, J., 144 12th Long Island City
4 Ducker, Henry, 336 Hamilton "
5 Gedmari, Edward J., 502 Hancock "
6 Scott, Geo. A., 64 Orchard "
7 Hanks, H. M., 132 12th "
8 New, Alfred N., 92 3d "
9 New, Harry Stuart, 18 Ely ave "
360 Hallock, Charles, box 6 Mahopac
1 Dean,E.F.,Ellsworth ave Mechanicville
2 Kingsland, H. B. Middletown
3 Stratton, Frank M. "
4 Noble, Chas. Millburn
5 Hanson, A. E., Mt. Vernon Hotel Mt. Vernon
6 Soles, R. J. Millbrook
7 McInaig. James "
8 Thew, M. E., 18 B'y V'w ter Newburgh
9 Frieze,G.H.,32 Sherman ave N.Brighton
370 Lee, Herman F., 9 Phelps pl "
1 Montgomery, Henry B. "
2 Pinney. G. M., Jr., Dis. Attorney "
3 Preble Henry, 42 Stuyvesant pl "
4 Van Rensselaer, L., Franklin ave "
5 Bernbaum, E., 14 Westervelt ave "
6 Lentilhon, W. A., Fourth "
7 *Rodewald, Mrs. F. L., 9 St. M'ks pl "
8 Shaw, Alex D., 5 Fort pl "
9 *Shaw, Miss "
380 Whitehouse, C. Austen "
1 Waller, Rev. W. B., 373 Huguenot N. Rochelle
2 Amory, Wm. N., 22 William New York
3 Allien, F., 1 E. 53d "
4 Abbott, Frank, Jr., 206 W. 70th "
5 Alford, J. Warren, 195 Broadway "
6 Brown, Vernon C., 80 Broadway "
7 Bloodgood, H. K., 27 W. 43d "
8 Bouvier, M. C., 14 W. 46th "
9 Buckman, Geo. L., 25 State "
390 Bingham, J. Willis, 46 W. 27th "
1 Beacham, Eason, 256 Columbus ave "
2 Brendon, E. V..M.D.,1½ Charlton "
3 Barton, E. R., 82 Wash st "
4 Brill, Emil, 632 E. 139th "
5 Bunting, Robert B., 129 W. 45th "
6 Braisted, Geo. A., 24 New "
7 Baur, Hans Vom., 12 W. 130th "
8 Borg, Walter Bennett, 4 E. 68th "
9 Briggs, Jas. A., 32 Nassau "
400 Briggs, Dr. E. B., 188 E. 72d "
1 Bradley, W. V., 147 W. 39th "
2 Butler, Chas. B., Sherwood "
3 *Brown, Miss Cora J.,411 Park ave "
4 Barnes, James, 12 W. 29th "
5 Bryant, Albert, 59 Leonard "
6 Broesel, Herman, 70 W. 68th "
7 Barndollar, John S., box 402 "
8 Beacom, Ed., 135th and Lenox ave "
9 Backus, Harry, Tribune bldg, rm 10 "
410 Boynton, Chas. B., 207 Water "
1 Bennett, Edwin E., 129 W. 20th "
2 Bumstead, J. H. Jr., 115 Worth "
3 *Bales,Miss A.M.,432 Central pk W "
4 Blade, Wm., 'Langham' 657 5th ave "
5 Beach, H. A., 26 Broadway "
6 Brown, C. S., 247 Lexington ave "
7 Butterfass, John, 545 E. 12th "
8 Burge, G. H., 38 Park row "
9 Clews, Henry, Jr., 9 W. 34th "
420 Carpenter, Philip, 38 Park row "
1 *Carpenter, Fanny H.,165 W.End av "
2 Capron, J. F., 52 E. 9th "
3 *Cross,Mrs.Lilian F.,129 Manhat. ave "
4 Carr, W. G., Coffee ex bldg, rm 405 "
5 Cuthbert, W. C., 56 Broadway "
6 Courtleigh W. M., 209 E. 15th "
7 Clarke, Walter A., 209 W. 81st "
8 Carfslite, David, 197th, Ft. Geo. ave "
9 Curran, James R., 107 E. 57th "
430 Cabot, John, 168 W. 48th "
1 Cogan, H. M.,Shore Road nr 70th Bay Ridge
2 Cohen, H. H., C.N.Dep., 195 Bdwy New York
3 Carter, W. J., 65 Beaver "
4 Cortis, Harold G., 45 Broadway "
5 Cochran, Dr. G. D., 48 W. 57th "
6 Cohen, Octavus, 335 Forest ave "
7 Ditman, H. W., 46 Barclay "
8 Delafield, Edward C., 475 5th av., "
9 Doolittle, H. L., 424 Produce exc "
440 Doyle, Nathaniel, 58 W. 21st "
1 Dufft, Carl E., 157 E. 49th "
2 Dorman, Albert D., 26 Cortlandt "
3 Dowd, W. E. Jr., 709 Madison ave "
4 Deyo, W. S., 27 Pine "
5 Day, M. C., New York Club "
6 Engelhard, Peter J., 267 W. 54th "
7 Ely, A. H., cor Riverside drive, 85th "
8 Fry, Howard J., 154 W. 98th "
9 Fry, Marshall, Jr., 154 W. 98th "
450 Firth, A. A., 270 Broadway "
1 Falk, Myron, S., Hotel Netherland "
2 Folsom, Edgar M., 93 W. 103d "
3 Funk, Peter J., 229 W. 30th "
4 French, Dr. John H., 43 W. 51st "
5 Finlay, Thomas L., 27 Pine "
6 Fairbanks, Robert N., 6 W. 123d "
7 Goodman, Harry, 62 W. 10th "
8 Gennerich, Geo., 62 W. 114th "
9 Grant, Forest, 267 5th ave "
460 Grieve,K.H. Grand circle 59th,8th av "
1 Groesbeck, Herbert, 35 Broad "
2 Graeser, Herman R. A., 89 E. 4th "
3 Gilbert, Fred E., 35 William "
4 Gilbert, E. E., 219 W. 71st "
5 Groehl,Henry M.,M.D.,273 Rivington "
6 Graff, Henry H., 59 Wall "
7 Glave, Geo., 18 Wall "
8 Grant, Wm. A., 548 E. 155th "
9 Gorham, H. E., 52 Wall "
470 *Hoffman, Mrs. W. M. V.,240 W.76th "
1 Hoffman, W. M. V., 240 W. 76th "
2 Henderson, Cluny M., 5th ave hotel "
3 Hawley, Wm., 26 Broad "
4 *Hinchliffe,Miss M. E.,635 Park ave "
5 Houston, Chas. B., 465 E. 10th "
6 Greene, Warwick, 33 E. 30th "
7 Heliman, Eugene A., 106 W. 73d "
8 Hippard, Geo., 226 Cent. Park W "
9 *Huntington, Mrs.S.V.V.,69 E. 78th "
480 Hanks,L.W.,26 Broadway c.o.S.O.Co "
1 Hupfel, Chris. G., 148 E. 37th "
2 Hennessy, Dav., care of Ana M. Co., 15 Broad "
3 Heuel, Emil, M.D., 352 Willis av "
4 Henry, Ferris W., 1357 Wash ave "
5 Hawley, Wm. Y., 161 W. 75th "
6 Hatch, W. L. Chickering Hall "
7 Hilliard, John G., 41-43 Pine "
8 Howland, Dulany, 37 E. 35th "
9 Harding, Walter E. 30 W. 23d "
490 Hurd, C. V., 109 E. 73d "
1 Haber, Louis I., 149 W. 78th "
2 Hallinan, Wm. T., 100 W. 25th "
3 Haas, Edmund L., 383 W. End ave "
4 Hawkins, Wilford J., 164 W. 129th "
5 Hess, O. S., 876 Broadway "
6 Hess, A. M., 10 W. 96th "
7 Haws, Geo. T., 27 W. 43d "
8 Holme, J. L. B., 113 Chambers "
9 Hohle, Wm., 368 St. Nicholas ave "
500 Irion, Hermann, 413 W. 156th "
1 Irwin, Chas. O'Connor, 77 W. 11th "
2 *Jay., Mrs. Wm., 22 E. 72d "
3 Jung, Chas. R., 51 M. Lane "
4 *Johnston, Mrs. J. H., 18 Wash sq "
5 Jacquin, H., 341 W. 23d "
6 Jefferies, Chas. E., box 896 "
7 Jones, Harry C., 926 5th ave "
8 Jenkins, Dr. E. P.,'Gerard' W. 44th "
9 Jenney, J. Foster, 97 Water "
510 Jacuin, James A., 116 Cedar "
1 Knipe, George, M.D., 353 W. 24th "
2 Klein, Jos., 26 Broadway "
3 King, Burnham W., 14 Maiden L. "
4 Kaufmann, Arthur, 111 W. 90th "
5 Kerley, A. T., 215 Boulevard "
6 Krender, Henry, 315 E. 68th "
7 Kreiser, August C., 504 W. 169th "
8 King, Percy R., 189 Madison ave "
9 Koppe, Max, 32 Beaver "
520 Kugan, John, 293 W. Houston "
1 Lorenze, Dr. E. J., 1658 Lexing ave "
2 Levy, A. G., 70 Broadway "
3 Lott, Benj. D., 105 W. 129th "
4 Lee, Joseph C., 4252 3d ave., New York
5 Latham, F. L., 350 Lenox ave., "
6 *Lydecker, Mrs. C.M., 635 Park av., "
7 Leadbeater, E. H., 33 Worth st., "
8 Lorch, Richard C., 23 Broad st., "
9 Leggett, H. T., 46 W. 72d st., "
530 Ludlum, H. B., 165 W. 12th st., "
1 *Lindley, Miss E. Marguerite, Murray Hill Hotel, "
2 *Levin, Miss Ella, 10 E.33d st., "
3 Loewi, Hugo V., 37 Pearl st. "
4 Leavitt, Rufus E., Tradesman National Bank, "
5 Mayer, G., M.D., 1944 Madison av., "
6 McCutchen, James, 312 W. 18th st., "
7 Morrill, W. C., 24 W. 83d st., "
8 May, Dr. W. S., 1½2 W. 125th st., "
9 Michaelis, Joseph, 118 W. 57th st., "
540 *Merritt, Mrs. G., 164 E. 89th st., "
1 Moen, A. Rene, 308 W. 77th st., "
2 Moen, Edward C., 308 W. 77th st., "
3 Moon, William R., 27 William st., "
4 McKenney, W. J., 59 Leonard st., "
5 McKenney, Henry P., 59 Leonard, "
6 Martin, J. S., Jr., 260 Madison av., "
7 Maurer, Henry A., 110 W. 75th st., "
8 MacKeown, J. J., 24 E. 42d st., "
9 Markey, E. J., 656 W. 30th st., "
550 Martin, James F., 132 Front st., "
1 Mayer, Leon, 14 E. 42d st., "
2 Monohan, O., 206 W. 69th st., "
3 Monjo, Louis, Jr., 15 Whitehall st., "
4 Muth, Dr. R. T., 261 W. 34th st., "
5 *McMaster, Mrs. R. W., 175 W. 85th, "
6 McMaster, R. W., 175 W. 85th st., "
7 Montgomery, H. E., 24 New st "
8 Michel, Louis E., Columbia Uni., "
9 *Mickley, Miss H. G., 41 W. 12th st., "
560 McGuire, S. A., 974 3d ave., "
1 Marshall, A. B., 736 E. 134th st., "
2 Merritt, C., Jr., 145 W. 21st st., "
3 Martin, Chas., 231 E. 9th st "
4 Neuman, R. M., 66 Broadway, "
5 Nicoll, F. (P. O. Williamstown, Mass.,) "
6 Nylander, George F., 48 Charles st., "
7 Neumann, George A., 20 John st., "
8 Orr, Joseph K., 215 West 15th st., "
9 Obermeyer, Ernest, 27 East 77th st., "
570 Palmenberg, R. P., 122 W. 65th st., "
1 Powell, Alex. M., 152 Chambers st., "
2 Percy, R. L., 1402 Broadway, "
3 Powell, W. R., 254 W. 75th st., "
4 Paulson, Leonard, Jr., 83 Leonard, "
5 Runk, C. A., 165 W. 58th st "
6 Rokenbaugh, H. S., 100 Broadway, "
7 Ryno, George F., 121 W. 133d st., "
8 Reedy, John J. 3386 8th ave., "
9 Riches, James W., 2 E. 69th st., "
580 Roberts, R. W., 76 W. 55th st., "
1 Roberts, H. A., 16 Bible House, "
2 Richardson, S. J., 1775 Madison av., "
3 Regan, Peter L., 243 W. 109th st., "
4 Rielly, Frank C., 350 E. 12th st., "
5 Rossiter, Lucius T., 267 5th ave., "
6 Rodman, T. E., 1440 Lexington av., "
7 Sugarman, B. S., 1728 Madison ave., "
8 Solomon, H. I., 343 W. 122d st., "
9 Salmonski, N., 39 W. 60th st "
590 Scott, Stewart, 267 5th ave., "
1 Sackett, Lambert, 267 5th ave., "
2 Sheridan, James, 199 Lenox ave., "
3 Salomon, Wm., 104 E. 37th st., "
4 Salter, Vibert, 8 Broad st., "
5 Seely, Lockwood M., 54 William st., "
6 Steese, E. S., M.D., 250 W. 88th st., "
7 *Smith, Mrs. A. H., 15 E. 38th st., "
8 Silva, George, 222 W. 59th st "
9 Schulze, Albert, 128 E. 62d st., "
600 Smith, L. H., B. 10, Produce Ex., "
1 Strebelgh, Harold, 7 E. 45th st., "
2 Sweeney, Jos. F., 32 Lewis st., "
3 Schanck, Wm. H., 101 W. 73d st., "
4 Saunders, R. A., 223 W. 83d st., "
5 Schulz, Theo. E., 161 E. 116th st., "
6 Stevens, George, 677 5th ave., "
7 Sprague, T. W., 61 W. 51st st., "
8 Shandley, Wm., 166 W. 83d st., "
9 Schumacher, Frank, 449 E. 84th st., "
610 Schaad, H. D., 245 W. 50th st., "
1 *Sheldon, Mrs. M., 701 6th ave "
2 Schmidt, Henry, 303 W. 21st st., "
3 Schlomann, Ed., 321 East 18th st., "
4 Schmidt, Otto, Jr., 967 3d ave., "
5 Siegel, J.,Jr., 169th and Fulton ave., "
6 *Salomon, Mrs. W., 104 E. 37th st., "
7 Schoonmaker, A. O., 158 William, "
8 Strange, Andrew, 322 W. 15th st., "
9 Tompkins, Walter H., 15 Broad st., "
620 Ten Broeck, A. B., 34 E. 14th st., "
1 Thorn, Ralph T., 30 7th ave., "
2 Tweedale, Robert, 881 5th ave., "
3 Tyner, C. L., 5 W. 63d st., "
4 Tschentscher, H., 337 E. 5th st., "
5 Treat, Walter L. 308 E. 18th st., "
6 *Turtle, Mrs. J. W., 26 Broadway, "
7 Thomson, Wm., 477 W. 22d st., "
8 Taral, Nick, West Chester ave. and West Farms road, "
9 Truesdell, E. D., 424 Produce Ex., "
630 Van Buskirk, J.H., 172 W. 105th st., "
1 Von Duhn, Gustav, 29 Broadway, "
2 Von Bremen, Henry, 38 W. 35th st., "
3 Winans, Henry D., 655 5th ave., "
4 Weber, J. F., 440 E. 120th st "
5 Werdann, Edward C., 1 Greene st., "
6 Williamson, D. C., 291 Amst'm av "
7 Wilder, Bankson T., 15 Broad st., "
8 Wilson, Walter S., 325 Broadway, "
9 Waldo, Rhinlander, 17 E. 72d st., "
640 White, J. H., 787 Lexington av., "
1 Weiss, Edward A., 1433 1st ave., "
2 Wohn, George, 1195 Washington av., "
3 Wuersten, F., 562 E. 164th st., "
4 Wetmore, W. H., 6 E. 58th st., "
5 Wustlich, C. A., 41 W. 131st st., "
6 Walsh, J. H., 783 8th ave., "
7 Wormser, S. L., 118 E. 79th st., "
8 Winter, John G., 59 E. 12th st., "
9 Woelfle, Gus J., 87 Wall st., "
650 Wotherspoon, J., 60 W. 82d st., "
1 Webb, Edward F., 11 Jay st., "
2 Windolph, J. P., 331 W. 31st st., "
3 Jarmulowsky, H., 102 E. 60th st., "
4 Meyer, Casper J., Jr., 959 6th ave., "
5 *Noel, Miss Loulou, 109 Waverly pl., "
6 Robinson, Dr. A. L., 23 W. 45th "
7 *Sherman,Mrs. Le R. B., 355 W.14th "
8 Stamm, A. G., 161 W. 106th st., "
9 Valk, Francis H., 146 E. 37th st., "
660 Wall, Dr. F. M., 60 W. 56th st., "
1 *Wall, Mrs. F. M., 60 W. 56th st., "
2 Adams, Wm., 133 Perry st "
3 *Bloom, Celia A, 142 E. 18th st "
4 Bridgham, W. H., 18 W. 21st "
5 Birch, J. W., 108 W. 103d st "
6 Broguet, Dr. Edw., 625 E. 145th st "
7 Badeau, T. F., 11 Charlton st "
8 Brown, Edw. W., 146 Broadway "
9 Bischoff, Dr. Ernst, 227 E. 19th "
670 Bendix, Geo. E., 2166 7th av "
1 Bernstein, J. Jack, 44th st & 1st av "
2 Barlow, Fred R., 320 W. 58th st "
3 Caldwell, Brown, 16 Warren st "
4 Coughlan, J. W., 46 White st "
5 Chaffee, C. H., 276 W. 89th st "
6 Conklin, Wm. H., 195 Fulton st "
7 Connolly, Ernest V., 30 W. 84th st "
8 Connolly, J. W., 195 Broadway "
9 Davis, B. P., 1 E. 37th st "
680 Day, Henry M., 10 W. 121st st, "
1 Duffy,J.K,Vand'r'bt bld126Nassau st "
2 Dyckman, F. H., (P.O. Orange,N.J.) "
3 De Leon, E. W., 140 Broadway "
4 Ensign, Geo. H., 1023 3rd av "
5 Fountain, Gerard, 34 E. 64th st "
6 Franklin, P. A., 106 W. 94th st "
7 Frank, Jerome, 112 E. 79th st "
8 Gaunt, Walter J., 884 Broadway "
9 Glassford, David, 231 Broadway "
690 Grannis, Herman W., 240 W. 43rd st "
1 Glassford, Henry, box 2049 "
2 Grassman, C., Villa av, Bedford pk "
3 Gilder, Joseph B, 287 4th av "
4 Hofmann,Phil.N.,Jr., 229 E. 34th st "
5 Howe, E. A., 2420 7th av "
6 Hutchinson, Jas. M., 76 5th av "
7 Hounslow, Wm. E., 126 Bible House "
8 Henckel,GustavA., 26 University pl "
9 Hughes, Henry Hilton, 630 5th av "
700 Hanford, C. W., 79 Murray st "
1 Hull, Geo A., 210 W. 11th st "
2 Irwin, Wm. T., 427 E. 118th st "
3 Irving, G. W., 7th av & 131st st "
4 Johnson, R. U., 327 Lexington av "
5 *Jaques,M.J.("Cordora")170 W59th st "
6 Jacquelin, Henri L., 50 Broadway "
7 Jordan, Geo. W., 119 W. 83rd st "
8 Katz, Alfred, 320 E. 89th st "
9 Kyle, Wilbour, box 2049, "
710 Kip, Ira A., 138 Pearl st "
1 Law, Walter W., Jr., 28 E. 28th st "
2 Lamon, Harvey B., 229 E. 34th st "
3 Lawder, R. H., 155 W. 119th st "
4 Loney, Frederick R., 103 W. 58th st "
5 Marko, S., 26 E. 106th st "
6 *Moore,E.J.("Cordora") 170W59th st "
7 Malding, Max, 542 W. 51st st "
8 Meyer, Louis, 130 W. 98th st "
9 Meyer, Paul, 130 W. 98th st "
720 McDonald, Wm., 50 Broadway, "
1 Metcalf, B. F., 81 New st "
2 McGauran, G.D.,M.D.,422 W. 51st st "
3 Murphy,W.G.("Gerlach")55W27th st "
4 Neeser, Rudolph, Box 2049 "
5 *Otolengus, Mrs. R., 104 W. 61st st "
6 Osgood, M. L., Continental Hotel "
7 Phillips, Erbine Curtis, 156 5th av "
8 Papen, Henry, 833 6th av "
9 Prince, S. S., 15 E. 87th st "
730 Richardson, C. A., 253 Broadway "
1 Riggs, J. M., The Gerard, W.44th st "
2 Southack, Eugene, 444 Madison av "
3 Spencer, F. R., 154 Alexander av "
4 Stanton, Fredk. E., 31 W. 71st st "
5 Swanson, Alex T., 71 Hudson st "
6 *Strunck, Mrs. C. V., 206 W. 133rd st "
7 Strunck, C., 206 W. 133rd st "
8 Shepard, T. M., 264 W. 128th st "
9 Straut, Herbert, 312 W. 18th st "

740 Sutro, Richard, 101 W. 72nd st "
1 Sutro, Leonard B., 66 W. 82nd st "
2 Silverberg, Aaron S., 48 W. 100th st "
3 Theband, Frank F., box 1007 "
4 Saltonstall, D.W., 60th st & Boulevard "
5 Thompson, J. E., 155 W. 48th st "
6 Weise, R. E., 403 W. 123rd st "
7 Wibel, Ernst, 121 Nassau st "
8 Weiss, Adam, 135 W. 60th st "
9 Walker, Dr. Henry F., 8 E. 30th st "
750 Whitmire, Samuel E., 42 W. 66th st "
1 Waite, Rev. A.L.R., 1112 E. 165th st "
2 Whitaker, T. S., 71 E. 61st st "
3 Yglesias, Luis F., box 2049 "
101,101 Zimmerman, W., 1752 Lexington av "
4 *Willcock, Miss F., 261 W. Miller st Newark
5 Hill, Warren, Nyack
6 *Pinkham, Mrs. C.T., box 109 Oceanus
7 Fisk, Fred C., 419 Union st Olean
8 Hills, F. M., 421 Union st, "
9 Bedford, J., 6 Luther st Oneonta
760 *Bedford, Mrs. J., 6 Luther st "
1 Bowdish, J. L., "
2 Burnside, Geo. A., 9 Walling av "
3 Butts, A. M., 128 Main st "
4 Elliott, S. B., 13 Grand st "
5 Ford, C. E., 188 Main st "
6 Gardner, Chas., 8 Gardner pl "
7 Kennedy, C. E., 12 Division st "
8 Lord, Thomas, 10 Cherry st "
9 Norton, J. W., 52 Elm st "
770 Pope, E. W., 14 Ford av "
1 Reynolds, Geo. I., 9 Grand st "
2 Smith, E. B., 2 West Broadway "
3 Brewer, D. H., 51 E. 8th Oswego
4 Brewer, B. W., 80 E. 8th "
5 *Irwin, Mrs. T., Jr., E. Utica and 6th st. "
6 Slocum, Dr. S., 33 Arcade block "
7 Gardner, H. O. Philadelphia
8 Weed, Roswell A., 1 Cumberland ave. Plattsburgh
9 Naughton, John, 67 Ball Port Jervis
780 Purtell, J. E., 72 Franklin "
1 Reid, R. W., First Nat. Bank "
2 Wells, W. Gus., 29 Hammond "
3 Busk, W. H. PortRichmond
4 Stevens, A. L., 80 Harrison ave. "
5 Griffith, Chas. E., Jr. "
6 Baxter, A. P. Port Washington
7 Eastmead, Charles Poughkeepsie
8 Mathews, Frank P., 44 Elm Potsdam
9 Reck, John F. Pulaski
790 Cravens, O. D., box 136 Randolph
1 *Alexander, Mrs. C. G., 21 pl. Briggs Rochester
2 Bennett, John, 313 State "
3 Bowden, E. J., 48 Boardman ave. "
4 Burke, J. J. A., M.D., 65 East ave. "
5 Danforth, H. G., 535 West ave. "
6 Durgin, Chas. E., 52 Avenue B "
7 Foster, De Gard, 19 East ave. "
8 French, R. T., M.D., 209 Alexander "
9 Forsyth, D. W., 434 Powers bldg. "
800 Gould, Fred S., Alexander st. "
1 Haskins, A. T., 40 Wilder Arcade "
2 Hayden, F. A., 36 Wilder Arcade "
3 Hone, Alex. K., "
4 Hickey, J. G., 494 South Clinton "
5 Hale, John, 49 North Water "
6 *Leighton, Miss Helene, East ave. "
7 Leighton, William T., East ave. "
8 Meitzler, Chas. H., 313 State "
9 *Petty, Miss E. M., 154 N. Union "
810 *Parkhill, Mrs. E. W., 17 East ave. "
1 Perkins, G. N., Union B'k of Roch. "
2 Rose, D. M., Union Bank of Roch. "
3 Sykes, E. C., 75 Laburnum crescent "
4 Skinner, John F., 42 Boardman ave. "
5 Spencer, T. D., M.D., 24 S. Union "
6 Toole, J. C., Wilder building "
7 Wellington, E. F., 20 Exchange "
8 Allen, Jno. G., 61 Prince "
9 Angle, C. E., 151 Lake ave. "
820 Averell, Wm. H., 325 East ave. "
1 Churchill, F. L., box 705 "
2 Coates, Jesse E., 37 Pearl "
3 Drake, Fred E., 324 Plymouth ave. "
4 Ladd, Wm. C., 37 Pearl "
5 *Osgood, Emma L., 39 S. Wash. "
6 Rowe, E. F., 28 Harvard "
7 Simmons, Chas. A., 44 Alexander "
8 Smith, A. Byron, 62 S. Wash. "
9 Smith, Dr. P. H., 86 Hickory "
830 Whitney, Warham, 22 S. Goodman "
1 Engert, Frank Rossville
2 Fisher, Will "
3 Bulkley, J. N., 22 Union ave. Schenectady
4 Capp, J. A., 14 Union "
5 Fransen, Carl A., 1,126 State "
6 Kennedy, J., 203 Park pl. "
7 Kidd, Andrew, Jr., 412 Franklin "
8 King, Carl E., 123 Prospect "
9 Knight, A. F., 23 Front "
840 Lander, Andrew R., 608 Union "
1 Maassen, Ferd, 633 Chapel "
2 Slatt, J. E., 1,113 Albany "
3 Sandstrom, Axel, box 619 "
4 Sparrow, D. A., 1,110 Albany "
5 Tilden, S. W., 169 Nott terrace "
6 Van Eps, D. M., 226 Liberty "
7 Vrooman, W. H., 962 State "
8 Walsh, Wm., Jr., 105 Nott terrace "
9 Wilson, John, 1,037 Albany "
850 Smith, Wm. H., box 777 "
1 MacMillan, A., Box 147, Schaghticoke
2 Young, A. E., Box 87, Sea Cliff
3 Bennett, W. B., Box 415, Sidney
4 Poel, F., Stapleton
5 Hoffman, S. I., Ann, St. Johnsville
6 Markell, Geo. C., "
7 Babcock, H. T., c.o. S. G. Co., Syracuse
8 Summers, Frank D., 308 Orange "
9 Utling, Arthur E., 511 Otisco, "
860 Connell, M. R., Tarrytown
1 Cluett, Robert, 72 1st St., Troy
2 *Cluett, Miss Emily J., 72 1st st., "
3 Curtis, Mont G., Broadway, "
4 Curtis, Frank C., 301 River St. "
5 Denison, M. S., 164 1st st., "
6 Harvey, Thomas A., 201 8th St., "
7 Lockwood, T. W., 18 2d st., "
8 Wright, Wm. C., 5 Jewett Pl., Utica
9 Williams, Henry R., 1st Nat Bank "
870 Stephens, C. B., M. D., Wallace
1 Tucker, Claude, "
2 Caswell, N. R., 11 Sterling, Watertown
3 Lyttle, E. W., 22 Clinton St., "
4 Sterling, John, Sterling Pl., "
5 Bagg, M. M., 7 Clinton St., "
6 Emerson, E. R., Box 177, Wash'g'n'v'e
7 Edwards, J. W. Davis Ave., West New Brighton "
8 Robinson, R. E., "
9 Hoag, George F., Box 526 White Plains
880 Rose, A. T., 100 Buena Vista Ave., Yonkers
1 Van O'Linda, J. D., 49 Hawthorne "
2 Vosburgh, A. L., 188 Buena Vista, "
3 McDowell, C. H., 88 Riverdale av., "
Kellogg, Converse, 78 Post St., "

Over 106,000, NORTH CALIFORNIA, 22—1286

Petaluma W.

885 Ackerman, C. M., Petaluma
6 Adams, Arthur M., "
7 Macloy, Thomas, "
8 Pieper, H. C., "
9 Sutton, Max, "

Unattached

890 Starkweather, L. R., Antioch
1 Mulson, Harry, Fort Bragg
2 White, J. M., Petaluma
3 Cutts, A. D., Live Oak
4 Aaron, F. W. H., Bx 332, Marysville
5 Engel, Peter, Box 257 "
6 Stanwood, R. G., Box 496 "
7 Johnson, F. W., Box 397 "
8 Carden, H. B. P., Box 95 "
9 Jerome, H. S., 319 Pine, San Francisco
900 Jerome, James, 319 Pine, "
1 Morgan, W. R., 3424 18th st., "
2 Hutchinson, W.W., 110A Hayes St., "
3 London, Henry, 540 Wash. St., "
4 Love, C. A., 3353 22d St., "
5 Shield, Wm. C. V., 117 Geary St., "
6 Gutterson, A. L., 1265 Castro, Oakland

Over 106,000,, OHIO, 39—1690

Alliance B. C.

907 Weybricht, A. T., 148 S. Linden Ave., Alliance

B. C. C.

8 Pancoast, M. B., Box 206, Barnesville

Canton B.

9 Miller, H.H., 32 E. Tuscaranas, Canton

Cincinnati B. C.

910 Johnston, Carlisle G., Richmond & Harnett, Cincinnati

Y. M. C. A. W.

1 McFadden, T. G., Dayton

L. C. C.

2 Keys, N. D., Box 596 Lima

M. C. C.

3 Chew, C. H., Box 32 Montpelier

T. C. U.

4 Lytle, John W., Uhrichsville
5 Williams, Geo. W., box 443, "

Unattached

6 Foster, I. M., Athens
7 Best, A. L., station B, Auburndale
8 Warrick, F. A., Barnesville
9 Saivers, F. Ches., Bedford
920 Whiting, J., Jr., 139 N. Walnut st., Canton
1 Wittkamper, F., 113 E. 12th st., Cincinnati
2 Dumler, Martin G., box 882, "
3 Burt, S. G., Rockwood Pottery, "
4 Hall, W. A., 59 E. 2nd st., Chillicothe
5 Cobb, J. W., Cleveland
6 Lehman, Chas., Cleveland
7 Schueller, F. W., 232 S. High st., Columbus
8 Elwinger, C. H., box 604, Cygnet
9 Fenberg, H., "
930 Goodwin, Arthur, box 3, "
1 Pugh, Geo., box 456, "
2 Starr, E. L., 67½ Main st., Delawar
3 Chilcote, John H., Edgerto
4 Long, Hiram, "
5 Hine, S. K., Elm st., Girar
6 Fischer, Frank J., Millersvill
7 Haubert, Henry H., "
8 Kimmel, John W., box 16, Jewet
9 Duncan, G.W., care Am. office, Newar
940 Groth, John H., 93 6th st., "
1 Bentley, E.W., 681 Walbrige ave., Toled
2 Hill, Steve D., 1617 Broadway, "
3 Colburn, L. H., care Baker Bros., "
4 Feltman, W. C., box 122, Vinto
5 Puterbaugh, J. F., 220 E. Main, Xeni

Over 106,000, OREGON, 17—204

Coos Bay W.

946 Friedberg, Fred M., Marshfiel
7 Flanagan, Jas. H., "
8 Golden, Frank A., "
9 Hazard, L. H., "
950 Hutcheson, Jas. M., "
1 Kruse, Fred, "
2 Meadows, J. T., "
3 Matson, J. Albert, "
4 Nelson, F. E., "
5 Nasburg, William, "
6 Smith, Oscar E., "
7 Tower, Ed. C., "

O. R. C. C.

8 Howe, Ed. L., 53 N. 18th st., Portlan

Unattached

9 Clark, J. F., box 377, Oregon City
960 *McKean, Mrs. G.F., 375 E. 12th, N. Portl'd
1 McKean, W. S., 375 E. 12th st., "
2 Smith, W. Tyler, M.D., box 14 Sheridan

Over 106,000, PENNSYLVANIA, 317—4460

Allegheny Cyclers

963 Hawk, Walter A., 30 Esplenade Allegheny
4 McKee, Edward S., 109 Franklin "

Mercury Wheelmen

5 Bohlen, Ray, 29 North 7th Allentown
6 Cunningham, Harry L., 134 S. 5th "

U. W. of the B.

7 Dorn, W. H., 48 2d ave. Bethlehem
8 Doster, Ezra A., 139 W. Broad "
9 Jones, B. H., Sun Inn "
970 Pettenos, Chas. E., "
1 Riegel, G. W., Jr., Main st. "
2 Schwab, T. W., 125 Church "

B. C. C.

3 Davis, R. H., box 218 Blairsville

C. C. C.

4 Brehler, L. E., 62 Main Bradford
5 Gardner, C. W., Jr., 94 Elm "
6 Vogues, A. P., 113 Main "

C. C. C.

7 Speidel, E. J., 716 Talbot av. Braddock

C. C. Club

8 Moyer, C. W. Cannonsburg

McKeesport Cyclers

9 Lang, W., 1,240 Railroad McKeesport
980 Falkenstein, C. G., 929 Union ave. "

N. C. C. C.

1 Buffinger, L. R., 80 E. Wallace ave. New Castle
2 Love, G. S., 58 North Pine "

Citizens

3 Bulger, W. J. Oil City
4 Shade, W. F., 2,115 Dauphin Philadelphia

C. B. C.

5 Watt, Francis, 123 South Second "

Erie Wanderers

6 Reichart, G. W., 602 W. 18th Erie

Flying Dutchman

7 *Bauer, Mary L., M.D., Mary J. Drexel Home Philadelphia
8 Phillips, John L., 1,921 Vine "
9 Kneass, Dr. S. S., 1,316 Walnut "

Century Wheelmen

990 Coane, Chas., 38 N. 4th "

Harrisburg Wheel C.

1 Bowman, J. W., 805 N. 2d Harrisburg

Keystone C.

2 Granel, G. H. Greenville
3 Keck, F. A. "
4 Keck, J. A. "
5 Whitmer, C. Ernest "

Milton W.

6 Belford, Homer C. Milton

Norristown W.

7 Jackson, R. A., 703 Swede Norristown

Pennsylvania B. C.

8 Schwacke, E., 4,132 Parrish Phila.

Pennsylvania C. C.

9 Duffy, Jas. A., 4,132 Parrish Phila.

107,000, Pilot W.

000 Anderson, R. R., 1921 E. Allegheny ave. Philadelphia

Girard Wheelmen

1 Scherer, F. F., 27th and Brown sts. Philadelphia

Ramblers.

2 White, C. F., 306 South Franklin Wilkesbarre
3 White, G. Somers, 45 Barney "
4 Kniffen, R. E., rear 14 Susquehanna "

Renovo Ramblers

5 *Reid, Mabel Renovo

St. Stephens W.

6 Fowden, W. L., 220 Wister Germantown

Unattached

7 *Douglass, H. A. 138 N 6th Allentown
8 Hough, C. F., c-o P. R. R. Altoona
9 Murphy, B. J., 1104 11th "
10 Quinn, Frank X., 1109 11th ave "
1 Ernest, G. E., box 273 "
2 Bigger, T. W., 85 Arch Allegheny
3 Hay, James, 225 Locust "
4 Engelbrecht, Albert, 145 Howard "
5 Gregg, David G., 28 Lincoln ave "
6 Hemmell, Albert, 41 Fremont "
7 Hamilton, W. D., 95 Weston ave "
8 Lawrence, Chas., 42 Arch "
9 Singer, G. Harton, 17 Park "
20 Irvine, J. Reed, box 116 Bedford
1 Lewis, Griffith R., 19 Main Bradford
2 Crossley, Will H. Bloomsburg
3 Miller, J. K., State Normal School "
4 Ringler, Geo. P. "
5 Slate, W. H. "
6 Sutliff, W. B., State Normal School "
7 Tustin, George M. "
8 Davis, Philip S. Bryn Mawr
9 Mattern, J. C. Benore
30 Martin, W., M.D., 431 Radcliffe Bristol
1 Wilson, Chas. A., 212 Jefferson ave "
2 Johnson, F., Terrace ave Bethlehem
3 Hubbard, F., 73 Lincoln ave Carbondale
4 Treibley, D. B. Clearfield
5 King, H. N. Cross Fork
6 Angelmoyer, W.M., box 27 Conshohocken
7 Grouss, John "
Rowland, George "
9 Lukens, Wm. W. "
40 McClune, H. S. Confluence
1 Diffenbacher, Vernie Coudersport
2 Lewis, Robert R. "
3 Harpel, Dr. F. E., 211 Ferry Danville
4 Gleason, John Driftwood
5 Yothers, Walter "
6 Hollick, Herbert Easton
7 Stonecipher, F. W., 25 North 2d "
8 Biles, W.K., 4672 Frankf'd ave Frankf'd
9 Cunningham, W. T., 4328 Penn "
50 Haslam, Geo H., 1317 Sellers "
1 Hoyt, M. A., Thorps lane Germantown
2 Longcope, Walter C., 215 W. Couiter "
3 Metzger, Chas., 247 Rittenhouse "
4 Michener, J. H., 407 W. Chelten ave "
5 Watson, Alfred C., 6351 Green "
6 Weaver, John T., Germantown ave "
7 Brown, Henry P., 128 W. Upsal "
8 Raymond, H. W., box 4207 "
9 Winans, Dorsie Greenville
60 Atkinson, H. J., Box 121, Hawley
1 Moyer, H.S., 133 Evergreen, Harrisburg
2 Patton, J. Hervey, 713 N. 2d St., "
3 Soleliac, Chas., 319 N. Front St., "
4 Sweetman, H. C., Box 88 "
5 Tracy, David E., 1928 N. 3rd St., "
6 Weldner, T. A., 1635 Park, "
7 Meckley, B. F., 1313 Wallace St., "
8 Fulton, W. D. Irwin
9 Bolar, Harry W. Leechburg
70 Stoner, H. E., 258 N. Queen, Lancaster
1 Wenger, I. Lincoln, 9 E. King St., "
2 Mars, Geo., 5th Ave., McKeesport
3 Parkins, Wm. F., 1010 Walnut St., "
4 Cox, Thomas S., Jr., Malvern
5 Price, J. A., Noblestown
6 Chol, Warren, Milford
7 Smith, George, "
8 Killian, H. C., Box 77, Morton
9 Barnard, C. Percy, Northbrook
80 *Barnard, Miss Annie H., "
1 Moyer, J. D., 623 Market, Perkasie
2 Andrews, F.L., Bx 354 New Bethlehem
3 Clutton, G. W., 140 E. Wash New Castle
4 Glatzert, Rev. C. Box 392 "
5 Dinger, Dr. R. E., New Mayville
6 Achard, J. W., 3501 N. 17th, Philadelphia
7 Badders, W. O., 308 S. 2d St., "
8 Beaudouin, Frank, 822 N. 28th St., "
9 Beaudouin, Eugene, 822 N. 28th St., "
90 Bickhan, Chas. W., 1229 Market, "
1 Blight, Wm. S., Jr., 401 S. 22d St., "
2 Buckman, Stephen A., 1725 Francis "
3 Burleigh, L. G., 2228 Oxford, "
4 Burkholder, Daniel, 448 Franklin, "
5 Correll, Wm. H., 1938 N. 22d St. "
6 Dawson, C. E., 517 Chestnut St., "
7 Deakyne, Wm. J., 2326 N. 21st St., "
8 Doyle, Joseph, 413 Walnut St., "
9 Dungan, Elmer E., 1018 Chestnut, "
100 Ebeling, A. W., 106 N. 19th St. "
1 Friendberg, S. L., 2122 Sp. Garden "
2 *Flanigen, Miss A. L., 2120 Spruce "
3 Gaskill, D. B., 2034 Diamond St., "
4 Goddard, W. B., 4503 Regent St., "
5 Grafly, Jas., 2209 Summer St., "
6 Harrison, Jas. C., 506 S. 41st St., "
7 Hartley, Wm. H., 704 Poplar St., "
8 Herrick, Wm. A., 1730 Palmer St., "
9 Hill, Chas. B., 1422 N. 15th St., "
110 Hills, Rev. J. D., 4317 Sansom St., "
1 Hutchinson, S. E., 224 S. 3d St., "
2 Hallowell, S. W., 14 S. 5th St., "
3 Irwin, George D., 2244 N. 17th St., "
4 Junkqurth, Alex J., 517 Chestnut, "
5 Kahn, Jacob, 2458 Frankford Av "
6 Kolb, Henry M., 732 Sansom St., "
7 Lang, Dan, 327 Market St., "
8 Large, O. P., 3006 Susquehanna, "
9 Levergood, W. S., 2415 N. 12th St., "
120 Magruder, D. L., 4042 Walnut St., "
1 Malcolm, Arthur, 110 N. 2d St., "
2 McArdle, Robt. L., 2112 Hancock, "
3 MacCadden, Edmund, 1819 Carpenter "
4 McCann, Chas. J., 2331 Pine St., "
5 McConaughy, S. G., 1856 Frankford "
6 McCorkle, Wm., 12th & Somerset St., "
7 Miller, Robt. J., 703 W Girard Av "
8 Milne, Clyde, 1714 Spruce St., "
9 Moore, Benj. H., cor. 35th & Wallace "
130 Morgan, Wm. F., 1717 Moore St., "
1 Paist, Henry M., 428 Bourse Bld "
2 Phillips, John D., 614 Reed St., "
3 Powell, Fred W., 721 N. 40th St., "
4 Rauch, W. H., 1948 Camac St., "
5 Read, J. L., 4037 Pine St., "
6 Reath, Theodore W., 335 Walnut St. "
7 Reed, D. S., 914 N. Broad St., "
8 Reeves, Horace, Jr., 4815 Windsor "
9 Reeves, F.H., 2430 N. 18th., Philadelphia
140 Remak, Gus., Jr., 120 S. 6th st., "
1 Reynolds, A.B., Jr., 1534 W. Dauphin, "
2 Ritchie, J. C., 3948 Aspen st., "
3 Sander, A., 3216 Columbia ave., "
4 Scull, Dr. W. B., 3024 Richmond ave, "
5 Seymour, F. E., 2738 Mervine st., "
6 Snyder, S. S., 2326 Bowvier st., "
7 Smyth, J. W., 132 Chestnut st., "
8 Smyth, Ed. B., 921 N. Broad st., "
9 Simonis, Otto, 818 New Market st., "
150 *Stirling, S. H., 1931 E. Cumb'land, "
1 Westbrook, W.T.Jr., 406 Market st., "
2 Adams, J. S., 607 N. 16th st., "
3 Beyer, Otto C., 1017 W. Lehigh ave., "
4 Brock, J. W., 1417 Spruce st., "
5 Clayton, A. O., 1526 American st., "
6 Clapp, H. M., 201 Franklin bldg. "
7 Croasdale, O., 23 So. 21st st., "
8 Dinning, E. L., 239 S. 44th st., "
9 Dreer, F. A., 517 Chestnut st., "
160 Farr, W. J., 1223 Chestnut st., "
1 Farr, C. N. Jr., 258 S. 44th st., "
2 Funk, C. W., 113 S. 3rd st., "
3 Gilkyson, Ira L., 2257 Lambert st., "
4 Higgins, Alfred, 656 Brooklyn st., "
5 Johnson, A. C., 517 Chestnut st., "
6 Marlin, Enoch C., 1800 Ridge ave., "
7 Mirkil, T. H., 4120 Penngrove ter., "
8 Martindale, T. C., box 1536, "
9 O'Neill, John J., 1833 Sharswood st., "
170 Prouse, W. D., 2217 Lambert st., "
1 Rice, James G., 710 N. 40th st., Hill "
2 Starr, I., Jr., Gravers le., Chestnut "
3 Walsh, A. A., 246 S. 8th st., "
4 Young, W. R., 522 Bourse bldg. "
5 Acker, A. L., 3548 N. 18th st., "
6 Amonson, Louis S., 1814 Vanpelt, "
7 Bromly, J. H., Jr., 2729 Diamond st., "
8 Bradley, J. J., 2214 Race st. "
9 Blankley, W. W., 3643 Woodland av, "
180 Carstairs, D. H., 222 S. Front st., "
1 Conley, E. B., 1839 N. 23d st., "
2 *Davis, J. S., 2000 Diamond st., "
3 Davis, J. S., 2000 Diamond st., "
4 Dungan, Ed. C., 1800 N. 17th st., "
5 Erben, Hy., Jr., 2039 DeLancey pl., "
6 Eldredge, A. C., 2011 N. 16th st., "
7 Fell, J. W., 1534 N. Broad st. "
8 Gibbs, Harry E., 1722 N. 18th st., "
9 Geggis, W. J., 512 Walnut st., "
190 *Howell, Miss E. C., 4106 Spruce st., "
1 Hall, Clement H., 1708 Race st., "
2 Hance, E. J., Jr., 621 Callowhill st., "
3 Isaacs, Leon E., 1311 N. 6th st., "
4 Janney, Francis A., 8 Letitia st., "
5 Kennedy, W. H., 2233 N. Broad st., "
6 Lowengrund, Isaac, 501 Market st., "
7 Lewis, Saunders, Jr., 1216 Walnut st., "
8 Lutz, Walter S., 1220 Filbert st. "
9 McAndrews, J.A, 2716 E. Allegheny av "
200 McInnes, C. E., 205 Walnut pl., "
1 Mackay, R. M., 1517 N. 13th st., "
2 *Mackay, Mrs. R.M., 1517 N. 13th st, "
3 Miles, J. B., 328 Chestnut st., "
4 Moore, R. T., 1725 Christian st., "
5 McKay, G. H., 12 Arch st., "
6 *Mann, Em. H., 230 W. Logan sq. "
7 Murphy, J. J., 1415 Filbert st., "
8 Moody, Ralph E., 229 N. 11th st., "
9 Pigott, H. H., 329 Chestnut st., "
210 Prentzel, F., 419 N. 42d st. "
1 Patterson, J.W., Jr., 2214 N. 21st st., "
2 Ray, John W., 3409 Wharton st., "
3 Robb, Hy. B., 545 N. 5th st., "
4 Solis, Isaac N., 2103 Chestnut st., "
5 Simmonds, S. E., 3328 Uber st., "
6 Schaufler, Augustus C., 816 N. 12th., "
7 Smith, C. E., 815 Corinthian ave., "
8 Thompson, R. A., 2729 Brown st., "
9 Thorne, Edw. B., 2309 Brown st., "
220 Uffer, G. S., 2819 Girard ave., "
1 Uffer, A. S., 2819 Girard ave., "
2 Whiting, W. H., 2014 Bellevue st., "
3 Watson, J. P., 723 Walnut st., "
4 Wesler, H. H., 1216 Chestnut st., "
5 Ebert, H. C., East End av Pittsburg
6 Howe, Harry W., 83 Fourth av "
7 Klieves, A. L., 530 Telephone bldg "
8 Jones, Wm. L., 541 Wood st "
9 Mercier, Dr. Wm. H., 426 Penn av "
230 Painter, Chas. A., 227 Water st "
1 Painter, Geo. E., 227 Water st "
2 *Speer, Miss M. A., Dallas av "
3 Mays, Wm. C., 2106 Penn av "
4 Scheck, C. W., Lewis bldg. "
5 Gardner, T. James Phillipsburg
6 Graham, S. M. "
7 Loraine, Chas. D. "
8 Van Scoyoc, T. J. "
9 Wikel, W. W. "
240 Gault, Jas. H. Pottstown
1 Sotter, Philip, 173 Hanover st "
2 Thomas, Will A., Port Kennedy
3 Bower, John H., box 283 Reading
4 Bennet, C. C. Ridgway
5 McNulty, B. P. "
6 Mott, Joseph A., box 580 Scranton
7 Stock, H. V., 672 W. Lacka. ave. "
8 Whitney, E. E., 137 S. 2nd Steelton
9 Moser, Henry H., box 193 "
250 Vogelsong, Will, box 326 "
1 Beardsley, Geo. Hamilton St. Davids
2 Kahle, D.B., 9th st & 4th av N. Kensington
3 McKean, G. H., 9th st & 5th av "
4 Corson, L., DeKalb & Oak sts Norristown
5 Hoy, P. W., Hotel Montgomery "
6 Slingluff, W.H., Montgom. Nat. Bank "
7 McCaffery, G.W., MD., State Hospital "
8 *Willits, Mary, M.D., State Hospital "
9 Cooke, G. V. M., 1708 Ontario st Tioga
260 Heilman, T.N., 222 Pine Williamsport

Over 107,000, RHODE ISLAND, 14—616

Elmwood W.

280 Cotelle, H.B., 12 Linden st., Providence
1 Dennis, John R., 165 Peace st, "
2 Lyon, S. Eduard, 12 Durfee st., "
3 Remington, H.E., 17 Adelaide av., "
4 Whitney, E. M., 997 Westminster, "

Narragansett

5 Blomstrom, John, 25 Robinson. "

Unattached

6 Kingsley, E. M., Box 116, Bridgeton
7 Morrison, W. F., M. D., 315 Broad Providence
8 Cloudman, W. Frank, 323 Pine, "
9 Luther, Winfield V., 91 Globe st, "
290 Langdon, Wm. C., 41 Madison av., "
1 Otis, Wm. P., 68 Wood st., "
2 Tryon, J. S., Jr., Rumford
3 Krebs, W. H., 74 Main st., Westerly

Over 107,000, SOUTH CALIFORNIA. 19—250

San Diego W.

294 Dowell, T. J., 1642 C. st., San Diego
5 Dunlap, J. R., 826 6th st., "
6 Hallingsworth, W. B., 751 5th st., "
7 Ives, H. W., Box 95, "
8 Wright, R. E., City Postoffice "
9 Wright, L. A., Cor. 5th and E. "

E. S. C. C

300 Phillips, H. A., West. U., Los Angeles
1 Todd, John G., 1117 Maple av., "

P. B. C.

2 Parker, E. K., 188 W. 1st st., Pomona

Riverside W.

3 Anninger, N., 600 Magnolia av., Riverside

4 Davis, E. J., Rowell Hotel, "
5 Mettler, Jack, Main st., "
6 Noble, Victor, Box 881, "
Unattached
7 Blakely, Wm. T., 217 New High st., Los Angeles
8 Harmon, W. E., 273 S. Main st., "
9 Shade, J. A., Herald office, "
310 Thompson, S. A., 316 Pavilion av., "
1 Small, Arthur, F. St. C. Depot, San Diego
2 Titus, Nat R., City Hall. "
Over 107,000, TENNESSEE, 12—156
U. C. of K.
313 Darnall, H. J., Univ. School, Knoxville
4 Peatross, R. W., Uni. School, "
5 McBryde, James B., Uni. School, "
N. A. C. W.
6 Cassetty, T. A., Benton & Condon, Nashville
Unattached
7 Johnson, T. E., 308 Front, Memphis
8 Guince, F. C., 308 Front, "
9 Jones, Fred B., 260 Front, "
320 Collat, H. L., 3 Howard's row, "
1 Sanderson, R. D., 203 Main st., "
2 Gray, Walter L., Peabody Hotel, "
3 Tate, James W., Station A, "
4 Gray, John M., Jr., Gray Dudley, Hardware Co. Nashville
Over 107,000 TEXAS, 14—229
Marshall Wheelmen
325 Gregg, J. F., 509 W Burleson Marshall
E. P. C. T. C.
6 Boyce, F. V., G. H. & S. A. R.R. El Paso
Unattached
7 Cohen, Robert J., 1704 31st Galveston
8 Courts, Geo. M. "
9 Alexander, W.C., care of G.A. Ballu, Austin
330 Kriechamer, H., 23 Artesian pl. Houston
1 Menger, R., 23 Artesian pl "
2 Keller, Ike, 701 Congress st. "
3 Hall, H.L., B'k of Sherman, Sherman
4 Flippen, Alpheus, 131 N. Walnut "
5 *Rigby, Mrs. Geo., E. King st. "
6 Gulick, D. W. "
7 Oldham, Cary, box 46 Waxahachie
8 Lowry, M. W., box 192 "
Over 107,000, UTAH, 6—123
Wahsteh B. C.
339 Becraff, L. H. Ogden
340 Culbert, Edward, 310 25th st. "
1 Smith, E. Len, "
Unattached
2 Ledwidge, J. P., 2652 Wash "
3 West, Jas. W., 2457 Lincoln ave "
4 Drabble, Wm. H., 24th st. "
VERMONT, 4—69
Over 107,000
Unattached
345 Currier, R. S. Barre
6 Smith, W. A. "
7 Wilson, R. H. Olcott
8 Batcheller, C. N. Wellingford
Over 107,000, VIRGINIA, 1—102
Unattached
349 Varney, Wm. P. Arlington
Over 107,000, WASHINGTON, 3—77
Q. C. B. C.
350 Taft, W. B., 1024 2d ave Seattle

S. B. A. A. A.
1 Copenspire, F. H. South Bend
Unattached
2 Salmson, E. I., 930 Pacific ave. Tacoma
Over 107,000, WEST VIRGINIA, 49—111
H. C. C.
353 Cooper, C. Elmer, Hinton
4 Vanstavern, M. F., "
Parkesburg W. C.
355 Edward Nelly, Parkersburg
356 J. R. Timms, Jr., "
357 J. A. Shrewsbury, "
358 B. T. Neal, Jr., "
359 T. Frank Cotton, "
360 Wm. F. Dollmeyer, "
361 J. Gale Ebert, "
362 Henry Clark, "
363 Wofford Brown, "
364 J. C. McClure, "
365 C. L. Moore, "
366 F. P. Moats, "
367 E. B. Hall, "
368 H. C. Huffman, "
369 Harry Bartlett, "
370 W. T. Rittenhouse, "
371 F. E. Waterman, "
372 F. C. Cramer, "
373 H. P. Moss, "
374 Joe Reitzenberg, "
375 C. L. Muhleman, "
376 W. I. Boreman, "
377 S. P. Thanhouser, "
378 Sidney S. Epstein, "
379 Sherman Dils, "
380 R. J. A. Loper, "
381 Amos K. Gordon, "
382 C. G. Dunbar, "
383 E. E. Woodward, "
384 George Newberger, "
385 R. Rochester, "
386 Herman R. Wild, "
387 A. B. White, "
388 C. A. Bukey, "
389 John Brohard, "
390 H. S. Coffman, "
391 N. L. Upson, "
2 George H. Wandling, "
3 A. H. Brown, "
4 Mrs. W. W. Evans, "
5 Paul Prager, "
6 Simms Powell, "
7 Emil Korb, "
8 E. P. Chancellor, Jr., "
9 W. D. Paden, "
Unattached
400 Boyd, William A., Charlestown
1 Bartlett, A. B., West Milford
Over 107,000, WISCONSIN, 64—1031
Arrow C. C.
402 Sheldon, Fred. S., Janesville
A. C. C.
3 Peterson, Emil A., 460 Coll. av Appleton
4 *Smith, Miss Mildred, 752 Superior st "
5 Phillips Frank, Rankim "
6 *Ferguson, Miss Elsie, 771 Sampson st "
7 Ashdown, B. O., 658 Union st "
Badger W.
8 Bours, Thos. R., 2104 Wells st Milwaukee
9 Baumgarten, Otto C., 911 Pabst bldg "
Pastime C. C.
410 Krouse, G. N., Green Bay
Y. M. C. A. W.
1 Wilkinson, Geo. Y., 371 Brdwy, Milwaukee
L. C. C.
2 Ablett, Jno. J. La Crosse
3 Bacheller, N. C. "
4 Burroughs, Frank "
5 Cook, Frank "
6 Edwards, E. O., "
7 Gates, Perry "
8 Hankerson, F. H. "
9 Heath, Geo. M. "
420 Holley, J. M., Jr. "
1 Hixon, F. P. "
2 James Alfred "
3 Pitkin, Arthur "
4 Palmer, D. H. "
5 McCord, A. C., "
6 Smith, Fred "
7 Swietzer, J. Geo. "
8 Norbeck, J. C. "
9 Thompson, Helmus W., 905 Main "
430 Willoughby, A. S. "
M. T.
1 Yates, J. M., 19 Woodland et Milwaukee
C. C. W.
2 Young, Wm., Jr., c.o. Calumet club "
Milw. W.
3 Earl, H. G., 108 Johnson st "
Superior C. C.
4 Evans, H. B., 1106 John W. Superior
5 Kommers, Wm. J., 1609 16th st "
6 Mannen, F. A., 1710 N. 22d st "
7 Nathan, Frank, 1615 Belknap st "
8 Smithson, W. J., N. W. Nat. Bank "
9 Thompson, P., 1714 22d st "
Unattached
440 Barr, Frank Antigo
1 Lord, Chas. E. Grand Rapids
2 Rowland, Robert G. "
3 Carswell, F., Broadway Green Bay
4 Groesbeck, Bert, Walnut "
5 Jackman, Frank H. Janesville
6 Esperser, F. H., 111 N. 12th La Crosse
7 Yeo, W. S., 525 N. 7th "
8 Byron, E. F., 461 4th ave. Milwaukee
9 Gibson, Edward Y., 1 Pabst building "
450 Goetz, Geo. W., 219 34th "
1 Hastings, Maurice C., 183 16th "
2 Hayden, T. F., 28 Mark block "
3 Reinhold, Emil, 483 E. Water "
4 Murphy, J. P., 324 Madison "
5 Surles, W. H., 252 26th "
6 *Surles, Mrs. W. H., 252 26th "
7 Skinner, J. W., 30 New Ins. bldg. "
8 Drews, August F. Mishicott
9 Armitage, Dr., 209 6th Racine
460 Fraker, Geo. W., Hotel Foester Sheboygan
1 Gibbons, F. C., box 16 Sun Prairie
2 Bartelme, Peter, Main and Jefferson Two Rivers
3 Auderberg, A. N., 514 Ogden ave. West Superior
4 Doud, Geo. S., 1,311 John ave. "
5 Landswick, C. T. "
Over 107,000, ITALY, 1—1
6 Lolli, Sofia Scalchi, Torrino, Ponte Barra
Over 107,000, CUBA, 1—1
Unattached
7 Echemendia, F. Santiago de Cuba

OR STAY AWAY.

"You want to keep your eye on the woman's bonnet," says an item in a fashion paper. No, we don't want to, but under certain conditions, dear editor, we have to. — *Yonkers Statesman.*

THAT HIDDEN "PHYSICAL DEFECT."

The *Times-Herald* says that, "it is suspected that at least ninety per cent. of the women who wear large hats to the theatre, do so to hide some physical defect." That is rough. It is bad enough to keep the man sitting behind from a view of the stage, but it is adding insult to injury to call him a physical defect." — *Peoria Herald.*

WOMEN would go crazy if they had as much on their minds as they do on their heads.

AT THE THEATRE.

"Been to the theatre, eh! What did you see?"

"I saw a large black hat, with five ostrich feathers, a rhinestone buckle and two magenta roses. And once (here the strong man's voice trembled) once, for one moment, I thought I saw half of a sofa at the extreme left of the stage, but I cannot be sure." — *Life.*

A Sad Experience.

He knows she's in high feather,
He's very sure of that.
For at the play last evening
He sat behind her hat.

— *N. Y. Recorder.*

Two wrongs won't make a right. The theatre hat is no smaller because so many wear it.

Standard Brakes



No. 1. Brake, Coasters and Lamp Bracket, combined, $3.00.
" 2. Brake and Coasters, $1.75.
" 3. Brake only, $1.75.
Portable stands or Rests, $1.00, weight, 5 ozs.

Send for '96 Catalogue.
Liberal Discounts to the Trade.

RICHARDS MFG. CO.
Brooklyn, N. Y.

Some riders carry their wheels;

Remington Wheels



carry their riders—
That's the difference.

Familiarize yourself with good bicycle construction — examine the Remington, the wheel that adds to the health, wealth and happiness of all but repair men.

Catalogue free. Agencies arranged in unoccupied territory.

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BRANCHES:
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Brooklyn, 323 Fulton Street.
Boston, 102 Columbus Avenue
San Francisco, 108-110 Market Street

QUERIES and ANSWERS

ANGELICA:—Ladies wearing theatre hats should not eat with the knife nor drink out of the pitcher.

ETHEL:—We cannot advise you clearly without first seeing your hat, but it might be better for those back of you if you were to remain standing and let your hat occupy the seat.

MAUDE:—We fear it would be inconsistent, to say the least, for you to wear a theatre hat and knickerbockers on a wheeling trip.

LUCILLE:—We understand that theatre hats are not to be worn with bathing suits this summer. We are sorry.

ARABELLA:—THEATRE hats should never be worn on Fridays, Tuesdays, Thursdays, Mondays, Saturdays or Wednesdays.

"EDNA," Ohio:—Yes, we would advise you to remove your hat on retiring for the night, because it would be inconvenient for *you* to wear it. The convenience of *others* should never be seriously considered.

Isn't Worth It.



His very fairest hat on earth,
Though trimmed supremely gay,
Is hard to see two dollars' worth
While seated at the play.

THE theatre hat is not a tower of strength. It's a weakness.

THE bare-headed theatre is the hope of the race.

SOME wrongs we can forgive and forget, but the theatre hat is something we can't get over.

A SOFT answer turneth away wrath, but a mammoth theatre hat stirreth up much anger.

THE theatre hat is a nuisance the ladies should no longer uphold. They should get from under it.

THE theatre hat covers a multitude of sins.

THOUGH the theatre hat has been called "down" frequently, it is still largely a matter of feathers.

CONSIDER the lilies, how they grow: they toil not, neither do they wear theatre hats.

IF THE up-to-date woman means to be real manly, let her take her hat off at the play.

Columbia Bicycles

"The added pleasure of riding a Columbia is worth every dollar of the $100 a Columbia costs."

The supremacy of Columbias is admitted. They are Standard of the World. If you are able to pay $100 for a bicycle, why buy any other?



Full information about Columbias and the different Models for men and women—and for children, too—is contained in the handsomest art book of the year. Free from any of our Branch Houses or Agencies or by mail for two 2-cent stamps.

POPE MFG. CO.
HARTFORD, CONN.

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity let us know.

THE L.A.W. BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, May 22, 1896. No. 21.



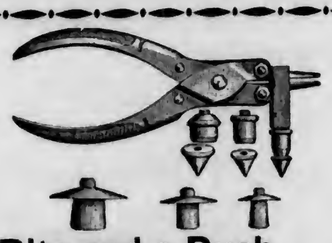
LITTLE drops of water,
Little grains of sand,
When used amiss make roads (?) like this
Throughout our pleasant land.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class matter.

Price, 5 cents.

PAID CIRCULATION, 46,777.



A Bite and a Push

and your punctured tire is mended; that's all the work there is in using

...THE **SIMPLEX** BICYCLE TIRE REPAIR TOOL

Cuts a round hole that will not enlarge; uses a solid rubber, tapered stem plug that cannot slip out.

PRICE **$1.75** Mailed anywhere.

OUR SPECIAL PLUGS are being universally adopted for tire repairing. Dealers can obtain liberal discounts .. ..

Send five 2-cent stamps for Assorted Samples.

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THE BICYCLE APPLIANCE CO.

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A Cycle of Perfection is the

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Lovell... Diamond Bicycle..

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles

Ask Your Shoe Dealer for "Ball-Bearing" *Bicycle Shoe*

No. 972

Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.

C. H. FARGO & CO. (Makers)
CHICAGO

CORRESPONDENCE

WE APOLOGIZE TO INDIANA.

EDITOR L. A. W. BULLETIN:

Dear Sir:—I have the honor to be the official compiler of the Indiana Division, L. A. W. I note with swelling head the kind words you use in speaking of the road book issued by this division. I also note that you say the book is free to League members. You should have said *Indiana* League members. I only wish I had something to sell to cyclists, for the way the letters are pouring in for free copies of the book goes to show that the BULLETIN is a paper that is read from cover to cover. Kindly tell the boys that you were misinformed when you said we would give them all a copy.

F. S. CHANCE, Compiler.

A REMARKABLE CURE

The following sounds somewhat like a patent medicine testimonial, and we should not think of printing it except that we know Mr. Brigham personally, and have known something of his history.

He says in a recent letter: "You know I have been a sufferer from asthma for years. I have spent thousands of dollars on doctors, climate, etc. I have wintered in Florida, Colorado, California and Europe, bnt I have never felt a permanent improvement until I began riding the bicycle. Now I have nearly overcome the disease, and am never bothered about sleeping. I attribute it entirely to the judicious use of the bicycle. PERRY BRIGHAM."

436 Western Boulevard, New York City.



AHEAD

That's where you'll always find the best wheel—

"AHEAD"

Are you on the Rambler *?*

There wheels with a reputation — made by people with a reputation, built up in 17 years.

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930-945 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

ACROSS THE SEA.

EDITOR L. A. W. BULLETIN:

Let me give you the information, to publish for the benefit of cyclists, that on May 25th the minister of foreign affairs of Switzerland notified the French ambassador at Berne, that on the application of the Touring Club de France, members of that club could enter Switzerland on presentation of their card of membership without payment of customary duties.

I have received a despatch from the Touring Club de France, of which I am the Boston delegate, informing me of this fact, that they will be presented at the frontier with a duplicate of the permit, which they are required to deliver up when they leave Switzerland, but no duty is required. Also that members of this club can receive a permit to cross Belgium without paying duty. And the delegue of the Italian Touring Club at Verona, Mr. Vittoria Cavazocca Mazzanti, has written me that now a member of the Touring Club de France, on presentation of his card of membership, can be admitted without paying customary duties into Italy.

For this and many other reasons which I can give it is very desirable for Americans intending to tour upon the continent to become members of the Touring Club de France, the cost of which is only seven francs, or $1.40.

I have no doubt that I can make arrangements so that members of the L. A. W. could have the same privilege of entering into Italy or those countries without paying custom duties. I leave the 20th of June to wheel through Holland, Germany, Switzerland, Italy and France.

BOSTON, May 14, 1896. F. S. HESSELTINE.

TAKE YOUR WHEEL.

EDITOR L. A. W. BULLETIN:

The wheelman who is accustomed to using a light running American wheel, will meet with sore disappointment if he relies upon renting an English wheel after he has crossed the water. The English wheels average forty pounds in weight; they are clumsy and noisy and costly.

The American tourist can get his wheel safely across the ocean for two dollars and a half. Except for packing and unpacking, to protect the machine from the salt air, he will have no trouble with his wheel; and when he sees the ponderous vehicles his English cousins are riding he will thank his stars that he took his own wheel with him. In

If the "Standard" says so,



that's just the distance!

choosing a wheel to take I should recommend a gear that is not too high for hill climbing, and a brake to protect a rider who enjoys a good "coast." Take rubber mud guards with you for the English mud guards are of leather, wide and heavy, and they flap noisily. Some kind of a mud guard in Great Britain is a necessity on account of the frequent showers.

I joined the C. T. C., and while I saved very little money by it I derived some satisfaction from its hotel list, for I always knew where to have my mail sent, and I always knew what the rates would be and could thus escape imposition. The C. T. C. hotels are a little cheaper, but they are altogether respectable.

Take your American wheel with you by all means, and use it, for the roads are no better in Paradise than they are in Great Britain

CHARLES W. MOORES.
Member Indiana Division L. A. W.

TOE CLIPS: PUT THEM ON RIGHT.

EDITOR L. A. W. BULLETIN:

Riders should put their toe clips on correctly. For some unknown reason, they are usually bolted to the pedal as though the end of a man's big toe was in the middle of his foot. Shoes used to be made that way, to the great profit of chiropodists, but the modern article conforms to the shape of a man's foot and brings the toe well toward the inside. So bolt your toe clips well toward the inside of your pedals. You will be surprised at the result.

It seems almost foolish to call attention to such a little point, but it is so universally overlooked that I mention it: not for the particular benefit of the racing man, but for the great and increasing army of sedate tourists that have discovered toe clips to be a great comfort on rough roads and when riding "hands off" to rest one's self by a change of position. G. RICHMOND PARSONS (No. 54,714).

PROVIDENCE, R. I., May 14, 1896.

THE newly organized "Lakeside Wheelmen," of Geneva, N. Y., are building a cinder path between their city and Waterloo, the latter place to be connected with Auburn.

THE farmers of Lake County, Illinois, are said to be enthusiastic regarding the building of roads. The St. Paul Railway gives them gravel free, and all they have to pay is for shoveling from cars to wagons.

H. W. STONE, 106 N. Tenth street, St. Louis, writes: — "Since Wisconsin has not yet issued its road book, I wish some member of that division to give me best route from Minneapolis to Milwaukee, via Madison.

PUT active wheelmen in charge of streets and roads. They *know* the condition of the highways.

IF YOUR bicycle doesn't make you any happier or better you are riding it in vain.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

MAY 22, 1896.

BICYCLES AS BAGGAGE.

"A well known railroad official" is quoted in a Boston Sunday paper as saying, "the court has explicity defined what constitutes personal baggage, and nowhere in the court rulings are bicycles mentioned."

This statement is both correct and clever. The omission may be accounted for, however, by the fact that bicycles had not been discovered at the time the principal rulings were made.

"Whatever a passenger takes with him for his immediate necessity or comfort, or for the ultimate purposes of his journey, according to the particular class to which he belongs" has been held by the courts to constitute baggage.

The bicycle seems to come under that head, if anything ever did.

The gentleman says that one day last summer one hundred and forty wheelmen came to take a train at Waltham to escape a threatening thunder storm; that there was not enough room in the baggage car and some of the wheels were taken into the coaches. "You can imagine," said he, "the annoyance to which the train hands were put, and it appears to me to be only right that roads should receive some compensation for the extra trouble and added weight."

Here are the facts. The Fitchburg railroad had a train on its way to Boston. The expense of running it to Boston was a fixed quantity. The thunder storm caused one hundred and forty wheelmen to pay $23.80 for tickets, which sum was strictly clear profit and due directly to the dreaded thunder and rain. If these one hundred and forty passengers had trunks, the railroad must, under the common rules, take them to Boston, together with their owners, for the $23.80, but, being bicycles, the railroad charged $21 more, making the net proceeds of the thunder storm $44.80. The "added weight" of the bicycles was about 3500 pounds, or equivalent to twenty-four trunks of the weight which the railroads now carry with more or less cheerfulness.

One of the arguments which we most often hear against bicycles as baggage is the unexpected thunder storm. The above is an extreme case, is regarded by all as an emergency, and would in every instance be gotten along with good naturedly.

It is typical of all other possible bicycle epidemics, and may be summarized as follows:

All railroads now carry bicycles in baggage cars.

They never carry the bicycle except with a passenger who pays full fare.

Railroads do not hire more help nor pay more wages on account of the thunder storms.

In the case cited the railroad received justly and without any added expense $23.80, but because the baggage presented was not of a certain shape (even though it was much lighter), they collected, as we believe unjustly, $21.

Railroads do not provide any special means for storing bicycles, hence they have more or less difficulty in handling them.

Carrying bicycles as baggage would greatly increase the distance which wheelmen would go for pleasure. It would put money in the railroad pocket, and, when proper fixtures are provided, would be much easier for train men than the same number of trunks.

One hundred and thirty-two transportation companies in the United States now take bicycles as baggage, without extra charge.

Total number printed this week, . . . 49,500
Sent to paid Subscribers,. 46,777
Samples to Advertisers, Exchanges, etc., 2,723

UNION WAGES.

NIXON WATERMAN.

My board and clothes and a place to sleep
  Are all that I can earn.
I rise with the lark and work till dark,
  And save at every turn.
I strive, and yet all I can get,
  Though I grab, and grasp, and keep,
And house, and hoard, is just my board
  And clothes and a place to sleep.

My lot would seem a sorrowful one:
  But there are others who
Work twice as hard their gold to guard,
  For just these wages, too.
And smile or frown, or king or clown,
  Or genius rare or cheap,
Not one of the horde gets more than his board
  And clothes and a place to sleep.

UNEASY lies the face that wears a frown.



Model "B"

Ladies' Clipper is one of the strongest, simplest and prettiest ladies' wheels, yet produced. A lady looks better, rides better and feels better when riding this wheel than any we know of. The single tube gives more room for mounting and does not prevent the dress from hanging gracefully. The reinforcements in this single tube are so constructed as to make a more rigid frame than where two tubes are used. We will replace any broken single tube ladies' frame free of charge, if broken by *any* fair means.

We have had but one returned in two years.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.



AMERICA "TRUSS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

A Post-Mortem Yank.

The rich man died and all his kin,
In coarse and ghoulish glee,
Did all they could to get his tin
And pull his leg-acy.

AN APOLOGY TO THE MONKEYS.

A correspondent suggests that we should apologize to the monkey tribe for our reference to "monkey men" on page 669. He says: "I can give you the names of a dozen gentlemen and ladies who refrain from taking up cycling because of the existence of the type of riders you portray."

There is much truth in what our correspondent says. There are a large number of people who would like to ride the bicycle if the average bicycle rider appeared to a little better advantage. This was particularly observed by the BULLETIN editor on a recent ride through the Boston park system.

The gentleman or lady who rides a bicycle because they believe it a good thing to do, and who have in mind health and pleasure only, have a right to be ashamed of many riders with whom they are obliged to be classed upon the streets.

We are glad to notice a very general tendency among the better class of riders to sit erect and look ahead rather than at the ground.

The "humped-back scorcher" may be all right in his place, but it is unfortunate that his place should be upon the public highways.

Perhaps some long-headed manufacturer may yet devise a handle bar which may be instantly changed from a high to a low position. Such an invention would undoubtedly do much to improve the general appearance of cyclists.



LET US CROW.

There's a time to laugh and a time to cry,
And a time for joy and woe;
There's a time to sing, or most any old thing,
But now is the time to crow.

The League of American Wheelmen has 698 more members to-day than it had at the close of its last fiscal year, when the membership was 43,977. This was then reduced by expirations of memberships, etc., to 26,058, — the number of members the League had at the beginning of its present year.

To-day its membership is 44,675 and is increasing many hundreds each week. Where will it be at the end of this fiscal year, March, 1897?

During the last week of June, 1895, there were 1,518 applications for membership received, which was much above all previous records. In the May 1, 1896 issue of the L. A. W. BULLETIN, 2,039 applications were published, and this remarkable record breaker was again broken last week when 2,363 applications were published.

Nearly every division of the League is making a notable increase in membership and power, and the organization is receiving recognition in the courts and State legislatures that were not dreamed of a year or so ago.

In the meantime, the good roads movement is growing and practically materializing as never before.

Are you a member of the L. A. W.? Are your wheel-riding friends?



Sterling Cycle Works

274-276-278 WABASH AVE.
... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Gales,
302 Broadway, New York.

TO ATTACH THE UNATTACHED.

It is suggested to the L. A. W. BULLETIN that if the secretaries of clubs which desire to sign more members would send out a properly worded circular to the local unattached L. A. W. members, as printed in the L. A. W. BULLETIN, it might result advantageously to both the clubs and the members.

We might add to this suggestion, that in a similar manner the unattached, in a given place, might get together and form clubs of their own. Possibly Mr. Potter's local organization scheme may cover all this a little later.

ELECTROTYPES.



The cut herewith shows the smallest of four sizes of electrotypes of L. A. W. emblems *for the use of printers*. The prices of the four electros, which range in size from the one here shown to one with a diameter twice and a half as great, is 20, 25, 30 and 35 cents.

GOOD ROADS PINS.



The latest and slickest cheap pin ever gotten out for the L. A. W. The background is navy blue and the letters aluminum. The price? Well, *say!* you can't kick about the price.

If you want one, send four cents in stamps; for two, send five cents; more than two and less than twenty, one cent each plus five cents for packing and postage; over twenty and less than one hundred, one cent each plus ten cents; one hundred and over, one cent each, and we pay the freight. Address Badge Editor, BULLETIN.



THIS is an era of badges. From the bicycle manufacturer down to the presidential candidate, we see the badge or button used to "buttonhole" the customer or voter. The L. A. W. has been responsible for a large number of emblems, but one of the prettiest ones we have seen is here illustrated. It is a solid piece of metal, filled between the letters with enamel and the surface polished. They may be had by mail from this office on receipt of price: solid silver, 60 cents; gold or silver plate; 30 cents. In ordering, please refer to it as the "good roads shield," and address BADGE EDITOR, BULLETIN.

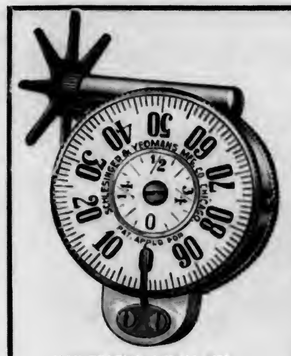


ILLUSTRATION ACTUAL SIZE.

A Marvel and Midget in Size and Weight.

A Beauty in Design and Appearance.

A Giant in Strength and Durability.

A Wonder of Completeness, Perfection and Accuracy.

Attaches to the Right Side of the Wheel.

A New Cyclometer! A Great Success!

A Novel Proposition to Riders:

Ten thousand miles, independent adjustable trip dial and fractional mile dial, all in an instrument weighing **two ounces,** and in size as **small as the smallest made.** Guaranteed to be superior to any other make, or money refunded, and the purchaser to be the judge.

The Climax Special Ten Thousand Mile Cyclometer

Price $1.50.

With Independent Adjustable Trip Indicator and Fractional Mile Dial.

Any rider having a cyclometer can trade his instrument for ours, and we will allow very liberally for the old cyclometer, set ours to the number of miles indicated by his, and allow him to try it thoroughly; should the same not prove satisfactory, we will refund the money and return the old cyclometer promptly.

If you want the most serviceable and neatest cyclometer, write for a c'rcular and terms, and we know you will not regret it.

SCHLESINGER & YEOMANS MFG. CO.

Mention L. A. W. Bulletin. **125-137 Rees Street, CHICAGO, ILL.**

Revised Version.

"Keep to the right, boys, keep to the right,"
You may thus avoid collision, and possibly a fight.

THOSE JAPANESE WHEELS.

"Truth crushed to earth shall rise again," but truth hasn't a monopoly on that sort of thing. Falsehood often shows a remarkable recuperative power.

The story about those twelve-dollar Japanese bicycles has been killed and buried many times, but it seems to thrive pretty well on that sort of treatment. Here's a copy of a letter, forwarded by a Baltimore member:

OFFICE OF THE COLLECTOR OF CUSTOMS,
PORT OF SAN FRANCISCO.

MAY 2, 1896.

Gentlemen:—In response to your letter of April 25th, inquiring relative to importations of so-called Japanese bicycles, you are advised that no bicycles have been imported from Japan. The various articles which have appeared in the press about importations of Japanese bicycles, and the wonderful cheapness with which they are manufactured in Japan, are FAKE.

I have a friend who has just returned from that country, and he says that the bicycles manufactured there are clumsy, heavy machines, made mostly from parts of old second-hand American machines, and to see one of the Japanese riding one of these bicycles in his dignified manner is a most laughable sight. Yours is about the twentieth letter I have received from various parties on the same subject.

Respectfully yours,
E. B. JEROME, Sp'l Dep. Collector.

"TIPS."

What does the esteemed L. A. W. BULLETIN mean by saying, "Don't abuse the baggage men for neglecting your wheel. Try a quarter instead." We supposed that the League had lately been making it a chief business to defend cyclists from all costs in the transportation of wheels by rail. If it is expected that money must be used anyway, it would seem to be better to pay it to the companies direct than to bribe their employees. — *Cyclist.*

Our contemporary has touched upon a question of international importance. It *would* be better to pay the money to the companies direct if that would obtain the desired result, and let us hope that sometime it may.

It is presumed that when a guest pays for his room and feed at a hotel, he has complied with the conditions which insure attention. What are the facts? The bell-boy, who shows you to your room; the porter, who takes up your baggage; the chambermaid, who calls "to see if you need more towels"; the waiter, who takes his time, all expect to be "seen." You don't have to tip them? Oh, you *don't.* Well, that is true, but what do you get? The guest who is known as a "non-tipper" may sit until "he fain would fill his belly with the husks that the swine did eat," and he will see the fat drummer, who knows how, get his food in good shape even though he came in much later. It is n't a question of whether the railroad charges for taking bicycles or not, the baggage man is human (although sometimes you would n't think it), and he feels a little more interest in the passenger who has had the presence of mind to "grease the wheels of justice." It does n't cost the railroad a cent to take your bicycle, for the train is all "hitched up" and is going your way, but it does make extra work for the train men. Should they do it cheerfully? Why, of course, but, what is more important, *will* they?



Waverley BICYCLES.

Are Built in the Largest and Best Equipped Factory in the World.

It is a very evident fact that notwithstanding the market is flooded with bicycles of all descriptions, good, bad and indifferent, at almost any price a purchaser wishes to pay, the Waverly continues to grow in popular favor, as it has ever since its manufacture was commenced. The volume of sales are increasing every day, making for it new friends and more firmly clinching the old ones. Our agents report that the call for Waverleys is far in excess of their anticipations and that they anticipate a still further increase later on, as many riders who were induced earlier in the season to buy cheap or untried wheels, are beginning to realize their mistake, and it is a question of only a short time when they are sure to want a reliable mount, in which case their thoughts will naturally turn to the Waverley. ***The Moral*** — Any bicycle dealer can understand.

INDIANA BICYCLE CO.

Eastern Wholesale Branch,
339 BROADWAY, NEW YORK.

General Office and Works, **Indianapolis, Ind.**

BAGGAGE OR EXPRESS.

We believe that railroad companies should not charge extra for carrying bicycles, but, if they must charge, they should certainly not charge a higher rate than is demanded by the express companies.

A Washington lady tells us that a certain railroad charged her $1.80 for taking her wheel in a baggage car, and she sent it back by express. It was called for and delivered, and the start and finish and the cost was but $1.20.

L. A. W. POLICEMEN.

It is suggested by one of our Philadelphia members that each city appoint a certain number of L. A. W. members as special policemen, who shall have authority to assist the regular police in suppressing the troublesome scorcher.

We second the motion, and look forward with much interest to the L. A. W. squad.

BICYCLE lantern parades are becoming the popular thing.

GOOD ROADS IN NEW HAMPSHIRE.

The Good Roads Convention held at Concord last week was a great success in numbers and enthusiasm. The chief addresses were made by Gen. Roy Stone, Chief of the United States Department of Road Inquiry; Hon. Moses Humphrey, President of the Board of Agriculture; Mr. E. G. Harrison of New Jersey, Secretary of the National League of Good Roads; Dr. C. E. Harrington of Waltham, Mass.; Dr. Alonzo Towle, Freedom; Willard Bill, Jr., Westmoreland; C. H. Pettee, Durham, and others.

"The Bicycle Interest in Good Roads," was discussed by Leonard F. Burbank, Nashua, representative of State L. A. W. Splendid results are expected from the holding of the convention.

THE wheelmen of Chicago, and towns on the line to Rockford, Ill., over a hundred miles away, are arranging to build a cinder path connecting the two cities.

CHICAGO wheelmen may scorch on certain roads in Lincoln Park between the hours of four and six o'clock in the morning.

USE your ballots for making the roads good.

EVERY one will hope that good roads may become contagious and chronic.

A Host of Imitators...

HARTFORD SINGLE TUBE TIRES

When we began making Single-Tube tires, six years ago, we knew we were right. We knew that the simplicity and ease of repair of Single Tubes were sure to appeal to the riding public. There has recently been a rush of new tire makers into the field, and *they all make Single-Tube tires*, ***but we are six years ahead of them.***

Hartford Single-Tube Tires

ARE THE STANDARD SINGLE-TUBES.

We have learned how to select the rubber and the fabric, and how to combine them. Our tires may cost more, but they're worth more.

"IF IT'S A HARTFORD TIRE IT'S RIGHT"

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:

100 Chambers St., New York **178 Wabash Ave., Chicago**

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston **503 Market St., Philadelphia**
17-19 Beale St., San Francisco



GOOD MANNERS.

After an apparently very savage dog has nearly scared the life out of one, it is a small satisfaction to be told that the dog won't bite.

Of course the owner of the dog knows the animal won't bite; and therein he has the gleeful advantage of those whose hair turns white thinking he will.

And even though we know the dog has never bitten anyone, we cannot accept that as a positive assurance that he never will. He may make an exception to the rule in our particular case.

The expert, swiftly-gliding cycler knows he isn't going to run over the pedestrian who walks leisurely on, unconscious of the approach of the silent steed of steel until it is almost upon him. But the pedestrian isn't so sure of it, and he gives himself the benefit of the doubt.

With a tremendous start, that almost pulls his nerves out by the roots, he flees to a place of safety. And he doesn't like wheelmen.

Don't scare folks to death. It is about as bad as killing them.

ONE can get too much of a good thing. Ride your wheel with moderation.

PUT in a word for broad tires when you get a chance.

TRY to have your wheel benefit both mind and muscle.

A Form of Ordinance Adopted by the City of Somerville, Mass.

SEC. 1. No person, except as authorized by ordinance of the city or order, regulation, license or permission of the board of aldermen, or other board of officers of the city thereto duly authorized, or except an officer or employee of the city and for some public purpose or use, shall drop, place or throw and suffer to remain, or cause to be dropped, placed or thrown in upon any highway, street, lane, square or other public place in the city, any ashes, cinders, glass, crockery, scrap iron, nails, tacks, wire, stones, gravel, paper, dirt, shrub or trees or trimmings thereof, post, pole, stones, earth from cellars, lumber or other building material, or any materials, obstruction, refuse, rubbish, or offensive matter of any kind.

SEC. 2. Whoever violates any provision of this ordinance shall be liable to a penalty of not more than twenty dollars for each offence.

SEC. 3. This ordinance shall take effect upon its passage.

IF EVERYBODY rode as you do, how would you like it?

Spring, spring, gentle spring!
(But, by the bye, there is no such thing).

THE pessimist kindness is like bread cast upon the waters which the fish gobble up and you never see anything more of it.

Room 56, Equitable Building,
BOSTON, February 25, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,791 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following firms and companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

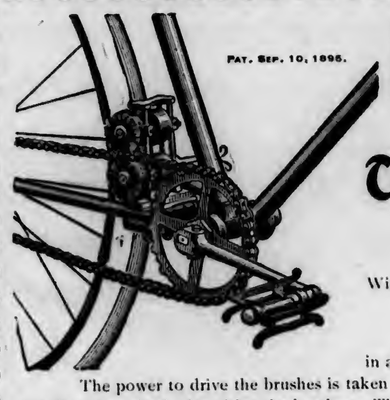
What Will Happen?

Either the Tillinghast Patents will be sustained, or they will be defeated.

If they are sustained, every unlicensed manufacturer must pay to their owner all the profit he has made or by reasonable care might have made on his single-tube tires. By taking a license now, a manufacturer insures himself against this disaster, the price will remain where it is, and enought profit can be earned to enable him to make good tires.

If the patents are defeated, every one can make single-tube tires, and a few large manufacturers will sell them at a ten per cent. profit over a cost so low that no one else can compete without cheapening the goods. Result: no profit earned in manufacture; a market flooded with ill-made tires, and no wheelman assured that he can get back sound from a ten-mile spin.

Is not every manufacturer better off with a Tillinghast License?



Does Velocity Clean?

The Polleys Automatic Bicycle Chain Cleaner

Will clean the top and bottom of the chain, because

the brushes revolve 3000 times in one minute,

in an opposite direction from the way the chain is going.

The power to drive the brushes is taken from the wheel or tire of the bicycle coming in contact with the small pulley wheels that drive the brushes. This little machine is not intended to be kept on the bicycle when riding — a few turns of the crank does the work. The simplicity of the attachment also commends it to general use. One minute will do for the chain more than thirty minutes in a common way. Keep your chain clean and you will have an easy-running wheel. ***The Polleys Chain Cleaner is the kind that cleans.*** Every rider wants one. If you cannot get them from your dealer, send your order to us, enclosing amount. Dealers send in your orders; it is a seller.

PRICE,
$1.50 Plain
$2.00 Nickled

THE POLLEYS AUTOMATIC BICYCLE CHAIN CLEANER MFG. CO., NEWPORT, R. I.

☞ THIS ADVERTISEMENT WILL NOT APPEAR AGAIN.

THE "READING NOTICE" HABIT.

BY KIRK BROWN.

Many papers seem unable to cope with the evil known as the "reading notice." A new chimney; a 6 x 10 addition to a 10 x 20 factory; the discharge of an employee (usually described as "severing his connection"); the hiring of another (always described as "consenting to accept") — in fact, any old thing is seized upon as an excuse to load the reading columns with a senseless lot of drivel that is absolutety valueless from any point of view.

If the papers throw their columns open to one advertiser they will have to do so for all, and the latter cannot be blamed if they make good use of the opportunity.

A self-respecting daily paper would not publish reading notices for its advertisers under any circumstances, and for the simple reason that they are of no value as news; they recognize the fact that a paper must be first of value to its readers — its worth to advertisers is a natural sequence. There is no reason why the same rigid rule should not be applied by trade papers. It would increase the readable value of the papers themselves, and result directly in benefit to each advertiser.

An appetite for free reading notices is as hard to cure as one for rum; a few well known advertisers in the trade are notoriously and woefully addicted to it. They do not seem to recognize the fact that if the matter is a good advertisement it is worth putting in their paid-for space, and if it is not worth putting there it is still more out of place in the columns of reading matter.

ADJUSTMENT OF BEARINGS.

The ball bearings ordinarily used on bicycles should be so adjusted that no side "play" is perceptible, but not tight enough to "bind." This is in reply to a number of readers who have asked whether the bearing should not be loose enough to allow the shaft to move slightly sidewise. In the language of a prominent bicycle manufacturer, "bearings should be absolutely tight and yet perfectly loose." Although seemingly paradoxical, there is a point, and not a very narrow one either, where the bearing may run perfectly free, and yet be tight enough so that no "lost motion" is apparent.

ADJUSTMENT OF CHAINS.

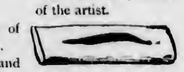
A bicycle chain should not be tight. No chain and wheels can be made which will run well unless there is a little "slack" to the chain. In fact, there is no danger of the chain being too loose so long as it cannot possibly get off the teeth of the sprocket wheels. If you have any doubt as to whether a chain is loose enough, roll the machine forward a few steps, and while it is still moving forward slightly take hold of the lower part of the chain, and unless it has the feeling of being perfectly loose, the adjustment is too tight. A chain should be kept well oiled *in its bearings*. But very little oil, however, should be allowed to remain on the outside.

Cured by the Laying On of Hands

That a pneumatic tire should receive a gash large enough to put the hand through, and yet be put in ridable condition by the roadside without the use of tools or materials, seems almost beyond belief; but if the tire is a Dunlop Detachable it can be done, and done quickly, by any one from this description:

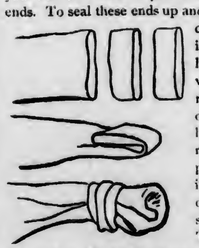


This illustration will give an idea of what the cut in the outer cover may be like; it was drawn from the tire on which this repair was made in the presence of the artist.



The inner tube was, of course, similarly damaged.

Remove the inner tube and cut out bodily the part in which the gash has been made, you will then have a perfect tube, but open at both ends. To seal these ends up and make the tube air tight cut off, from one end of it, two pieces about one-half inch wide, and you will then have two stout rubber bands; now fold over the end of the tube like this, and then tightly roll it up and hold in place as shown in this illustration by winding one of the rubber bands several times around it. Treat the other end of the tube in the same manner. You will now have a butt ended tube that will hold air as well as any that was ever made.

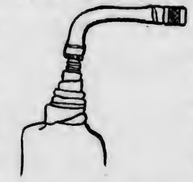


Now take your handkerchief, fold it up and lay it inside the cover over the gash, letting the ends hang over each side of the rim; put the tube in between the handkerchief and rim, so that when inflated it will force the handkerchief up against the gash in the cover. When putting in the tube, stretch it so that the butted or closed ends may pass each other for a distance of about two inches. Put the cover in so that the gash will not come at the same place as the ends of the tube. Inflate in the usual manner. Now fold the ends of the handkerchief, which are hanging out beyond the edges of the rim, up over the tread of the tire, and keep them in place with a few wrappings of twine or similar material.

When you have finished, your tire can be ridden until the outer portion of the handkerchief has been worn out. If you haven't a handkerchief take a sleeve or some other portion of your shirt, or even a piece of strong paper.

If the damage to the tire occurs right where the valve is, prepare the tube as before, cut the valve out around its base, put it inside one of the ends of the tube and wrap tightly with the rubber band. Take the rubber connection off your pump, screw it on to the valve, bend it at right angles and thrust it through the valve hole in the rim. The rubber connection will now serve as a valve, and after inflating the tire the end of the connection can be sealed up with a piece of chewed paper or a dab of mud, though if the air check in the valve is an extra good one this can be dispensed with.





This, of course, is a temporary repair, though it is better than a good many so-called permanent repairs that are made on other types of tires. The Dunlop Detachable Tire is the only pneumatic tire that can be repaired by the roadside when it has received such serious injury as this.

AMERICAN DUNLOP TIRE COMPANY,

504-506 W. 14th Street, New York City.

307-309 Wabash Avenue, CHICAGO.

36 and 38 Lombard Street, TORONTO.

From *New York Times:*

Albert Mott, of Baltimore, whose name is familiar to many members of the League of American Wheelmen, rides a wheel geared to 84. There are few hills up which Mr. Mott will walk, and he goes over them without much of an effort.



And it's an . . .

ORIENT

4 cents gets our Superb Photographic Catalogue.

The Waltham Mfg. Co.

Main Office, 240 Broadway, NEW YORK.
Factory: Waltham, Mass.

BRANCHES:
New York, Chicago, Philadelphia, Brooklyn, Boston, Denver, Detroit, Buffalo, Providence, Cincinnati, Omaha, Springfield, Mass. Waltham, Lynn, Mass. Newark, N. J. Kansas City, Mo.

Palmer Tires

give the rider confidence



THEY are the only tires you are sure of getting home on if punctured. Air will not escape for hours. *Palmer Tires* are the easiest riding, quickest repaired and fastest tires. They mark the high-grade wheel. They are expensive. Send for catalogue. PALMER PNEUMATIC TIRE CO., CHICAGO.

PROFUSE PERSPIRATION.

The summer days are here, and now
We're very apt to get
Hot perspiration on our brow
In great big drops of sweat.

The discussion regarding perspiration broadens in interest. The following opinions are culled from a large number of letters relating to the subject:

A St. Louis member suggests "a pore-pump with a belt rigged to the wheel, and depositing tank under the seat, provided with sprinkling attachments. It would be no trick at all to sprinkle a block now and then, using a fine spray. Suffice it to say, let us spray."

A New York member writes: "I purchased a pair of worsted (full) tights and a jersey, which replace underclothes and absorb the perspiration incident to a long ride or warm day."

"All old wheelmen," writes a New Jersey member, "will tell a sweater to avoid chills and 'that cold and clammy feeling,' by wearing *wool next the skin* the year round. A little unpleasant at first to some, but the only *safe* thing to do. The 'sweater' is very much like the Irishman's red flannel shirt. 'No matther how cowld and wet ye's are, youre always warm and dhry.' Try it *next the skin* — all wool, and not too light a texture, and be convinced. Long woolen stockings sewed on to light woolen drawer tops or all wool tights, completes the costume, with knickerbockers or bloomer pants as preferred. Warm in winter and cool in summer, and *never chilly.*

"Excessive perspiration or hyperidrosis," writes a member from Philadelphia, "is due to a relaxation of the vasor-motor system depending upon same debilitating condition. In the treatment of some, general tonics should be employed. Quinine, two grains three times a day, or hematic hypophosphates, a teaspoonful three times a day. Thin flannel should be worn next the skin instead of cotton. The skin may be sponged with very hot water or vinegar and water, (1 to 3). Excessive sweating may depend upon some organic lesion, and if it is at all debilitating a physician should be consulted."

Another New York member says, "that while fleshy people perspire more than thin persons, the freaks in the sweating line are always heavy drinkers, not necessarily of liquor, but of water, cold tea, lemonade, etc. I never used to sweat at all, until my physician told me to drink more water, which I did, and now I sweat freely and feel better; but I can check the sweating by refraining from any drink, except with meals. It is hard at first, but I believe will help some of the complainers."

"When arriving home steeped in perspiration," writes an Ohio member, "remove your clothing as quickly as possible, sit in a tub of cold water up to your waist, and rub the upper portion of the body briskly with a coarse towel, applying the water freely. The bath should *not* last over *one minute.* Do not rub the skin perfectly dry. Put on dry clothing as quickly as possible, and exercise lightly for ten to fifteen minutes until the blood is in a normal condition. Remember the more RAPIDLY you remove and replace your clothing the more effective the bath. If no bath-tub is at hand the simple rub with the coarse towel will answer the purpose as well; but use plenty of water and act with rapidity. Take this application daily for two weeks and the immoderate perspiration will disappear.

"Not knowing the weight of those members who suffer from excessive (?) perspiration," writes W. B., St. Louis, "I hazard the proposition that they are too fat; or to put it more kindly, that their weight for their height is more than normal. My understanding is that fat is chiefly a distension of the cellular tissues with water. Perspiration draws out this water and hence reduces fat. I venture this statement (with great fear of being 'jumped on' for saying it), that if a man is not over weight, as the expression is, he will not suffer from excessive perspiration produced by muscular exertion, provided he does not exercise in a temperature of over 150° in the sun."

"The remedy I would suggest," writes a Pennsylvania member, "is a cool tepid sponge bath immediately after rising every morning; then a thorough rubbing of the entire body with a coarse towel. Let the rides be short ones, not to exceed ten miles for the first two or three weeks (but ride every day) easily, but continuously, not stopping till you reach home (if perspiring) — then change the clothing at once, rubbing thoroughly dry before doing so."

LOUISVILLE MEET.

We learn that the "befrazzled and bedraggled spectacle known as the annual parade will be left off the program, and in its stead there will be a parade of uniformed clubs, well drilled and well dressed. No club of less than ten members present in uniform being permitted to enter the procession."

We are inclined to believe that this innovation will be appreciated.

It is also proposed to have a manufacturers' parade, which will doubtless be very interesting.

It has been suggested by Mr. Bassett that a portion of one evening be set apart for a reception and reunion of the veterans of the L. A. W. Only those who have been members for ten years or more will be considered eligible. It should, however, be an interesting portion of the program.

WHEN the clock strikes one, one should not strike, too. One should consider it meantime (mean time) and not join in strikes. No. 86,686.

THE MONEY QUESTION

Gold or Silver? Which shall it be?

Don't worry too much over the subject; if you have a bicycle in mind, and want the best $75 worth on the market, the Elmore is the wheel for you. It may be paid for in

Gold,
Silver or
Greenbacks.

EDW. OLIVER & CO.
23 Park Row - - - New York,

Will tell you all you care to know about it.

"It's Made of Rubber."

The Guarantee is Very Broad which goes with the

HODGMAN SINGLE TUBE TIRE.

Every imperfect tire (should any escape inspection and get out) will be replaced; every tire capable of repair will be repaired free of charge, and cheerfully, no matter how the injury came about.

Free booklet on request. Send ten cents for Hodgman Rubber Tire Button.

Hodgman Rubber Co.,
459--461 B'way, New York.
Atwood Building, Chicago, Ill.
135 Essex Street, Boston, Mass.

3300 MILES ONE OILING

But then, you had better oil oftener, say every thousand miles.

The Self-Oiling Bearings of

The Wolff-American High Art Cycles

Are exclusively on these wheels.

R. H. WOLFF & CO. (Ltd.)

Makers,

Foot 118th, 117th, 116th St and East River,

NEW YORK CITY.

DISTRIBUTING AGENTS: The Horace Partridge Co., Boston, Mass. J. E. Norwood, Baltimore, Md. J. S. Malone, Garfield Bld'g, Cleveland, O. Fletcher Hardware Co., Detroit, Mich. Von Lengerke & Antoine, Chicago, Ill. Joseph Horne & Co., Pittsburg, Pa.

THE ROCHESTER
Combination Cleaning Rack and Holder.

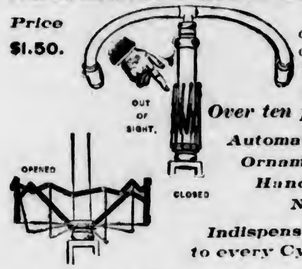


As a Cleaning or Repairing Rack. As a Rest or Holder.

Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition. **PRICE, $1.50.**

Automatic Parcel Carrier.

Price **$1.50.**



Weighing only FOUR ounces with a carrying capacity of *Over ten pounds.*

Automatic, Ornamental, Handsomely Nickeled.

Indispensable to every Cyclist.

For sale by all dealers. Carrier sent prepaid on receipt of price.

ROCHESTER BICYCLE COMBINATION HOLDER CO.

145 Power's Block, Rochester, N. Y.

CATALOGUES.

WE TAKE pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as by the manufacturer.

Waltham Comet.

The American Waltham Mfg. Co., Waltham, Mass., has issued a neat catalogue, describing its make of wheels.

Spencer Brake.

The Spencer Brake Co., 140 Chambers St., New York, has issued a free booklet on "The Control of a Wheel."

Bicycle Suits.

Zimmerman & Lowe, 2051 Lexington Ave., New York, have issued a 16-page catalogue of bicycle costumes. A page is devoted to the interests of the L. A. W.

Chainless.

The Howard & Nichols Cycle Mfg. Co., Newark, N. J., has issued a neat 24-page catalogue describing its chainless wheels.

Cycling Records.

Emil Grossman & Co., Cleveland, O., have issued a compact little "Up-to-date Cycling Record Book," which they sell for ten cents.

Lovell Diamond.

An attractive cover-page, representing an immense "sparkler," illumines the cover-page of the catalogue issued by the John P. Lovell Arms Co., Boston, Mass. The book is neatly gotten up.

World.

Arnold, Schwinn & Co., Peoria and Lake St., Chicago, have issued a pretty catalogue regarding their make of wheel, "The World."

Rambler.

A very dainty little catalogue has been issued by Gormully & Jeffery Mfg. Co., Chicago, describing the "Rambler."

Pattee.

The Peoria Rubber and Mfg. Co., Peoria, Ill., describes its make of wheel, the "Patee," in a neatly printed catalogue with a striking cover-page printed in red and green.

Hygienic.

The Hygienic Wheel Co., Betz Building, Philadelphia, has issued a catalogue, in which is fully described the cushion frame that is a distinctive feature of the "Hygienic."

Cycle Stand.

The Lawn Cycle Stand Mfg. Co., Park Place, Morristown, N. J., has issued a brief catalogue of cycle stands.

Any fool can shout "Excellence," but wise people require

→DEMONSTRATION

We show

A Union Crank Yoke



complete with reinforcements and ball retaining washers. A stronger connection, or one more scientifically made cannot be found today. Absolutely dust proof and oil retaining bearings. No bone dust or deadly cyanide to give a shell-like surface to the cups. If you are anxious to win money, find a skeptic and persuade him to bet that our bearings are not made of JESSOP'S TOOL STEEL; a steel expensive to buy, hard to work, but everlasting when finished. However, UNION construction ignores cost.

Patrician CRACKAJACK II and SISTER are BUILT ON A GOLD BASIS

... THE WORLD-FAMED ...

Humber Cycles

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

"Experts go into ecstasies over this graceful, substantial, simply-constructed wheel, and even the inexperienced eye must be struck by the symmetry of its outlines and the entire absence of cumbersome trappings, for it suggests the 'thorough-bred' in every particular."—*Boston Evening Transcript.*

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director,

WESTBORO - - - - - MASS.

∴ HUMBER DEPOTS ∴

318 Broadway, Fifth Ave. and 42d St. NEW YORK.
350 Boylston St. BOSTON.
10th and Walnut Sts. PHILADELPHIA.
545 Fulton St. 1313 Bedford St. BROOKLYN.
641 Main St., BUFFALO.
111 North Charles St. BALTIMORE.

Branches in all parts of the civilized world.

Popular Cycle Tours

New York to Washington.

Having just returned from a trip awheel from New York to Washington with the New York Cycle Touring Club, and as this tour is one probably contemplated by many wheelmen during the coming summer months, I think it only fair to inform you for their benefit that unless a cyclist has plenty of time at his or her disposal, the route laid down in the L. A. W. road books is impracticable, and in addition is, for a portion of the route between Wilmington and Tolchester, over poor roads, which, during the season of drouth, are in many places impassable. Moreover, the connection by boat from Tolchester to Baltimore is very infrequent, except during July and August, and as the boat only goes once or twice a day, even during those months, to miss her necessitates a wait of from six to twelve hours.

The most direct route from New York to Washington, following the road book instructions from New York to Philadelphia, lies through Chester, Wilmington, Newark, Del., and Elkton and Havre de Grace, Md. I took this route last year, but will never do so again, as the road from Elkton, about eighteen miles beyond Wilmington to Havre de Grace, some fifteen or twenty miles, is impassable for much of the way, covered with sand ankle deep, and up and down mountains, while in addition the road from Havre de Grace through Cecil and Harford counties, Md., until one strikes the Belair pike, is rough and poor riding.

If one wants to take the trip from New York to Washington comfortably in four days, which allows for about fifty miles a day, one should stop the first night at Princeton, the second at Philadelphia, the third should be passed on the boat, an excellent one, between Delaware City, Md., and Baltimore, and Washington can be reached on the fourth day. Leaving New York at the foot of West 42nd street, take the Hudson County Boulevard, a fine stretch of macadam thirteen and a half miles to Bergen Point, then train over the Newark Bay bridge to Elizabeth, about ten minutes, and then through Rahway and Metuchen to New Brunswick, where a good lunch can be had at the Mansion House.

The seventeen miles from New Brunswick to Princeton afford one of the most beautiful rides in the United States, all good road, with the exception of about three miles near Kingston. Leaving Princeton the second morning, ride through Lawrenceville, five miles fair country road and six good macadam to Trenton, thence over a fair road five miles to side path along Delaware river, five miles to Bristol, where lunch.

Twenty-five miles from Bristol over good macadam road brings one to Broad and Chestnut streets in

A Hundred Dollars for a Wheel!

... NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our Catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

The Spencer Brake ✱ **Solves the Problem**

...IT...

Weighs only a few ounces.
Applies at the Crank Axle.
Operates by turning the Grip.

IT IS INVISIBLE **IT IS UNBREAKABLE**

Wonderful! Yes, but thoroughly practical and strictly mechanical—proven by a season's use. It is now recognized by experts as revolutionary, and certain of universal adoption.

SEND FOR CATALOGUE.

You can get it now without extra charge, but only by buying your wheel from us. Do not buy before investigating.

THE SPENCER BRAKE CO.

140 Chambers Street, NEW YORK.

Prices quoted to cycle makers.

Philadelphia. Leaving Philadelphia the third morning, ride west over Walnut street bridge, and turn left at the college buildings to the Darby pike; good pavement all the way to Darby, and then fine macadam to Chester, thirteen miles. Then good road, but very hilly, through pretty country to Wilmington, twenty-eight miles from Philadelphia. The League Hotel in Wilmington should be avoided from our experience, as it has poor facilities and uncivil employees. From Wilmington ride in the cool of the evening through a most picturesque country through the town of Newcastle, sixteen miles, over a fair country road to Delaware City at the entrance of the Delaware and Chesapeake canal. Here the night boat of the Ericsson line can be taken at nine o'clock through the canal and Chesapeake Bay to Baltimore. This line makes special provision for the wants of wheelmen and runs well equipped and comfortable boats, charging nothing for wheels.

The roads between Baltimore and Washington, a distance of only forty miles, are simply in a disgraceful condition. We found them covered with sand and dust, and long stretches were absolutely unrideable. It is a marvel that the residents of both Washington and Baltimore, to say nothing of the wheelmen of those cities, allow them to remain in this condition. The route lies out Columbia avenue along the Washington pike, through Laurel, where lunch can be taken.

I am confident from the experience of this trip, now taken twice, that the route I have just described is the best between New York and Washington, and if our experiences will relieve any other wheelmen from the annoyances and delays we underwent, the purpose of this communication will have been served.

JAMES B. TOWNSEND,
President Cycle Touring Club.

LIGHT AND LAW.

S. RAYMOND KITCHIN.

In the town of Worcester lives a man,
And he is known to fame;
He introduced a lantern law,
And the wheelmen killed the same.

"Let there be light!" said this good man,
As the obnoxious law he vaunted;
So now he has the light he *needs*,
Though not the kind he *wanted*.

A Denver member writes: "Hasten the day when all women will forget how their hair looks and will take their hats off when they go to a place of public amusement."

BLESSED are the peace-makers for they shall take off their big hats.

DON'T wear your hat in the house.

IN riding your wheel try to be a good advertisement for the L. A. W.

DON'T be selfish; give more than half the road when you can.



Old Features *of Standard Excellence*

New Features *of Modernized Ideas*

Combine to make

"Gold Crank"

FALCON BICYCLES

Popular with all who appreciate superiority in bicycle construction.

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.



BEWARE OF IMITATORS.

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows—always leads.

Send for Catalogue No. 72.

Wheeling at night,
With a "Search-Light,"
—is a pleasure.

DETAILS WANTED.

It is suggested to the BULLETIN that some doubt is bound to exist in the minds of wheelmen as to who makes the best bicycle; who has the largest plant, who sells the most wheels, who builds the highest grade, etc., etc.

We think manufacturers might to advantage give interesting facts, rather than generalities. The number of wheels built, the size of plant, the number of traveling men and all that, do not necessarily prove that any given wheel is the best to buy. A first-class man, who fully understood the subject, might build a single bicycle which would be superior to any regular machine in the market. It is quite possible for a shop which makes but a hundred machines per year to turn out work quite equal to the best.

It is no disgrace to be poor, but it is sometimes considered improper to misrepresent. If a manufacturer builds but a paltry hundred thousand machines in a year, it would not be laid up against him if he were to admit his littleness, and not claim two hundred thousand. The BULLETIN this week is sent to 46,777 paying subscribers. We might claim more, but we are too honest, and besides, it would be easy to catch us at it.

A CRIPPLE CREEK (Colo.) member writes: — I generally swear by whatever appears in the BULLETIN, but when I read your statement that a woman will jump *at* a mouse, my credulity received a severe shock.

IT'S DEAD EASY.

If you would "literary" be, yet cannot write a line,
Don't weep, for if you cannot sing, why you can bark or whine.
It isn't necessary that you really own the brains
To pen the truly-polished things that others pen with pains.
Pose as a bilious critic and the writers, all, lampoon,
(Since time began the yaller dogs have always bayed the moon).
And when in your jacassic garb you have yourself arrayed,
Then tell the world about the awful "breaks" that Shakespeare made.

IT IS not unreasonable to predict that horseless carriage contests and exhibitions will be attractive features of the State and other fairs next autumn. The Rhode Island State Fair Association has already announced a series of prizes amounting to $5,000, to be given to exhibitors of horseless carriages at next September's exposition. There are to be races of this sort each day, and the display will embrace all known makes of motor road vehicles.

BICYCLERS have scored a point in New Jersey. They have even got the farmers to unite in petitions to the legislature to raise the taxes for building better roads. Not a State in the Union but could well afford to imitate New Jersey. It is good country roads and not more railroads that the people need. Bicyclists everywhere should unite in this movement. Bicyclists are numerous enough to have their influence felt, and they should not be slow in action. What is good for them will be a blessing to all classes — good country roads.— *Chicago Inter-Ocean.*

With many sprinters and long distance riders, C. H. Evans & Sons' India Pale Ale and Brown Stout are as necessary as their exercise.

ONCE TRIED YOU 'LL
WONDER HOW YOU GOT ALONG
WITHOUT IT.

All Clubs, Cafes and Restaurants.



C. H. EVANS & SONS,
HUDSON, N. Y.
Brewers and Bottlers.

THE . . . **KI-YI!**



OR

Cycle Tourists' Gun.

A few drops of diluted Aqua Ammonia from the nozzle of our KI-YI will teach the bicycle chasing dog a lesson he will not likely soon forget. It works like magic. As a rider puts it, "You could hear him howl ten squares." What tourist has not wished for one of these?

→→→Price each, 50 Cents.

Send for Catalogue of RED CROSS SPECIALTIES.

MANUFACTURED BY
ARLINGTON U. BETTS & CO.
TOLEDO, O.

Boston Branch, No. 8 Park Square.
New York & New Jersey Agents, Hartley & Graham, New York City



A BOON TO CYCLISTS. NO MORE SAGGY TIRES
BASCH'S SUCTION BICYCLE VALVE CAPS.
PREVENTS Leakage from the Valve.
Loosening of Metal Valve Cap.
Dirt accumulating between tire and rim.
Keeps the Valve clean. Fits any Valve.
Ask your dealer for them or send 10c. for sample to
Agents Wanted. **D. BASCH, 12 Waverly Place, New York.**

AT NIGHT
the 20th Century HEAD LIGHT.
BICYCLE

JOHN THE BAPTIST.

It is always interesting to trace the relations of social facts one to all *A few years ago the bicycle was a toy. A few people rode them — chiefly those who had nothing else to do. No man dreamed that here was a machine which was to push the nation forward a century. The farmer who damned the eyes, limbs, soul and body of the bicycler who scooted past his startled team, did not dream that this same rider was the forerunner of a new era of prosperity for the husbandman.* Yet so it has happened. The necessity of a good road to the wheelman has brought about a movement which the farmer could never have inaugurated. Everywhere the clubs of bicyclers are acting in powerful concert. Everywhere the gospel of good roads is making converts. *And the John the Baptist of that gospel is the bicycle. — Santa Cruz (Cal.) Press.*

DON'T BLAME US.

Subscriptions to the L. A. W. BULLETIN expire when League membership expires. If you do not renew until four weeks after expiration, you lose four BULLETINS. Your loss is not our gain. We would prefer to have your membership and subscription continuous.

We cannot agree to furnish back numbers, though sometimes we do if we happen to have them.

DON'T ride over people. You may have to walk some day.

"A WATERMELON RUN."

Who ever has seen a horse fly or heard a bed tick should not be surprised to see a "watermelon run." We learn that such a run is to take place at Stockton, Cal., on Aug. 9, and that at least 2,000 wheelmen will "take part," from which we infer that it is a large melon.

A NEW YORK member thinks that if some of our poetical friends and tune-writers were to combine, some delightful and appropriate melodies could be produced for wheeling parties. "I have felt," he writes, "as I have been quietly speeding along a beautiful country road, in company with a party of friends, that the pleasure could be intensified by the occasional singing of, say, some bicycle glees. Of course, when under the strain in climbing hills or riding rapidly, one would find it difficult, if not impossible, to employ one's voice in singing; but, just as in a hay ride in the country in summer songs often prove a pleasant feature, so, for *quietly speeding* along a country road, I believe a song would be pleasing."

THE managers of the Consolidated R. R., have fitted up a large, light room, as a bicycle stable for wheels owned by the many clerks in the New Haven depot. There is great need of similar conveniences in many office and public buildings. The wise landlord will henceforth look after the interests of his wheel-riding tenants.

THE **TRANSIT**

A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON
Factory, South Boston.
Salesroom, 44 Columbus Ave., Boston.

"Gendron" Bicycles
Truest Bearings
Most Rigid Frame

Much Hard Pedaling...

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy-Running
Gendron..

Send for Catalogue.
Gendron Wheel Co.
TOLEDO, OHIO.

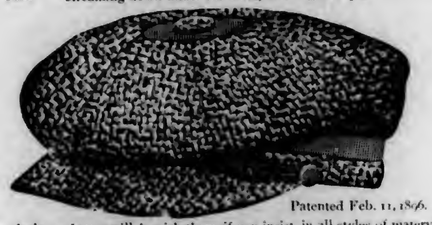


Take SNAP SHOTS when Cycling
The "KOMBI"
$3.00
The Only Pocket Camera Carried Easily as a Watch

Sample Photos and Booklet, "All About the Kombi," Free!

Takes 25 Perfect Pictures of scenery, groups, buildings, etc., with but one loading. A hundred years ahead of old-style cameras. No bother with plates, no focusing, no dark room necessary; no fuss, no failure, if directions are followed. So simple a child can take good clear pictures, yet *not a toy, but a scientific camera.* Pictures cost but one cent apiece. Developing and printing of all kinds promptly done. For sale by Photo Dealers generally, or sent postpaid (loaded for 25 pictures) on receipt of price, $3.00.)
KOMBI CAMERA CO., 137 Lake St., Chicago.

Keep Your Head Cool
The Columbia Ventilated Bicycle Cap.
A perfect circulation of air about the head. No perspiration streaming down under the band, blinding the eyes.



Patented Feb. 11, 1896.
Your dealer or hatter will furnish them, if you insist, in all styles of material.
Patented and Solely Manufactured by
HIRSCHBERG & CO., 15 and 17 Waverly Place, New York City.



The humpbacked man.
He very seldom can
Tell why of friends he has a woeful lack,
Until some sad day,
When he has to bite the clay,
And his golden hair is mingled with the track.

J. G. H., Hutchinson, Kansas:—A number of attempts have been made to couple bicycles and ride them upon the railroad rails. We have not seen anything, however, which was entirely practical. The principal obstacle in the way of developing such a device is the very natural objection which the owners of railroads might raise to their use.

IT was Job who first said: "that makes my blood boil."

THE indolent young lady who wants to be on the safe side will avoid even the potato masher.

MEET to the right, pass to the left.

"ACCIDENTS will happen," but they would happen much less frequently if everybody were careful.

LOOK where you are going; if the other fellow also follows this advice you will have no trouble.

Tom, Tom, the piper's son,
Stole a pig and away he run;
The road was bad and Tom got mad,
And said he 'd build a better one.

BROWN SADDLES ARE ALL RIGHT.



BROWN SADDLE CO. ELYRIA, OHIO.

"WHITMAN"

Whitman $100



Patriot $85

Best wheel that can be produced from the finest materials, scientifically and skilfully used. Embodiment of every essential feature known in bicycle construction.

CATALOGUES ON APPLICATION.

HAND MADE.
Easiest Running
Most Durable
Best Appearance

WHITMAN SADDLE COMPANY,
118 Chambers Street - - - - - New York.

THE AUTOMATIC BICYCLE BALANCE

Easy to ride with "Hands off." The greatest invention yet. Will balance wheel to perfection Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest.
Write for Circular and Trade Prices.



Weighs only 2 ounces.
Entirely nickel plated.
Adjustable to any Bicycle.

Price, $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...
Bicycle Chain Lightning Co.
Office, Spalding Building, 29, 31 and 33 W. 42d St. New York.

The Craig Automatic Pneumatic Saddles Pat. June 11, 1895.

Made with two air cushions that communicate through a **very small hole.**

The Best Saddles Made.

It is the **little hole** that does the business.



Made in four styles. No springs used.

Write for Circular A.

The Craig Cycle Saddle Co., Lawrence, Mass.

Individual Name Plates.

Send 40 cents, and get a name plate with your name and address on.

Bicycle Name Plates, Steel Stamps, Stencils, and Die Work of all kinds.

C. H. HANSON,
42 South Clark St.
Chicago.

Silk Sponge Cloths

Are the best thing for keeping your bicycle clean; being soft and pliable, they absorb all grease and dirt. Price, 65 cents per dozen; discounts in gross lots .. ..

HARRY E. BELL, 201 Church Street, Philadelphia.

THE BIG THEATRE HAT.

Happy, happy Cincinnati! This, indeed, is gleeful news
That we lately in the papers have been able to peruse.
That you've risen in your anger — whilst poor we have only fumed —
And the cart-wheel hat of fashion in your theatres have doomed.

Yes, henceforward, as we gather, when you go to see a play,
No vast disk of straw or velvet will be flapping in your way;
No outrageous tufts of feathers, and no Brobdignagian bows
In your eyes will now be bobbing, or embarrassing your nose!

The bold actions of the hero will no more for you be blurred
By a nodding bunch of grasses or a wired and wobbly bird;
And you wil not have, henceforward, for the heroine to hunt
Through a crowded bed of flowers on the lady's head in front!

Then if lucky Cincinnati can this nuisance thus abate,
Let us ask, oh! how much longer will poor London have to wait?
How much longer must we sit on, as for far too long we've sat,
Wholly crushed beneath the shadow of that Upas-tree-like hat?

Is there no one that will aid us? Will no manager arise
Who from matinees will banish every hat of ultra size?
Or, say, is it wholly useless to again put forth the plea
That we have a right to witness what we dearly pay to see?

There are sometimes sanguine moments when we think that, p'raps, some day
One may even look for comfort — and may get it at the play;
That the time may not be distant when some manager may please
To arrange his stalls — oh, rapture! — so as not to cramp our knees.

When all draughts may be excluded, when the getting to one's seat
May no more entail such torture upon unoffending feet;
And when folks who, with their chatter, rudely interrupt the piece,
May be firmly, though politely, made their silly talk to cease.

But these fancies are but fleeting, they go quickly as they come,
And in place of them reaction sets in, sinister and glum,
For we know upon reflection 'tis the Fates' unchanging will
That in sadness and in grumbling we must take our "pleasures" still.

— *London Truth.*

IF YOU sow frowns and unkind deeds, you cannot reap smiles and happiness.

U. S. CYCLOMETERS (Model '96)
ODOMETERS and LAMP BRACKETS

For Carriages. Detachable.



FULL SIZE.

10,000 MILES.
WEIGHS 1¼ OUNCES.
ONE INCH LONG.

Attaches on Right Side.
Repeats or may Easily be Set.
Reads Plainly from Saddle.
Made for 20, 22, 24, 26, 27¾, 28 30 to 46 in. Wheels.

Guaranteed accurate and will be repaired or replaced free of charge in case of accident.

Cyclometers . . . $1.50
Odometers . . . 2.25
Lamp Brackets . . .25

ABOVE READS 4652⅞ MILES.

U. S. MANUFACTURING CO.
FOND DU LAC, WIS., U. S. A.

McCune Cycles.....

NONE BETTER

Send for Catalogue.

EVERETT CYCLE CO.
Everett, Mass.

Agents Wanted.

....There is **Strength** in every part of the

The "Rigid Rialto"

And grace in every line. Want a Catalogue?

CONTINENTAL CYCLE CO.
15th St. and Western Ave., Chicago.

Trenton Cyclometers



⅔ SIZE
MODEL B.

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896

Model A registers 1,000 miles and repeats, weight, 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight, 2¼ oz. Price, $1.50

Model C registers 10,000 miles and repeats, weight, 1¼ oz. Price, $1.75.

TRENTON WATCH COMPANY,
TRENTON, N. J.





NO "HANDS OFF."

The authorities in Washington, D. C., have decreed that wheelmen in that place shall keep both hands on the handle bars while riding in the public streets. It must be an amusing sight to see a wheelman dismount, or ride into some door-yard, whenever he wants to scratch his head.

DO YOU read the L. A. W. BULLETIN? but of course you do. The man who won't see the above question is the one we want to reach.

THE Graham & Morton line of elegant steamers, plying between Chicago and the popular Michigan summer resorts, advertise "Wheels free." This line carries many thousand wheelmen every summer, and the management of it, being up to date, realizes the importance of doing business intelligently. This line affords one of the pleasantest outings for Chicago wheelmen.

IT'S A PRETTY THING.

"Best Routes In and Around Philadelphia" is a fine, substantially bound book, containing splendid maps and many charming half tones of points of interest. It's a book that no Philadelphia wheelman should be without. It is given free to any Pennsylvania member who sends in two new applications, or for twenty-five cents and one application for membership, or it will be sent to any L. A. W. member for fifty cents.

IF EVERY supervisor would ride a wheel over the roads under his charge, frequently, the highways would soon be lots better.

F. A. Roberts, 220 E. 16th St., New York, is going by French line to Havre, and will take his wheel. He would like pointers from brother members.

DON'T make people sorry you have a wheel.

OFFICIAL EMBLEMS.



Finest made; hard, white enamel tires, ruby centres (except 60 cent pin). By insured mail on receipt of price, or will send three or more, express paid, C. O. D., on approval. One free with order for six.

Solid Gold, $2.25 $1.75 $1.00 each.

Rolled Gold, $1.25 90 cts. 60 cts. each.

THE SOCIETY EMBLEM CO.
Catalogue free. P. O. Box 351, Providence, R. I.



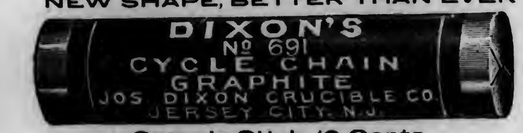
SCARF OR STICK PIN.
Sterling Silver Bicycle.
Send 15 Cents in Stamps.
Cat. of Jewelry FREE.
McRae & Keeler, Attleboro, Mass.





THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & CO.
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price list of uniforms.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.
JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

GOOD roads stand for intelligence and civilization.

THE rut in the road
Makes double the load.

THE Pilgrims, an organization of amateur wheelmen, of North Adams, Mass., will give their annual cycle tournament Saturday, June 13.

"I want to be an angel," the pious wheelman sang,
As he gaily started out to take a ride:
Then he shortly was run over by a scorching hoodlum gang,
And immediately his wish was gratified.

THE L. A. W. button should stand as an assurance that you are a gentleman or a lady.

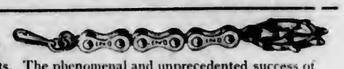
The Orange Universal Supporter.
THE BEST IN THE MARKET.



Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.
AGENTS SHOULD SEND FOR SPECIAL PRICES.
The H. A. & W. C. KEITH CO., Providence, R. I. Brockton, Mass.

An Aluminum Souvenir Watch Fob



Mailed for 26 cents. The phenomenal and unprecedented success of **Indiana Chain** is certainly due to merit. Write for prices.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Kindly mention L. A. W. Bulletin. **M. & M. W. Co., Chicago.**

ODORLESS AND CLEAR AS CRYSTAL.
CYCLOIL *The Best Lubricant. The Best Lamp Oil.*
Prevents rust, cannot gum, burns brilliantly, does not jar out.
25 cents per 8 ounce bottle.
Ask your druggist for it, or write to
McKesson & Robbins, 91 Fulton St., New York.



LOEW 10,000 MILE CYCLOMETER,
With Independent Trip Dial.
Price, 90 cents each.
CAPITOL MFG. CO., Chicago, Ill.



STOLEN. A Hoffman bicycle, '96 pattern, 26 inch. diamond frame, No. 2,469, 72 gear, 6¾ crank, maroon finish, Style C., handle bar, triangular tool bag with the word "Hoffman" in gold letters on side. Notify ARTHUR K. HILL, 375 Columbus avenue, Boston.

LOST. In Plainfield or Orange, N. J., or between these places, a L. A. W. pin with veteran bar. A liberal reward will be paid for its return to owner, ROBT. V. WHITEHEAD, Trenton, N. J.



AN ADIRONDACK CLUB,

Furnishing to its members and their families a pleasant summer home in the best hunting region at very moderate cost, wishes a few more members. Club house open May 1 to Nov. 1. Full particulars on application to THE IRONDEQUOIT CLUB, Room 51, 111 Broadway, New York.

THE man who doesn't know, without argument, that good roads are the best for all classes, is hardly worth wasting time on.



BALLOTS AS BALLAST.

PROPERLY placed ballots will do much toward making the roads good.

"Where there's a will there's a way," and the first thing to be done is to place those in charge of road making who are in sympathy with the work and go about it intelligently.

This impression is growing among wheelmen, and the recent victories achieved in the courts and in the State legislatures are unmistakable proof of their power when united in a just cause.

Thorough organization on the part of the wheelmen is still the hope and strength of the good roads movement.

A recent number of the Medina (Pa.) *American* says that the bicyclers of Montgomery county will likely play a leading role in local politics this year. They are out for good roads, and if they don't get them they will know the reason why. It is estimated that there are on an average 25 bicyclers or good roads people in each of the 110 districts of the county. These will be organized in the most thorough manner. The chief duty of this good roads league will be to hunt the scalps of legislative candidates who still cling to the old-fogy notions about road building. It is claimed that 25 earnest workers in each voting district will wield a powerful influence at the primaries. What these bicyclers want are five members of the legislature who will support a good road law in the next session. The good roads people have issued a campaign button, and it has caught this town and other towns completely.

DO ALL the intelligent work you can for the betterment of the roads.

WATER is a good thing, but too much of it will spoil a road.

FIX the road and throw away the whip.

GOOD roads are best for man and beast.



A GOOD ROADS LESSON.

One of the strongest arguments for good roads is furnished by the recent experience of the town of Conewango, Cattaraugus county, New York. The town elections there this spring had to be postponed until May 14th on account of the utterly impassable roads. The town clerk was unable to get to the polling place at the other end of the town with the ballots, and voters were mired in every direction. — *Buffalo (N. Y.) Times.*

THE cycle path is a protest against bad roads, not a desire of the wheelmen. Give them good roads and they would not ask for a path. France has 130,000 miles of splendid roads. I have ridden all over that country and there is no cycle path. It costs France $18,000,000 a year to keep those roads in good repair. The assessed valuation of personal real estate in the State of New York is $5,000,000,000, yet there is no State appropriation for the maintenance and making of roads. — ISAAC B. POTTER.

THE Good Roads Convention and Bicycle Meet to convene in Galveston, Tex., June 9 to 13 inclusive, will attract 20,000 visitors, it is thought. Over 2,000 bicycles will parade.

ST. LOUIS has a new and able publication, the *Good Roads Advocate*, which will devote itself to the work of improving streets and highways.

League of American Wheelmen

.. Official Department ...

Boston, May 22, 1896.

LEAGUE HEADQUARTERS,
12 PEARL STREET, - - - BOSTON, MASS.

Officers for 1896 and 1897.

President, STERLING ELLIOTT, 12 Pearl St., Boston, Mass.

1st Vice-President, CHARLES F. COSSUM, Poughkeepsie, N. Y.

2d Vice-President, A. CRESSY MORRISON. Milwaukee Club, Milwaukee, Wis.

Treasurer, E. S. HARTWELL, 247 West 12th Ave., Denver, Col.

Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

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Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

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W. A. HOWELL, Rockville, Conn.
CHAS. CULMORE, 2118 German St., Houston, Tex.

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GEO. L. COOKE, Box 1101, Providence, R. I.
HERBERT W. KNIGHT, Newark, N. J.
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C. C. MONAGHAN, Santa Ana, Cal.

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W. A. CONNELLY, Danville, Ill.
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GEO. R. BIDWELL, Hotel Endicott, New York City.
H. C. NICKERSON, 201 Washington St., Boston.
BURLEY B. AYERS, Old Colony Building, Chicago, Ill.
A. R. EDMISTON, N. Y. Life Building, Omaha.

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GEO. D. GIDEON, 17 N. 7th St., Philadelphia, Penn.
H. W. ROBINSON, 89 State St., Boston, Mass.
A. G. BATCHELDER, American Tract Society Bldg., New York City.
E. H. CRONINGER, 153 West St., Cincinnati, Ohio.
FRED. GERLACH, Montauk Building, Chicago, Ill.
D. W. ROBERT, Laclede Building, St. Louis, Mo.
R. M. WELCH, 532 California St., San Francisco, Cal.

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Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

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FOREIGN MARSHAL. Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

OFFICIAL CAP PIN.

Size of cut. Enameled front in colors. Mailed to any address for thirty-five cents.

OFFICIAL LAPEL BUTTON.

Mailed to any address for twenty-five cents. The same button with catch pin for ladies' use. This button sent free to members in States where the League has no organization.

Send orders for the above to

ABBOT BASSETT,
12 Pearl St., Boston Mass.

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached.....

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Write references on margin below.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club.....

☞ If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2480 may place orders for the bar with their renewals.

MARYLAND.

The State meet has been awarded to Cambridge: July 3 and 4 the dates. A one third mile track is being built, races; ball games, etc., will be offered.

Particulars of W. Irving Mace, Cambridge, Md.

RACING BOARD.

Transferred to Professional Class.

W. N. Hagler, Salina, Kan. — Clause (a).
Nat Butler, Cambridgeport, Mass. — Own request.
Frank Wing, Ottawa, Ill. — Own request.
Allan N. Jones, San Francisco, Cal. — Own request.
F. M. Byrne, San Francisco, Cal. — Own request.
J. E. Edwards, San Francisco, Cal. — Clause (i).
Harry D. Elkes, Jacksonville, Fla. — Own request.
Charles E. Marshall, Chicago, Ill. — Own request.
F. G. Barnett, Chicago, Ill. — Own request.
C. F. Williams, Dallas, Tex. — Own request.
G. A. Maxwell, Winfield, Kan. — Own request.
Joseph Griebler, St. Cloud, Minn. — Own request.

The international championships for 1896 will be held at Copenhagen, Denmark, August 15, 16 and 17.

A number of papers published the date of the Battle Creek, Mich., National Circuit meet as July 15. The correct dates for this meet are July 13 and 14. Changes in National Circuit are as follows: San Antonio, Tex., June 5; Galesburg, Ill., June 30; August 27, Utica, N. Y.; August 29, Meriden, Conn. All at request of promoters.

Suspended.

For competing in unsanctioned races the following are suspend for 60 days from April 25 from all track riding:

Frank K. Bear, Arthur D. Jackson, Robert S. Gray, John E. Kiteley, William A. Dickens, Fred Alford, all of Fort Collins, Col.

Sanctions Granted.

May 23—Independence A. A. Club, Independence, Ore.

July 4—Union City Athletic Association, Union City, Tenn.

May 20, 23, 25, Jacksonville Wheelmen, Jacksonville, Fla.

May 30—Lobdell Cycling Club, Marietta, O.

July 4—Nashville Coliseum Co., Nashville, Tenn.

June 27—Y. M. C. A., Newport, Ky.

May 30, Y. M. C. A., Marion, O.

July 4—Ivanhoe Div., No. 7, U. R. K. of P., Steubenville, O.

Aug. 27, Utica Cycling Club, Utica, N. Y. Additional National Circuit.

May 30—Sportsman's Park Association, Hannibal, Mo.

July 4—Moberly Cycle Club, Moberly, Mo.

May 29, 30—Edgar, Bowan & Co., Dallas, Tex.

July 4—International Athletic Park, Washington, D. C.

June 27—Pennsylvania Bicycle Club, Philadelphia, Pa.

May 23—Swarthmore College A. A., Swarthmore, Pa.

May 30—Harry R. Smith, Trenton, N. J.

June 20—South End Wheelmen, Philadelphia, Pa.

May 30—Washington Road Club, Washington, D. C.

June 12—Semi-Centennial, Hollidaysburg, Pa.

June 6—Federal Cycle Club, Federalsburg, Md.

July 3, 4—Cambridge Cycle Club, Cambridge, Mass.

May 30—Kankakee Ramblers, Kankakee, Ill.

July 3, 4—Capital City C. C., Lincoln, Neb.

May 30—R. H. Brigham & Co., Hudson, Mass.

July 4—Rollstone Cycle Club, Fitchburg, Mass.

May 30—Crescent Park Cycle Track Association, Riverside, R. I.

Aug. 29—Massachusetts Athletic Association, Cambridge, Mass.

May 23—Maspenock Wheelmen, Milford, Mass.

May 30—El Paso Horse and Bicycle Association, Colorado Springs, Col.

June 1—El Paso Horse and Bicycle Association, Colorado Springs, Col.

June 2—El Paso Horse and Bicycle Association, Colorado Springs, Col.

June 3—El Paso Horse and Bicycle Association, Colorado Springs, Col.

July 4—El Paso Horse and Bicycle Association, Colorado Springs, Col.

NEW YORK STATE DIVISION.

Notice is hereby given that at the next semi-annual meeting of the State Board of Officers, of the New York State Division, I shall propose an amendment to Section 3 of Article 3, of the By-laws of said division, by adding the following words:—

The secretary-treasurer shall hold office during the pleasure of the State Board of Officers. The office of secretary-treasurer may be declared vacant by resolution of said board, duly adopted at any meeting regularly called, and after thirty days' notice of such proposed action shall have been given by mail to the members of the Board of Officers.

G. E. STACKHOUSE.

NEW YORK STATE DIVISION.

NOTICE OF MEETING.

The next meeting of the New York State Division will take place at Utica on Monday and Tuesday, June 15 and 16, 1896. On the occasion of this meeting visiting members of our State division will be entertained by the Wheelway League of Oneida county.

ISAAC B. POTTER,
W. E. UNDERHILL,
GEORGE E. BLACKHAM,
Executive Committee.

MEETING OF STATE BOARD OF OFFICERS.

The semi-annual meeting of the State Board of Officers of the New York State Division, will be held at the St. James Hotel, in the city of Utica on Monday, June 15, 1896, at 10 o'clock in the forenoon. A full attendance is requested.

ISAAC B. POTTER,
W. E. UNDERHILL,
GEORGE E. BLACKHAM,
Executive Committee.

NOTICE OF AMENDMENTS.

Notice is hereby given that at the next meeting of our State Board of Officers, I shall propose such amendments to the By-Laws of our State division, as shall be necessary to make them accord with Constitution and By-Laws of the L. A. W., as amended at the last meeting of the National Assembly.

ISAAC B. POTTER, Chief Consul.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential

The application list is closed at noon on Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

BOSTON, May 22, 1896.
Total, 1894—44,675

Over 107,000, ALABAMA, 1—43.

Unattached.

468 Fiske, L. H., Box 323, Montgomery

Over 107,000, ARIZONA, 1—118.

Unattached.

469 Pinney, W. L., Phoenix

Over 107,000, ARKANSAS, 1—223.

Unattached.

470 Parry, O. W., 328 Central ave. Hot Springs

Over 107,000, COLORADO, 39—536.

Castle Creek B. C.

471 Buttolph, Edwin K., 716 W. Francis Aspen
2 Bell, R. H., 2nd and Bleeker, "
3 Davis, Robert M., Box 1038 "
4 Deweese, C. H., 419 Cooper ave. "
5 Driver, Paul W., "
6 Grant, R. J., 716 W. Francis, "
7 Ogden, E. L., "
8 Marvin, Fred J., Box 1035, "
9 Quigg, James, Box 1030, "
480 Powers, James, Box 1035. "
1 Warner, Eugene, Box 1035, "
2 Reberger, Oscar, Box 1035 "

M. V. W. C.

3 Boutwell, Geo. B., Monte Vista
4 Breckinridge, Rob't. G., " "
5 Beckwith, H. C., " "
6 Breckinridge, L. L., " "
7 Corlett, C. M., " "
8 *Farrar, Mrs. L. B., " "
9 Goad, J. F., " "
490 Hill, D. H., " "
1 Horn, A. W., " "
2 *Kegley, Lizzie, " "
3 *McIntosh, Miss Belle, " "
4 MacArthur, John, " "
5 Maben, J. D., " "
6 Nash, Will S., " "
7 Nash, J. E., " "
8 Powell, M. F., " "
9 *Sylvester, Mrs. L. B., " "
500 Sylvester, L. B., " "
1 Shotwell, E. H., " "
2 Tohill, J. S., " "
3 Von Egidy, A. R., " "
4 Wallace, R. J., " "
5 Zahnen, Geo., " "

Unattached.

6 Sabine, Wm., Box 130, Alamosa
7 Platt, W. Alexander, Gazette Bldg., Colorado Springs
8 Parsons, Geo. H., Gazette Bldg., Colorado Springs
9 Maxwell, John H., Box 716, Leadville

Over 107,000, CONNECTICUT, 23—717.

Unattached.

510 Bulkley, W. E. A., Drawer E, Hartford
1 Graham, Albert H., 15 Gold st., Meriden
2 Meeks, Harold A., 89 E. Main st., "
3 Elliott, J. T., 158 Broad, Middletown
4 Penn, Samuel L., box 637 "
5 Schwab, J. C., 310 Prospect, N. Haven
6 Perry, Philo, box 387, Naugatuck
7 Waite, Fred C., box 138 Old Mystic
8 Daniels, F. J., Putnam
9 Curtis, L. J., Suburban Club, Stamford
520 Pitt, Alfred S., Suburban Club, "
1 Sevens, Henry F., Surburban Club "
2 Towne, Fred T., Suburban Club, "
3 Fosdick, R. A., Fessenden Club, "
4 Daly, Michael J., box 270, Torrington
5 Cooper, Wm. S., 58 Clark "
6 Dayton, Arvid M., 380 Prospect "
7 Dewey, L. E., 944 Cherry st., "
8 Hoerle, C. G., Union Hdware Co., "
9 Hall, Harry A., box 873, "
530 Hotchkiss, Eugene, box 918, "
1 Parker, C. H., 904 Mageon ave., "
2 Welldich, W., W. Watch Co. Waterbury

Over 107,000, DELAWARE, 2—50.

Unattached.

533 Kifer, W., 508 W. 4th st., Wilmington
4 Bradford, John K., 4 West 9th st. "

Over 107,000, DISTRICT OF COLUMBIA, 4—126.

535 Benham, H. K., Navy Dep't., Wash.

Wash. R. C.

6 Carter, Phillip T., 514 2nd st., "

Unattached.

7 Averill, F. L., 1479 Columbia R'd. "
8 Wells, Geo. H., Takoma Park.

Over 107,000, FLORIDA, 2—41.

Unattached.

539 McLane, Reed, Kissimonee.
540 Yowell, C. E., "

Over 107,000, ILLINOIS, 47—1551.

F. C. C.

1 Underwood, F. W., 21 West, Freeport

C. C. C.

2 Bryant, E. F., 4 Florence Building, Pullman

Lincoln C. C.

3 Graves, W. B. Chicago
4 Graves, L. S. "

City and Country.

5 Coe, W. W., 314 Hazel Danville
6 Culverton, Geo. E., 310 Oak "
7 Force, M. H., 6 Pine "
8 Fox, A. L., 109 W. North "
9 Glascock, W. W., 1204 N. Walnut "
550 Pollock, J. C., 301 W. Madison "
1 McKay, Paul W., 210 N. Hazel "
2 Olmstead, W. C., 108 W. Main "
3 Phillips, Samuel F., 110 W. Main "
4 Penwell, Frank W., 334 Gilbert "

Dixon C. C.

5 Thoman, C. H. Dixon

Mayfair C.

6 Longfellow, G. N. Mayfair

C. C. C. C.

7 Claus, August, Jr. Springfield

Unattached.

8 Blandin, Chas. Jr., box 264, Blandinsville
9 Bond, A. Joel, box 142, "
560 Nelson, Quint W., "
1 Brownell, H. L., 2020 State, Chicago
2 Buchner, Albert, 12 Ruble, "
3 Blodgett, S. W., 1636 Grace, "
4 Hall, Harry A., 128 No. Vermillion, "
5 *Peters, Emma, 77 Dearborn ave., "
6 Walter, A. R., 356 Dearborn ave., "
7 Rhoads, J. H., 173 Bissell, "
8 Van Inwegen, C. P., 5316 Madison ave., Chicago

9 Bryce, Robert M., 175 Park ave., "
570 *Brayton, Mrs. Libbie I., 67 Wash., "
1 Brayton, Jas. T., 67 Wash., "
2 *Malphorson, Miss Katherine, 291 Hermitage ave., Chicago
3 Fuchs, J. E., "
1 Lewis, M. D., "
5 Brandow, J. A., Herscher
6 Goldberg, G., Highland Park
7 Telfer, T. A., "
8 Spencer, C. J., "
9 Van Schaick Gerard, "
580 Barber, W. C., Naperville
1 Fodd, W. C., box 22, Oak Lawn
2 Birkenbusch, Louis A., Peklin
3 Meldroth, W. F., Peoria
4 Prather, John W., Springfield
5 Mueller, Erhardt, "
6 Johnston, Walter E., Washburn
7 Butler, Fred A., "

Over 107,000, INDIANA. 36—629.

Wabash C. C.

588 Greenberg, Louis L., 410 So. 4th, Terre Haute
9 Joseph, Dolph, 324 Wabash ave., "
590 Metsger, C. H., 417 So. 3d, "
1 Strouse, Julius, 423 Wabash ave., "
2 Torner, Isaac, 531 So. 4th, "

Triangle Cycle C.

3 Allen, Geo. H., Fort Wayne
4 Bales, Chas. A., "
5 Cragg, Robt., "
6 Cratsley, Frank C., "
7 Eldridge, Harry C., "
8 Gould, Jas. A., 81 De Wald, "
9 Hunting, F. S., 330 W. Wash., "
600 Markey, Frank L., Court and Berry, Fort Wayne
1 McCaughey, Wm. T., Y. M C. A., "
2 Miller, E. H., "

Indianapolis Bi. Club.

3 Bud, W. M. Jr., 29 E. Market, Indianapolis

Unattached.

4 McNutt, Lewis, box 126, Brazil
5 Richelderfer, J. E., box 2018, Ft. Wayne
6 Burns, J. A., 110 Church, Indianapolis
7 Butler, C. A., 495 E. 9th, "
8 Dixon, F. H., 646 W. Vermont, "
9 Ferns, Arthur A., 80 So. Illinois, "
610 Glasscock, Bert, 114 Huron, "
1 Hess, Herman, 4 Andrews, "
2 Hubbell, Frank, 81 Rural, "
3 Hess, Henry, 131 Locke, "
4 Hornaday, H.B., 949 N. New Jersey, "
5 Petersen, H. G., 15 S. Meridian, "
6 Parris, John, 331 E. Georgia, "
7 Peterson, Adrian, 310 Virginia ave., "
8 Rosenthal, Edw., 296 E. Ohio, "
9 Reno, Wm. E., 84 Benton, "
620 Tobin, Tom, 384 Coburn, "
1 Mitchell, Robt. E., Wall
2 Hopkins, A. R., Rensselaer
3 Thompson, T., 437 N. 6th, Terre Haute

Over 107,000, IOWA, 42—1000.

Ft. Mad. B. C.

624 Libhart, W. R., box 333, Ft. Madison

Bohemian B. C.

5 Pauba, J. G., care Denecke & Yetter, Cedar Rapids

V. W. C.

6 Scholz, S. B., jr., Villisca

M. C. C.

7 Edwards, Sigel, Moulton
8 Stickney, Walter, "
9 Bruner, W. E., "
630 Vandiver, George, "

C. C. C.

1 Livingston, S. W., box 195, Centerville
2 Payne, F. S., W. State ave., "

Unattached.

3 Koonz, C. A., 801 Angular, Burlington
4 Koonz, E. G., 315 Gunnison, "
5 Whelan, J. E., 1342 E. Grand ave., Des Moines

Unattached.

6 Shaw, A. M., box 871 Cherokee
7 Sanctuary, W. F. Clarence
8 Morgan, J. H. "
9 Goldschmidt, Alfred G. Davenport
640 Noetzel, Ernest A., 1501 Harison "
1 Nickerson, Howard A., 118 E. 17th "
2 Helmig, Henry, Jr., 402 E. 6th "
3 Hesse, Chas. B., 1004 2d Fort Madison
4 Hauts, Frank Hamburg
5 Bartlett, George "
6 Vogel, R., 122 E. Wash Iowa City
7 Morrison, S. J., 327 E. Burlington "
8 Sears, J. H., 24 N. Van Buren "
9 Allen, F. H., 716 Kirkwood "
650 Byrnes, Clay S. Indianola
1 *Surber, Nellie May "
2 Little, C. B. "
3 Morris, Oriel, box 288 "
4 Stanley, C. L., 520 E. Salem ave "
5 Perrine, A. W., box R "
6 McNeill, H. H. "
7 Chamberlain, R. W., 709 W. Main Mars'h'n
8 Geager, Will "
9 Hansen, Ernest "
660 Hall, T. L., 210 E. M "
1 Copeland, S. A., box 157 Martinsburg
2 Lee, E. N., Jr. Webster City
3 Mathews, J. H., 2d "
4 Williams, R. V. "
5 Warfield, R. U., 2d "

Over 107,000, KANSAS, 11—583.

Abilene Bi. Club.

666 Fry, Carl, c o Scott & Woods Abilene
7 *Hallam, Miss Lulu "
8 Jackson, F. L., c o U. P. depot "
9 McInerney, H. Wm. "

C. G. C.

670 Kelly, C. L. Council Grove

W. W. W. W.

1 Bunn, Dr W. S. Lawrence
2 Esterly, Geo. A. "

T. A. A. W.

1 Bunn, Dr. W. S., Lawrence
4 Waters, John C., 700 Buchanan "

Unattached.

5 Armstrong, E., M. D. Greenleaf
6 Schudrowitz, F., Ottowa Leavenworth

Over 107,000, KENTUCKY. 12—506.

Lex Ramblers.

677 Speyer, C. N., 205 S. Upper Lexington

Aquila C. C.

8 Pelle, H. E., M.D., 2507 Portland ave Louisville

Unattached.

9 Rosenham, W. A. Bardstown
680 Longmoor, W. W. Frankfort
1 Kelly, Oliver, Jr. Lebanon
2 Caspari, Geo. R., 336 4th Louisville
3 Fowler, D. Y., c o Courier Journal "
4 Kendrick, Geo. P., 336 4th "
6 Waters, W. M., 3713 Portland ave "
7 Russell, T. A., box 65 Richmond
8 Grosvenor, W. B. Somerset

Over 107,000, LOUISIANA, 15—30.

Southern Wheelmen.

689 Booth, G. W. 300 Magazine st., New Orleans.

690 Chapman, C. P. 704, Sta. C. "
1 Edwards, Wm. R., 423 Natchez st. "
2 More, W. H., 132 Carondelet st. "
3 Newman, Edward, 821 Gravier st., "

Unattached.

4 Adams, L. L. 2004 Carondolet st., "
5 Abbott, Robert W. 511 Canal st., "
6 Bohne, Ed. G., box 632 "
7 Dymond, John, Jr., 2341 Camp st., "
8 Gallot, L., 829 Canal st., "
9 Little, W. T., box 1630 "
700 Simpson, F. W., 1616 Felicity st., "
1 Simond, Edw. L., box 374. "
2 Simpson, P. T., 1907 Napoleon ave. "
3 Tourche, Oscar, 1366 Annunciation. "

Over 107,000, MAINE, 4—365.

Unattached.

4 Townsend, Fred H., box 21 Limerick
5 Libby, C. E., 21 May st. Portland
6 Dyer, Wm. F., 68 Beckett st., "
7 Black J. Wm. Waterville

Over 107,000, MARYLAND, 15—632.

Unattached.

708 Kriel, W. E., 2824 Penn ave. Baltimore
9 Powell, Magruder, box 50 "
710 Courts, H. B., "
1 Dorner, J. P., 1722 Brunt, Baltimore
2 *Gushan, Miss E. F., 107 E. Pleasant "
3 Gilberthorpe, G. O., 1215 E. Preston, "
4 Hastings, W. T., 702 N. Carrolton av. "
5 Hewes, John W., 38 South st., "
6 Hechinger, D. F., 808 Low st., "
7 Jones, Harry M., 2312 Madison av., "
8 *Moore, Mrs. E., 1817 W. Lawrence, "
9 Wolff, F. W., 1408 Havlin ave., "
720 Harvey, Alexander, Cantonville
1 MacDonald, Robert, Cumberland
2 Rohrer, S. J., Trego

Over 107,000, MASSACHUSETTS, 302—6271.

Middlesex C. C.

723 Landreth, E. G., 30 Hopedale, Allston
4 Parks, W. D., 208 River, Cambridgeport
5 Presby, Frank A., 15 Park st., "

Arlington B. C.

6 Hill, W. L., Arlington
7 Thompson, F. E., 84 Pleasant st., "

Mass. Bi. Club.

8 Allen, Silas E., 47 Aldie st., Allston
9 Birely, W. L., Park Sq. Station, Boston
730 Conley, Zenas B., 176 Atlantic ave., "
1 Hanna, W. G., 106 Milton av., Dorchester

Press C. C.

2 Duclos, A. E., 220 Devonshire, Boston
3 Morton, Wm. H., 98 Berkeley st., "
4 Pratt, Chas. H., 463 Wash. st., "
5 Smith, J. A., 114 Concord ave., Somerville

Cyclone C. C.

6 Haven, Edw. B., 28 State st.. Boston

Bridgewater C. C.

7 Casey, R J, Bridgewater

Chelsea C. C.

8 Springford, F.L., 367 Wash. av., Chelsea

H. P. C. C.

9 Queen, Adam M., 17 Margin, Hyde Park

Jogalong Wheelmen.

740 Slader, Fred, Jr., 36 Burroughs st., Jamaica Plain

Spindle City Wheelmen.

1 Leonard, C. F., 7 Central st., Lowell
2 Riley, Luke J, 1007 Gorham st., "

Vesper C. C.

3 Lamson, Edwin F., Merrimack and Bridge sts., "

Maspenock W.

4 Buxton, J. L., 10 So. Bow st., Milford

Quincy S. W.

5 Wessell, H. S., 17 Hancock st., Quincy

Roslindale C. C.

6 Harding, W. E., 945 South, Roslindale

Huntington C.

7 Ochs, L. A., 12A Elmore st., Roxbury

Germania C. C.

8 Laubrich, Julius E. J., 28 Clifton, " Roxbury.
9 King, Rufus A., 19 Washburn st., So. Boston

Conn. Valley Wheelmen.

750 Stone, E. J., 176 Pearl st., Springfield
1 Eddy, A. C., 9 Boylston st., "

Taunton C. C.

2 Reed, Silas D., Taunton

Dedham C. C.

3 Zickendrath, Wm C., Box 206, Walnut Hill

D. E. C. C.

4 Wells, Wm. W., Webster Park West Newton

Andante C. C.

5 Frost, C. J., 14 Mystic ave., Winchester

Unattached.

6 Miles, Geo. W., Jr., 103 Milk. Allston
7 Svenson, Algot, 48 Raymnnd st., "
8 Brown, Fred M., 25 Allston st., "
9 Rose, Victor, box 703. Attleboro
760 Burnett, Wm. A., Amherst
1 Ropes, Joseph, Andover
2 Scott, Josiah B., 25 Beaumont st., Ashmont
3 *Burlingame, Es.elle, Ocean and Mellen sts., Ashmont
4 Burlingame, E. E., Ocean and Mellen sts., Ashmont
5 Wormwood, L. H., box 388, Auburndale
6 Parker, Ellis H., Cabot st., Beverly
7 Appleton, Wm., 74 Beacon st., Boston
8 Beals, Gardner, 328 Dartmouth st., "
9 Bristol, Edgar S., 48 Congress st., "
770 Bliss, David T., 282 Mass. ave., "
1 Cutler, Geo. H., Back Bay P. O., "
2 *Clarke, Mrs. Eben B., 307 Atlantic ave., Boston
3 Driscoll, John C., 39 Blossom st., "
4 Fay, Joseph S., 3d, 53 State st., "
5 Field, J. H., 246 Devonshire st., "
6 Flint, John C., box 369, "
7 Flower, Jewell, 316 Commonwealth ave., Boston
8 Greene, Edward M., M.D., 49 Hancock. Boston
9 Gillam, E. M., Boston Advertiser, "
780 Hastings, Theodore, 53 State st., "
1 Howard, Alfred, 40 State st., "
2 Holland, John F., 47 Paul st., "
3 Hadley, Charles P., 234 Congress, "
4 Kinsman, Dr. Rufus A., 238 Huntington ave., Boston
5 Kelley, Isaac S., box 5247 "
6 Lovering, Charles T., 23 Court st., "
7 Mead, Fred S., 7 Exchange pl., "
8 Motley, E. Preble, 53 State, Boston
9 McAlister, Frank S., 804 Wash st., "
790 Motte, M. Irving, 103 Milk, "
1 Mueller, Josef C., 66 Chandler, "
2 Porter, Harry M., 355 Columbus ave., Boston
3 Schwab, Gustav, 120 Tremont, r'm 412, Boston
4 *Stokell, Mrs. A. J., 81 Kendall, "
5 Smith, Arthur W., 105 Warren, "
6 Sturgis, Russell M. D., 44, The Fenway, Boston
7 Seabury, W. H., 76 State, "
8 Throckmorton, Wm. N., 35 Central, "
9 Topliff, G. Francis, 48 Congress, "
800 Thaxter, Jos. B. Jr., 9 Promfield, "
1 Taylor, W. A., 39 Tremont, "
2 Woll, Julius, 4 Armstrong, "
3 Arsenault, J. L., 614 Chamber of Commerce, Boston
4 Bishop, Norman I., 3 Head Pl., "
5 Giffin, W. Leonard, 220 Wash., "
6 Hodges, Chas E., 40 Water, "

7 McGowan, Joseph F., 386 Longwood ave., Boston
8 Reilly, W. J., 453 Wash, "
9 Baker, Wm. H., c o Perry Macon & Co., Boston
810 Crompton, Wm., 50 State, "
1 Folger, Geo. W., 135 Summer, "
2 Ford, Chas. A., 135 Summer, "
3 Hatch, James L., 135 Summer, "
4 Howard, Alonzo P., 13 Pearl, "
5 *Moore, Alice E., 3 Ashburton Pl., "
6 Southwick, C. J., 94 High, "
7 Washburn, F. R., 94 High, "
8 Woodman, Herbert C., 3107 Wash, "
9 Durgin, Geo. E., Elm st., Bradford
820 Clapp, J. Wilkinson, 67 St. Paul, Brookline
1 Bonney, Frederic K., box 277, Bridgewater
2 Kiley, T. E., La Rose Pl., Brighton
3 Holland, C. P., 82 Green, Brockton
4 Lake, Edward R., 47 Blaine, "
5 Morton, John J., 61 Sycamore, "
6 Eager, Chas. E., 47 Thorndike, Brookline
7 Larrabee, B. F. Jr., Longwood ave., Brookline
8 Tyler, W. B., St. Paul st. and Longwood ave., Brookline
9 Bent, Geo. E., 52 Concord ave., Cambridge
830 Brown, G. Anthony, 15 Craigie, "
1 Drew, John V., 8 Harvard sq., "
2 Edmands, Harry C., 30½ Shepard "
3 Emery, Manning, Hubbard Park, "
4 Hubbard, Chas. E., Brattle, "
5 Lyford, Chas D., Dane Hall, "
6 Moore, Geo. A., 132 Mt. Auburn, "
7 Peak, Howard F., 54 Hammond, "
8 Smith, Arthur L., 30 Antrim, "
9 Warnock, John E., 1619 Mass. ave., "
840 Warnock, Geo. F., 1619 Mass. ave., "
1 Alden, Theodore H., box 495, Campello
2 Taber, Elmer M., 10 Rutland sq., "
3 Emery, Walter F., 27 Green, Charlestown
4 Gurney, Geo. B., City Hall, Chelsea
5 Rowe, Chas. E., 34 Parker, "
6 Pease, James L., Springfield, Chicopee
7 Hamilton, W. H., box 1074, Chicopee Falls
8 Demers, Albert E., box 213 "
9 Ferguson, Wm., box 265, "
850 *Messinger, Mrs. Winnie, box 351, Cottage City
1 Carr, Herbert, box 63, Concord Junction
2 Steinman, M., box 154 "
3 *Bates, Miss Edith M., Cohasset
4 Wheelwright, Chas C., "
5 Keewan, James E., East st., Dedham
6 Armstrong, G. A., 13 Leeds, Dorchester
7 *Armstrong, Minnie L., 13 Leeds, "
8 Hamlet, Fred L., 21 Lauriat ave., "
9 McKay, James, 17 Norfolk st., "
860 McKenzie, E. E., Northern ave., "
1 *Nichols, Mrs. E. F., 416 Adams, "
2 Proctor, Wm. L., 32 Mt. Vernon, "
3 Teachout, Homer E., 17 Learned, "
4 Kingman, Frank, Southern ave., "
5 McLellan, John R., 10 Oakley, "
6 *Conger, Miss Pauline, 14 Mt. Everet, Dorchester
7 Kelly, Edward I., 40 Maverick, East Boston
8 Whitten, Roscoe B., 129 Brooks, E. Bos'n
9 *Ellerby, Elizabeth, 323 Main, Everett
870 Favor, Walter E., 16 School, "
1 Fenigold, Louis, 142 Wash., Fall River
2 Palmer, E. W., box 127, Fayville
3 Joyce, E. W., 109 River st., Fitchburg
4 Watson, Fred A., 28 Oliver st., "
5 Carver, A. R. Granby
6 Clogher, Ambrose, Box 57, Hinsdale
7 Cochrane, Byron H., "
8 Horne, L. D., 40 Wash. ave., Holyoke
9 Bryden, Wm. H., 60 Westminster st., Hyde Park
880 Newell, H. F., 272 Hyde Park ave. "
1 Orcutt, A. P., Winslow st., "
2 Sweetser, Arthur L., Ipswich
3 Sweetser, Theodore H., "
4 *Morrison, Dora, 12 Warren sq., Jamaica Plain
5 Fallon, T. M., 236 Lamartine st., "
6 Hills, W. G., 34 Seaverns av., "
7 Hills, Samuel L., 34 Seaverns av., "
8 Craig, W. H., 61 Tremont st., Lawrence
9 Fulkerson, A. L., 71 Bradford st., "
890 Ware, Joseph, 131 Essex st., "
1 Stevens, H. W., Box 413, Lee
2 Doyle, J. H., Leominster
3 Tansey, T. F., "
4 Teague, Geo. S., Lexington
5 Bailey, Ernest E., 34 Fay st., Lowell
6 Mackay, R. N., 359 Walker st., "
7 Morse, Chas. F., 72 Middle st., "
8 Pratt, W. D., 1688 Middlesex st., "
9 Richards, C. J., Hildreth Bld'g, Merrimack st., Lowell
900 Smith, J. J., 1509 Middlesex st., Lowell
1 Lofgren, Halvar, 218 Moore "
2 Lawrence, Abbott, 113 Fort Hill av. "
3 Allen, C. A. 26 Bailey st., Lynn
4 *Boggs, Mrs. Josie C., 4 Henry st., "
5 Boggs, Fred A., 4 Henry st., "
6 *Blye, Annie, 66 Pleasant st., "
7 Coburn, Geo. P., 257 Chatham st., "
8 Furbush, Walter, 159 Union st., "
9 Grover, Will., 66 Newhall st., "
910 Harden, Chas. M., 159 Union st., "
1 Haskell, Geo., 17 Summer pl., "
2 Johnson, A. J., 179 Ocean st., "
3 Jennings, P. F., 82 Summer st., "
4 Moses, W. F., 15 Locust pl., "
5 Oliver, Geo. L., 308 Essex st., "
6 McCarty, M. E., 19 E. Highland av. "
7 McWade, Phillip, 115 West st Malden
8 Burt, Geo. E. Mattapan
9 Snow, Kenneth A., 21 Norfolk "
920 Holbrook, Manfred, 27 1st Melrose
1 *Dempsey, May M., 22 E st "
2 Putnam, F. A., 63 Upham "
3 Maylott, W. F., box 233 Millbury
4 Pebbetts, E. A., box 536 "
5 Holbrook, F. D., Wilson House, Natick
6 Allen, C. T., 168 Middle New Bedford
7 Sevigny, N. G., 28 Bowditch "
8 Manchester, J. H., 59 Mt. Pleasant "
9 Luce, Geo. E., 334 Cedar "
930 Healey, M. C., Cottage cor Durfee "
1 Warner, Wm. F., box 72 Newtonville
2 Dyer, Fank E. Newbury
3 Hovey, W. B., 29 Lancaster N Cambge
4 Shedd, Ed. M., 154 Elm "
5 Gould, Dr. C. S., box 393 Norwood
6 Manion, F. M., N. Brookfield
7 Podvin, E. A., box 37 "
8 Riberdy, Dolore "
9 Rhodes, John L. Oxford
940 Burbeck, John G., 30 Holten Peabody
1 Curtis, L. N., 2 Orchard pl Quincy
2 Bramble, A. F., box 1312 Pittsfield
3 Foster, J. J., box 1312 "
4 Foote, W. B., 13 Broad "
5 Gabeler, Dr. A. W., "
6 Rice, F. W., 91½ Francis ave "
7 Woodward, B. F. "
8 Archdeacon, J. P., 128 Vernon, Roxbury
9 *Durfee, Miss S. K., 2 Moreland, "
950 Erickson, E. E., 12 Thwing st., "
1 Forbes, John W., 24 Rockville Park, "
2 Miller, James L., 11 Sargent st., "
3 Weeks, B. A., 7 Holborn st., "
4 Van Nooden, E., 32 Howland st., "
5 Lee, John J., 175 Florida st., Springfield
6 Newton, W. A., 58 Euclid ave., "
7 Robertson, John, 155 State st., "
8 Burke, L. W., 91 Pearl, Somerville
9 Bussey, Geo. E., 25 Pitman st., "
960 *Fuller, Miss Ray, 51 Temple st., "
1 Fuller, F. C., 51 Temple st., "
2 Hackett, Herbert W., 18 Knapp st., "
3 Hayes, J. S., 52 Dartmouth st., "
4 Morrill, F. A., 5 Bradley st., "
5 Pierce, Frederick W., 69 School st., "
6 Arrington, S. W., 10 Andover, Salem
7 Clapp, Wm. C., 29 Central st., "
8 Poole, Augustus, 103 Boston st., "
9 Knowlton, Newell S., 14 St. Peter "
970 Vaughan, Elmer P., "
1 Rumery, E. R., box 49 So. Ashburnham
2 Hall, E. T., 122 Dean st., Taunton
3 *Christmas, Sally J., box 141 Waltham
4 Hill, Chas. R., 55 Taylor st., "
5 Morrison, Jno. J., 85 Taylor st., "
6 Walsh, Thos. J., 118 Calvary st., "
7 Crocker, R. L., box 148, Watertown
8 Davis, Lucian, box 275, Watertown
9 Fairbanks, F. W., South st., Westboro
980 Henry, John P., High st., "
1 Harding, Theodore P., W. Medford
2 Loring, C. Harvard ave., W. Medford
3 Crafts, H. F., 34 River, West Newton
4 Struin, Alban, box 326, "
5 Murphy, L. G., Copeland, W. Quincy
6 Blake, J. L., 107 Orchard, W Somerville
7 Rice, W. A., 76 Willow ave., W. Som'le
8 Pecker, F. S., 14 Cabot st., Winchester
9 Tenneuff, L. C., box 55, Wilkinsonville
990 Corthell, W. G., box 34, Wollaston
1 Harwood, F. L., Warren
2 Nichols, W. E., "
3 Graves, D. E., "
4 Clark, Geo. E., "
5 Hilton, Geo. A., Jr., 19½ La Grange, Worcester
6 *Quimby, Miss Lelia E., 75 Portland, Worcester
7 Farmee, F. H., 4 Davis st., Worcester
8 Dodge, Geo. L., 148 Chandler, "
9 Marcy, E. F., 28 Newbury, "

Over 108,000.

000 Kinnicutt, Roger, 72 Cedar st., Worcester
1 Leland, F. A., 446 Main st., Worcester
2 Spring, G. H., 1 Sever st., "

M. Wheelmen.

2 Avery, G. W., 426 Columbus ave., Boston

T. C. C.

4 Cramphorn, F. W., 26 Winter st., Woburn

Unattached.

5 *Hall, Miss M. E., 159 Cambridge st., Allston
6 Hoyt, F. A., box 8, Auburndale
7 Brent, Rev. Charles H., 7 Florence st., Boston
8 Reay, J. E., 65 Franklin st., "
9 Ransden, G., 8 Boylston square, "
10 Smith, Elmer, W., box 3092, "
1 Strauss, Louis, 1758 Beacon st., Brookline
2 Carter, A. F., 66 Antrim st., Cambridgeport
3 Cabot, Chas. B., 465 Putnam Ave., "
4 Alden, Morton, 23 Beaumont st., Dorchester
5 Davenport, Oliver F., 29 Hancock st "
6 Dolan, Joseph P., E. Glenwood av., Hyde Park
7 Lane, J. T., 192 Lewis st., Lynn
8 Atkins, W. H., 10 Capen st., Medford
9 Hill, H. S., 4 Cotting st., "
20 Rauskoll, F. W., 21 Court st., "
1 *Leonard, Miss H. F., 47 7th st., New Bedford
2 Dewey, F. O., Norfolk house, Roxbury
3 Denning, Wm. V., 216 Broadway, South Boston
4 S. R. Hooper, 1 Cliff st., Winchester

Over 108,000, MICHIGAN. 23—455.

D. W.

025 C. A. Amsden, 16 Montcalm W. Detroit

Kitchimikana B. C.

6 Needham, F. L. Marquette
7 Jennison, Frank, 1st Bank "

Unattached.

8 Lamson, G. S., 47 Division Ann Arbor
9 Martin, C. H., 239 S McCauley Battle Cr'k
30 Williams, G. B., 29 Marshall "
1 *Williams, Mrs. G. B., 29 Marshall "
2 Botsford, A. W., S. D. & Co., Detroit
3 Christian, C. E., 802 Hammond bldg. "
4 Graves, F. R., 217 Woodward ave "
5 Moore, W. V., 61 Moffat blk "
6 Mandell, H. A., 559 Jefferson ave "
7 *Marr, Florence, 423 2d ave "
8 Simmons, H. B., 83 Watson "
9 Loud, I. R., 659 2d ave. "
40 Fisk, F. M., Edwardsburg
1 Waters, D. E., 101 M.T.Co. bldg G'd R'p'ds
2 *Van Slyke, Miss L., 214 Portage Kalamazoo
3 Hart, Ray Midland
4 Francis, G. A. Nashville
5 Frazier, H. S., box 27 Otsego
6 Harris, J. C., box 5, West Bay City
7 Wright, A. E., 310 Midland

Over 108,000, MINNESOTA, 16—286.

Unattached.

048 Blair, H. E. Egota
9 Adams, C. G., box 537 Faribault
50 Butler, Rev. A. A., Seabury Hall "
1 Clagett, Arthur N., box 778 "
2 Dobbin, Edward S., Manney Hill "
3 Counsell, A. W., 417 4th ave., S. E. Minneapolis
4 Folds, C. W., c o N. W. Nat. bank "
5 Greene, A. F., 14 S. 4th "
6 Goodnow, John, 29 S. 4th "
7 Hollis, W. G., 1108 Lumber Exch. "
8 Scott, G. L., c o Wyman, P. & Co. "
9 Shattuck, W. P., 2125 Girard ave S "
60 Wirtensohn, J. A., Met. Op. House "
1 Warner, Leon C., 109 Nicollet ave "
2 Jefferson, W. M., 468 Brown ave St. Paul
3 Block, Leonard F., 428 Laurel ave "

Over 108,000, MISSOURI, 57—1730.

"Crackajack" C. C.

064 Hickman, Earl, 504 W. Ohio Butler

K. C. C.

5 Pollock, J. E., 2168 Grand ave Kansas C

Shelbina C. C.

6 Miles, J. S. Shelbina

Riverside W.

7 Eddy, J. J., 6608 Michigan ave St. Louis

Stag C. C.

8 Thompson, W. D., 4137 W. Morgan "

Kansas City C.

9 Concannon, C. W., 211 Wordworth Westp't

Unattached.

70 Earhart, V. E., Kirksville.
1 Wilder, C. A., Box 1, Laddonia.
2 Martin, J. E., Mexico
3 MacClurg, W. L., 1222 Church St Joseph.
4 Bates, A. C., 3116 Bell ave., St Louis.
5 Bauer, Alfred G., 439 S 7th st., " "
6 Beard, Harry L., 522 Olive st., " "
7 Brookmire, Jas H. Jr., 2733 Lucas

ave., " "
8 Burdick, E L, 331 Morgan st., " "
9 Casavant, Gus A, 2828 Morgan st " "
80 Chambers, Wm Lionel University Club, " "
1 Clark, M A, Wainwright Bldg, " "
2 Conzelman, T, 5260 Wash. av., " "
3 Ferguson, L, 212 So 3d st., " "
4 Farnsworth, G M, 404 Union Trust Bldg, " "
5 Fuller, A D, 4004 Delmar ave., " "
6 Gable, G A, Wainwright Bldg, " "
7 Gilliam, H S, 701 Lucas ave., " "
8 Gorsuch, Will J, 3718 N 11th st., " "
9 Hutchinson, W. C., 1409 Pendleton ave., St. Louis
90 Jamison, D. A., Union Trust bldg., "
1 Jennings, C. M., 2846 Russell ave., "
2 Johnson, W. L., 925 Pine, "
3 Jones, Jas. C., 111 Laclede bldg., "
4 Jones, Wm. V., 1126 St. Charles, "
5 Koch, A., 1311 So. 14th, "
6 Koch, C. L., 411 Roe bldg., "
7 Laumann, W. B., 512 Pine, "
8 Lighty, W. H., Self Culture hall, "
9 Maender, C.A., 3008 Manchester ave, "
100 Matalene, H. W., 522 Oliver, "
1 McAteer, D. J., 3718 N. 11th, "
2 McBurney, S.R., 404 Union Trust bg, "
3 McKittrick,H, 3321 Washington ave, "
4 McMillan, Wm., 25 Portland pl., "
5 Meinholtz, H. C., 1316 N. Market, "
6 Merriam, E. G., 5735 Etzel ave., "
7 Moller, Rev. C. N., 1901 Hickory, "
8 Nast, L. B., 530 N. Spring ave., "
9 Nathan, Isaac, 1128 Olive, "
110 O'Flynn, Henry, 4112 Morgan, "
1 Player, J. Y., 9th and Locust, "
2 Ruenzi, Thomas, 1651 Lucas pl., "
3 Richardson, H. R., 302 Security bg., "
4 Singer A., 9th and Locust ave., "
5 Singer, J. W., 4226 Morgan, "
6 Thomas, J. R., 610 Washington ave, "
7 Turner, H. S., jr., Equitable bldg., "
8 Whitelaw, O. L., 3723 Delmar ave., "
9 Weleman, J. C., 1413 Destrahan, "
120 Walters, George, 3502 N. 14th, "

Over 108,000, MONTANA, 7—45.

G. C. C.

121 Spottswood, E. W., N. P. Hospital, Missoula

Cap. C. C.

2 Showers, S. H., 209 No. Rodney, Helena

Unattached.

3 *Tiffany, Miss B. V., 407 N. Rodney "
4 Pennwell, Lewis, Power block, "
5 Ward, Walter W., 218 8th ave., "
6 Duval, Alex, Jr., 17 So. Benton ave., Helena
7 McCaw, W. L. P., box 291, Livingston

Over 108,000, NEBRASKA, 8—240.

Cap. C. C. C.

128 Harley, Harry H., 1101 O st., Lincoln

O. W. C.

9 Beck, R. W., 518 So. 22nd st., Omaha

Unattached.

130 Lloyd, E. G., Gothenburg
1 Dayton, Dr. W. L., 1205 O st., Lincoln
2 Quiggle, C. C., 327 No. 12th st., "
3 Wilkinson, Ed. H., box 47, "
4 Readinger, Harvey Y., 510 N. Y. Life bld., Omaha
5 Miller, Sumner, Superior

Over 108,000, NEW HAMPSHIRE, 6—235.

Monadnock B. C.

136 Kingsbury, Harry T. Keene
7 Wright, Clarence A., "

Unattached.

8 Dana, H. E., "
9 Aldrich, E. B., M.D., 84 Ash st., Manchester
140 Ferrin, A. W., 459 Maple st., "
1 Twombly, Frank C., 119 Orange st., "

Over 108,000, NEVADA, 1—2.

Comstock C. C.

142 Cann, Wm. Jr., Virginia City

Over 108,000, NEW JERSEY, 118—3003.

Ariel Cyclers Club.

143 *Stiger, Miss Louise, Asbury Park
4 *Kroche, Miss Mamie, "
5 *Twining, Mrs. A. C., "
6 *Davis, Miss W. W., "
7 *Wyckoff, Miss Ida, "
8 *Leroy, Mrs. H. D., "
9 *Leroy, Mrs. V. V., "
150 *Mitchell, Miss Edith, "
1 *Stiger, Mrs. Silas C., "

Hackensack W.

2 Hellshorn, A., 61 Park, Hackensack

Belleville Wheelmen.

3 Allaire, H., (P. O. 23 Bank st., N. Y. City), Belleville
4 Ayers, Jesse S., Belleville
5 Brooks, Geo. L., "
6 Douglass, Wm., "
7 Hill, H. W., (P.O. 254 W. 23d st., N. Y. City), "
8 Hull, Frank, Jr., "
9 Jones, R. C., "
160 Klein, John N., "
1 Martin, Wm. H., "
2 McCluskey, Wm. T., "
3 Minion, Robt. G., "
4 Macdonald, John M., (P. O. 222 West 23d st., N. Y. City), "

P. C.

5 Dunn, E. W. Y., 353 Bergen ave., Jersey City
6 Fredericks, H. J., 73 Baldwin av., "
7 Horstmann, H. H., 210 8th st., "
8 Jordan,R.S., Jersey av. and Bright, "
9 Perkins, G. E., Jr., 353 Bergen ave., "
170 Taylor, F. L., 298 Montgomery st., "

B. M. C.

1 Varick, W. R., City Hospital, "

M. W.

2 Rush, C. L., 137 Walnut, Montclair
3 Roabe, Charles H., "

E. B. C.

4 Fowler, D. P., 80 Columbia st., Newark

N. W.

5 Clements, W. H., box 21, Nutley

Y. M. C. A. of O.

6 Page, Pierson S., 419 Main st., Orange

M. C. W.

7 Mason, Edmund, 8 E State st., Trenton.
8 Stahl, Norman P, 25 E Front, " "

Unattached.

9 Merrill, W. W. box 65, Allendale
180 Dutcher, Simon A., Jr., box 46, South Bound Brook
1 Iredell, Samuel, 103 E. Commerce, Bridgeton
2 Shaw, Winslow A., box 247, Crawford
3 Stinson, Geo. W., 623 State, Camden
4 Dowling, Harry W., 605 State, "
5 Berry, Edward I., Temple bld'g, "
6 Turner, Benj. M., box 37, Clayton
7 Van Brunt, A. J., Delawanna ave., Delawanna
8 Ferguson, Blair, Edgewater Park
9 Dyer, Richard N., (P. O. 36 Wall st., N. Y. City), East Orange
190 Webster, Franklin, 72 South Clinton East Orange
1 Owen, L. S., 85 Glenwood ave E Orange
2 Chatry, Raymond J., (P. O. 39 Wall st., N. Y. City) East Orange
3 Fox, S. K., 153 Harrison, "
4 Jackson, H. W., 61 South Grove, "
5 Jackson, Thos. W. Jr., 45 South Grove, East Orange
6 Hirkman, J., 1173 Mary, Elizabeth
7 Morewood, Wm. B., 125 Westfield ave., Elizabeth
8 Townley, J. M., 626 N. Broad "
9 Bliss, Louis E., box 75, Glen Ridge
200 Clark, Dr. and Ernest L., 110 Mercer st., Jersey City
1 Day, Harry B., 1 Brittin, "
2 Jacques, Fred, 449 Bergen, "
3 Loomis, A. J., 282 Montgomery, "
4 Lewis, G. Y., 406 Grove, "
5 McAnally, Andrew, 124 Woodward, "
6 Rathbun, J. P., 138 Forest, "
7 Snyder, C. F., 539 Summit ave., "
8 Wimmer, Chas, 143 Griffith, "
9 Stowe, Nathan, 20 Myrtle ave., "
210 McWilliams, Owen J., 229 Warren, "
1 Whitfield, James M., Maplewood
2 Wilson, R. G., "
3 Dorrance, Arthur Merchantville
4 Godfrey, Chas. W., "
5 Pancoast, Thos J., "
6 Stamm, Norman L., "
7 Van Kirk, J. E., "
8 Hull, H. T., box 78, Morristown
9 Ironside, T. B., 9 Market, "
220 Droset, Chas. F., 28 Mountain ave, Montclair
1 Kirkham, George K., 28 Forest, "
2 Sawyer, F. H., Friendship pl., "
3 Thomas, G. L., 34 S. Willow, "
4 Clark, C. Neal, Mt. Ephraim
5 Stafford, Edmund D., "
6 Messerol, Harry S., 14 Codwise ave., New Brunswick
7 Brooks, Edwin B., 131 Pacific, Newark
8 Cook, Wm. F., 175 N. 30th st., "
9 Eagleton, W. P., M. D., 121 Orange, "
230 Evans, John. E., 184 Bellville ave "
1 Hawkes, E. Z., M.D., 481 Broad "
2 Kempf, Louis A., 114 Bleecker, "
3 Martin, Chas. E., 108 3d ave., "
4 Morrell, J. W., 1004 Broad, "
5 *Westervell, Julia F. C., 138 High, "
6 Wyper, James, 29 Humboldt, "
7 Burton, F. Eugene, 253 Main, Orange
8 Crane, O. R., 253 Main, "
9 Colt, Samuel S., 251 Park ave., "
240 Mason, F. G., Hawthorne ave., "
1 Rafferty, Philip, 25 Evergreen pl., East Orange
2 Kline, Samuel, 405 Hamilton ave., Paterson
3 Shannon, Mathew A., 394 Market, "
4 Van Truen, C. P., 41 North 1st, "
5 Reynolds, W., 208A Jefferson Passaic
6 Sipp, Herbert R. "
7 Watson, J. D., 131 Rector Perth Amboy
8 Watson, Louis du Bois, 101 Rector "
9 Kitchell, Dr. F. W., 191 High "
250 Gilbert, Clifford W. Westfield
1 *Joy,Mrs.J.R.,10 Willow ave Plainfield
2 Risley, Isaac "
3 Terhune, H., Ridgewood av Ridgewood
4 Rogers, J. S. Stanwick
5 Hartman,Rev.L.B.,500W State Trenton
6 Voorhis, G. H., 311 S. Clinton ave "
7 Wallace, W., Opera House bldg "
8 Staats, T. T., Wash ave Washington
9 Stetson, A. G. C. Mountain View
260 Valentine, Arthur Woodbridge

Over 108,000, NEW YORK, 535—13,-757.

A. C. Wheelmen.

261 Giles, Dr. H. W., 40 Allen Albany
2 Leeson, W. M., 108 State "
3 Bulger, C. E., 93 Herkimer "
4 Fischer, H. C., 456 Madison ave "
5 Skinner, John, 44 W. Pearl "
6 Van Allen, C. H., 8 Tweddle bldg "

A. B. C.

7 Baker, Henry P., 158 S. Knox "

Aeolus Wheelman.

8 Lambertson, B. T., 706 Monroe B'klyn

B. C. C.

9 Keafrsch, Osmak, 261 Carleton ave "

C. C. of B.

270 Brumley, J. L., 189 Montague "

E. C. B. C.

1 Sawyer, C. J., 410 Grand ave "

New Utretch W.

2 Robinson, W. M., 296 Flatbush ave "

Gilbert Wheelmen.

3 Morris, Joseph, 164 President "

L. I. Wheelmen.

4 Rowe, R. P., 82 Hancock "

Park Wheelmen.

5 McKeag, Walter H., 371A 12th "
6 Nevins, W. R., 286 12th "

Prospect Wheelmen.

7 Bohner, Edward, 319 President "
8 Kane, C. A., 304 President "

S. Brooklyn W.

9 Getman, V. Q., 457 9th "

Williamsburg Wheelmen.

280 Nielsen, Jacob E. Jr., 80 Conselyea "

Ramblers B. C.

1 Gibson, John J., box 142 Buffalo

Sticks Corduroys.

2 Caulkins, F. W., 36 Builders Exch. "

Press C. C.

3 Donaldson, John A., 132 7th "

Cornwall C. C.

4 *Cocks, Miss Elizabeth P. Cornwall

Metropolitan Club.

5 McComb, J. Scott Dobbs Ferry

Mercury B. C.

6 Moore, Wm. J., 55 Main Flushing

Geneva C.

7 Stannard, J., Lyceum ave Geneva

Hudson B. C.

8 Strohman, Otto A. Hudson
9 Wise, Andrew "

Ithaca C. C.

290 Carpenter, B. F., 115 N Hector Ithaca
1 Renney, G. A., 99 W. Buffalo "
2 Van Inwagen, C. H., box 974 "

Queens County Wheelmen.

3 Van Nostrand, E.S., 83 Hardenb'k ave Jamaica

M. M. C.

4 Van Doon, Frank E. Mt. Morris

N. R. W.

5 Boardingham, Wm. H. New Rochelle

Harlem Wheelmen.

6 Stuart, G. E., Jr., 46 Pine New York

Metropolitan.

7 Garth, Granville W., 160 W. 59th "

Michaux C. C.

8 Morris, Arthur G., 37 Wall "
9 Romaine, M. A., 24 E. 10th "
300 Romaine, B. F., 24 E. 10th "
1 Schnabel, A., 220 E. 16th "

Northside Wheelmen.

2 Ferguson, J., 1314 Chisholm "

Rover C. C.

3 Hall, B. F., 6th ave, 20th st SC&S "

Colonial W.

4 Argyro, P. C., 621 Broadway, "
5 *Argyro, Mrs. P. C., 621 Broadway "

Century W

6 Wagner, Richard, 248 W. 25th "
7 Morton, Wash. L., 802 8th ave "

C. C. C.

8 Scobie, R.H.B.,99 Elizabeth Ogdensburg
9 McCarter, H. L., 31 Congress "
310 Scobie, Dr. D. A., 16 Ford "
1 Scobie, A. J., 45 S. Water "
2 Frateschi, Joseph, 27 Ford "
3 Tulloch, J. C., 82 Ford "

Lake View Wheelmen.

4 Armstrong, Wm W, 813 Powers Block, Rochester

Windsor Bi Club.

5 Little, A. C., c o Sibley, Lindsay & Curr, Rochester

Mohawk W.

6 Garroway, David C, 9 Romeyn st., Schenectady

Salamanca Bi Club.

7 *Phillips, Mrs. Minnie S., River st., Salamanca.

Yonkers Bi Club.

8 Starrett, R. H., Union pl., Yonkers
9 Tackman, John, 5 Oak pl., " "

Unattached.

320 Hun, John G (Box 14, Williamstown, Mass.) Albany
1 Smith, Chas. Jr., 7 Chestnut st. " "
2 Ten Broeck, F. J., 339 Washington ave., " "
3 Wells, F H, 51 Lancaster st., " "
4 Elmendorf, Wm S, 51 State St., " "
5 Palmatier, Wm. L., 70 Jefferson, " "
6 Andrews, Horace, City Engineer's City Hall, " "
7 Shields, F A, 37 Church " "
8 Keeler, J W, 467 Broadway, " "
9 Caldwell, Chas W, 6 Fulton St., " "
330 Johnston, Russell M, 25 N Pearl " "
1 Pierson, Henry R, 21 S Hawk " "
2 Van Rensellaer,W.B.,25 N Pearl " "
3 *Ray, Mary Frances, 90 Elk st., Alfred
4 Drummond, T. M. " "
5 Harris, Chas T., " "
6 Howard, F. W. " "
7 Maltby, N L "
8 Askey, John H, 229 Newtown ave., Astoria
9 Brister, Charles W, 6 Gaylord st., Auburn
340 Kranz, Andrew, 6 Genesee st., "
1 Putnam, Frank D., M. D., 93 Wall st., " "
2 Dalton, Nelson W, Bath
3 Burkhart, H. J., Batavia
4 Ressequie, R., Benson Mines
5 Smith, Frederick W, 177 Court st., Binghamton
6 Stoppard, Moses, 82 Court st., " "
7 Karlen, Samuel, Boonville
8 Andrews, Geo. T., 563 Grand av Brooklyn
9 Alsop, Rev Reese F., 52 Parrepont, Brooklyn
350 Brisk, Morris, 354 Pacific st., "
1 Beales, A. F., 841 Greene ave., "
2 Corish, John L., M.D., 92d st. & 3d ave, Brooklyn
3 Daniels, Geo. W., 121 Division ave., "
4 Dickinson, J. Harley, 219 Spencer, "
5 Edsall, James M., 86th st. & 18th ave., Brooklyn
6 Farrell, W. H., 406 Green ave., "
7 Ferry, Charles N., 182 So. 3rd "
8 Gray, Percy R., 272 Hicks st., "
9 Hirle, Edmund J., Jr., 876 Macon, "
360 Hamilton, John F., 473 8th st., "
1 Henderson, Joe, 95 Lawrence st., "
2 Jones, Samuel L., 246 Vanderbilt ave., Brooklyn
3 Klopper, August, 109 Oak st., "
4 *McKenny, Miss Fannie, 405 A McDonough st., Brooklyn
5 McCutcheon, W. H., 437 Clinton ave., Brooklyn
6 Matheson, Sewell, M.D., 4th ave. & 46th st., Brooklyn
7 Moore, Albert R., 498 1st st., "
8 Nitchie, John E., 54 Lefferts pl., "
9 Reynolds, H. A., 91 Taylor st., "
370 Reynolds, C. A., 91 Taylor st., "
1 Smith, F. M., 49 7th ave., "
2 *Throop, Marie H., 412 Clermont ave., Brooklyn
3 Trimm, Harry A., 411 6th ave., "
4 Utter, James L., 568 Pacific st., "
5 Vanderbilt, Wm. D., 39 Monroe pl., "
6 Wellenkamp, Henry J., 65th st. & 13th ave., Brooklyn
7 Winter, Edward E., 145 Hart st., "
8 Weldon, Henry J., 124 So. Elliott pl, "
9 Hicks, Daniel M., 272 Halsey st., "
380 *McLaren, Miss Minnie C., 240 Vernon ave., Brooklyn
1 Appleby, Leonard L. F., 749 Carroll, "
2 Appleby, Leonard, 749 Carroll, "
3 Atkinson, Richard S., 818 Hancock, "
4 Caldwell, Samuel B., U. S. Naval hospital, Brooklyn
5 Distler, Henry, 217 Vermont st., "
6 Doane, Chas. R., 206 Hewes st., "
7 Davies, David, 835 Union st., "
8 *Foster, Mrs. L. A., 295 Grand ave., "
9 Foster, Joseph, 295 Grand ave., "
390 Ford, Fred'k N., 514 Henry st., "
1 Eiseman, Jos. J., Jr., 228 Graham ave., Brooklyn
2 Kallenbach, F. J., 26 Van Sielen ave., Brooklyn
3 Kamp, Henry, 500 2d ave., "
4 Cartheuser, Oscar E., 1226 Hancock, "
5 *Duncan, Miss Belle, 112 Buffalo ave., Brooklyn
6 Larbig, J. W., 734 Nostrand ave., "
7 Lopez, J. C., 405 McDonough st., "
8 McKee, Harry B., 695 Willoughby ave, Brooklyn
9 *Newcomer, Mrs. Nellie, 221 Tompkins ave., Brooklyn
400 Olteson, Wm., 296 12th st., "
1 Schoonmaker, N. A., 154 Carroll st., "
2 Strasser, Wm., 70 Sheffield ave., "
3 Steinhardt, David J., 239 Fatchen ave., Brooklyn
4 Suartz, Chas. A., 5 Spencer ct., "
5 Young, Wm., 95 Clymer st., "
6 Taylor, David, 159 Jerome st., "
7 Tumbridge, John Wm., Hotel St. George, Brooklyn
8 *Bailey, Mrs. H. W., 127 Linwood ave., Buffalo
9 Bailey, H. W., 127 Linwood ave., "
410 Beach, J. W., 331 Franklin, "
1 Bennett, L. J., 110 Franklin, "
2 Cunningham, L., 1017 Real Est. Ex. "
3 Dow, G. C., 415 Ashland ave., "
4 Donalson,C. H., 973 Delaware ave., "
5 Griswold, Ray E., 37 Cottage, "
6 Goldberg, Dr. O. M., 390 Ellicott sq. "
7 Grove, R. K., 184 Anderson pl., "
8 Hearne, W. R., 226 Herkimer, "
9 Hughes, D. P., 1 Erie Co. bank, "
420 *Hodgins, Miss L., 93 W. Mohawk, "
1 Hart, H. L., 385 Niagara, "
2 Keep, C. H., 313 Elmwood ave., "
3 Kendall, LeRoy F., 157 Park, "
4 Kellogg, S., jr., 211 Summer, "
5 Lewis, J. S., 268 Elmwood ave., "
6 Millard, C. N., 92 Prospect ave., "
7 Moyer, Wm. H., 688 Clinton, "
8 Mott, V. C., 375 Maryland, "
9 McKenney, D. C., 177 Main, "
430 Noble, H. A., 416 Prospect ave., "
1 Sumner, Ernest W., 556 Main, "
2 Slater, J. L., 105 Erie Co. S. bank, "
3 *Tilden, Miss A. M., 20 College, "
4 Thompson, H. C., 397 Niagara, "
5 VanDenberg, Dr. F. P., 652 Main, "
6 Webster, Andrew T., 396 Franklin, "
7 Westbrook, Maj. H, 202 Prospect av. "
8 Guthrie, J. C., 158 N. Pearl, "
9 White, Seymour P., 298 Main, "
440 Detmers, Arthur, 41 Oxford ave., "
1 Burdick, E. L., 101 Ashland ave., "
2 Boswell, H. H., 322 Franklin, "
3 Baker, H. L., 91 Winslow ave., "
4 Bowman,F.,rm.214 Ellicott sq bldg., "
5 Brogan, J. H., 26 Huntington ave., "
6 Brown, H. L., 34 Lawrence pl., "
7 Blake, Harrison W., 783 Front ave., "
8 Cooke, Walter P., 222 Highland ave., "
9 Carson, Howard J., 346 Baynes, "
450 Curtis, W. L., Fidelity Trust Co., "
1 Demarest, W. B., 215 Highland ave., "
2 Dann, J. C., care Clearing house, "
3 Hickman, Arthur W., 1268 Main, "
4 Harrower, H. C., 35 Court, "
5 Kratzmier, G. A., 309 Eagle, "
6 Lautz, Fritz J., 114 Purdy, "
7 Low, Frank W., 680 Main, "
8 Moore, Jas. P., 36 South, "
9 *McDuffee, Miss E. M, 415 Ashland ave., "
460 Murphy, R. M., 334 Franklin, "
1 Pennell, A. R., 208 Cleveland ave., "
2 Rebadow, A., 98 Erie Co. bank, "
3 Richardson, F. B., 611 Main, "
4 Booth, F. J., 350 Ashland ave. Buffalo
5 Serader, J. C., 816 Eagle st., "
6 Sykes, G. E., 333 Franklin st., "
7 Skinner, Louis S., 93 W. Eagle st., "
8 Thurston, G. I., 279 Bryant st., "
9 Taylor, E. A., Fidelity Trust Co., "
470 Thayer, H. S., 108 Hodge ave., "
1 Walth, Wm. S., 284 Delaware ave., "
2 Wood, C. C., 155 Franklin st., "
3 Young, R. D., 391 Bouch ave., "
4 Yokom, Fred M., 220 Allen st., "
5 St. Clair, Dr. R. W., Candor
6 Gardner, F. R., Cape Vincent
7 Bolton, D. G., Cooperstown
8 Paulding, Robert G., Cold Spring
9 Rhodes, A., Croton on the Hudson
480 Byrne, John, Cornwall
1 Hatlee, Wm., 44 Congress st., Cohoes
2 MacLuckey, S. B., "
3 Berkeley, Rev. R. M., Dobbs Ferry
4 Kellogg, A. Ostrom, "
5 Norris, L. W. P., "
6 Shaw, Alfred J., box 94, "
7 Persons, James W., East Aurora
8 Wood, W. C., "
9 Wagner, S. H., 607 N. Church, Elmira
490 Morris, Elmer S., E. Schodack
1 Dolan, H. J., 20 Main st., Flushing
2 Feine, Arthur, "
3 Sanborn, D. S., 166 S. Parsons ave., "
4 Stone, W. C., Frankfort
5 Welch, Wm. B., Fort Edward
6 L'Hommedieu, T., Great Neck
7 Hollenbeck, A. D., Griffin's Corners
8 Eldredge, H. C., Wash., Hempstead
9 Roth, C., Main st., "
500 Blaine, W. H., Tower Ridge, Hastings on Hudson.
1 Brown, Henry C., "
2 Smith, A. H., box 75, "
3 Hustis, Guy E., "
4 Chrystle, W., "
5 Ferguson, Stanley A., "
6 Haley, Wm. J., box 68, "
7 *Chrystle, Miss M. K., "
8 *Kirkham, Miss S. B., "
9 Chrystle, F. F., "
510 Wilson, C. Y., box 16, Hillsdale.
1 Dore, G. H., 9 Genesee st., Hornellsville.
2 Tuttle, F. A., 17 E. Washington st., "
3 Hepburn, H. L., 53 Dryder road, Ithaca
4 Sharp, C. H., 122 University Ave., "
5 Robinson, F. S., Main st., Irvington.
6 *Burnham, Miss Mary E. L., Irvington on Hudson.
7 Bunnell, S. H., 70 Waterman st., Lockport.
8 Scott, Ransom, 95 Niagara st., "
9 White, Rev. J. A., 25 Leonard st., Matteawan.
520 Aehman, J., Jay, 43 Park ave., Mechanicsville
1 Davis, Norman C., North Main st., "
2 Steves, John, "
3 Smith, A. W., Main st., "
4 Parsons, J. L., 89 Elm st., Montclair.
5 Drake, Ira, Monticello.
6 Hammond, A. J., "
7 Serus, Walter, "
8 Hertwig, W. A., 7 S. 16th Ave., Mt. Vernon.
9 Holmes, C. E., 111 N. 6th Ave., "
530 Male, Wm. H., Mt. Kisco.
1 Bleecker, Russell, New Brighton
2 Camman, Oswald N., " "
3 Janssen, Frank G., " "
4 Kavanagh, A., 6 Hamilton pk. New Brighton
5 Allen, Harry N., 124 West 75th st., New York
6 Allen, W. C., 124 West 75th st. New York
7 Armour, A. V., 52 Wall st., " "
8 Ackerman, W. P., 454 West 44th st., New York
9 Brandon, N., 122 West 75th st. " "
540 Brouwer, E., 136 W. 43d st., " "
1 Bodkin, J. S., 65 Broadway " "
2 Bentley, H., 315 W. 28th st., " "
3 Buechner, C. F., 484 Broome " "
4 Boynton, F. C., 23 Beaver st., " "
5 Brewster, Le Roy, 44 W. 71st st. New York
6 Byron, S. H., 27 W. 43d st., " "
7 Bassen, Henry, 30 E. 4th " "
8 Branne, John S., 39 Cortlandt " "
9 *Brown, Florence B., 309 Madison av " "
550 Clapper, Clarence H., 200 W. 44th " "
1 Carrington, Robert A., 244 W. 124th " "
2 Collins, Charles, 57 E. 55th " "
3 Clements, Louis L., 125 W. 58th " "
4 Coe, A. W., 1 Broadway " "
5 Cochran, Frank G., 208 W. 103d " "
6 Dehesdin, Paul, 464 Broome " "
7 *Davis, Martha, 576 Lexington ave " "
8 Dunham, Barclay, 3 E. 14th " "
9 Eadie, James P., 163 W. 63d " "
560 Fleming, Matthew C., 52 Wall " "
1 Friedberger, Theo. A., 178 W. 76th " "
2 Freeman, Charles H., 117 E. 78th " "
3 Friedlander, V., 170th st and Amsterdam ave " "
4 Fried, Jacob, 443 Broadway " "
5 Gayley, Henry B., 52 Wall " "
6 Gibbs, Edwin, box 1510 " "
7 *Gibbons, Constance M., "The Beresford," 1 W. 81st " "
8 *Gwyer, Mrs. E. G., 451 Lenox ave " "
9 *Greve, Miss Anna,2093 Prospect ave " "
570 Goldberg, Mark, 222 E. 72d " "
1 Goldberg, George, 222 E. 72d " "
2 Gordon, Geo. C., 507 Broadway " "
3 Hedges, Job E., 39 W. 26th " "
4 Hyatt, F. S., 87 Hudson " "
5 Hoppin, Samuel H., 32 W. 21st " "
6 Horner, Charles E. 64 Leonard " "
7 Hubschmitt, Wm. P., 408 E. 62d " "

8 *Huber, Minnie, Jerome ave and 162d st "
9 Huber, G.H., Jerome ave and 162d st "
580 Hunken, John, 495 E. 133d "
1 Hacker, Charles, 922 Tinton ave "
2 Jones, W. Miller, 545 Pearl "
3 Judge, John H., 29 W. 94th "
4 Kavanagh, G., 72 Grand "
5 Kelsey, N. Grant, 217 W. 128th "
6 Kelby, Thomas, 60 St. Mark's pl., "
7 Kaufman, Oscar, 25 W. 96th "
8 Keane, John, 16 Morton "
9 Kauffmann, Paul, 1242 Broadway "
590 Lund, John, 124 Water "
1 Ludecks, Max H., 153 W. 102d "
2 Lansing, Dr. A. G., 259 W. 52d "
3 Michael, Bernard, 170 Fulton "
4 MacCord, H. H., 96 Reade "
5 Mull, E. E., 52 E. 23d "
6 Mott, Jordan L., Jr., 52 Wall "
7 *Mott, Mrs. Jordan L., Jr., 52 Wall "
8 Merrill, Edward G., 147 W. 12th "
9 Morris, Geo., F., M. D., 161 W. 87th "
600 Muller, Julian A., 27 W. 43d "
1 Mackenzie, Archibald T., 495 E. 133d "
2 Nichols, F. P., Jr., 40 W. 130th "
3 Oliver, Chas. H., 64 University pl "
4 Price, Arthur, 113 W. 75th "
5 Poinsett, Harry P., 310 W. 120th "
6 Richards, Guy, 18 Exchance pl "
7 Rosenthal, Sidney H., 107 E. 81st "
8 Ryan, James R. J., 829 Columbus av "
9 Reuter, Richard, 449 10th ave "
610 *Reuter, Mary J., 460 W. 34th "
1 Spaulding, Dr. G. A., 248 Lenox ave "
2 Stutzman, N., 48 Trinity "
3 Sykes, Wm. E., 702 Broadway "
4 Schwarz, Henry E., 11½ E. 87th "
5 Strauss, John F., 56 Pine "
6 Snyder, Chris. H., 39 Cortlandt "
7 Tongue, James A., 15 Murray "
8 Thorp, Chas. A., 50 Dey "
9 Thompson, A. G., 307 W. B'w'y "
620 Thompson, E. O., Jr., 245 Broadway "
1 Thomas, Geo. C., 50 Broadway "
2 Thomas, Edward R., Union Club "
3 Valpy, Edward, 40 W. 12th "
4 Wilson, John A., 129 Broad "
5 Wolff, Emil, 442 Broadway "
6 Child, Augustus, 518 W. 23d "
7 Hayes, George, 230 W. 129th "
8 Martin, H. P., 235 5th ave "
9 Andress, Cassius Clay, 2210 7th ave., New York
630 Appel, M., 57 Leonard, "
1 Auerbach, Jos. S., 32 Nassau, "
2 Borden, John, box 1454, "
3 *Bethune, Miss Katherine, 214 E. 27th, New York
4 Belais, Henry, 258 W. 55th, "
5 Bullen, Joseph, 44 Wall, "
6 Bell, Robt. J., 220 W. 22d, "
7 Bishops, David Wolfe, 13 Madison ave., New York
8 Cohen, Jacob, 139 E. 117th, "
9 Conklin, Wm. S., 368 Hudson, "
640 *Cattus, Mrs. Emmita E., Hotel Majestic, W. 72d st., New York
1 Cattus, J. V. A., 22 South William, "
2 *Cattus, Miss Emita E., Hotel Majestic, W. 72d st., New York
3 Cushman, Alex. Ramsay, 128 E. 16th st., New York
4 Carr, Wm., 35 W. 46th, "
5 Clarkson, A. C., 224 Front, "
6 Collins, Fred N., 316 W. 56th, "
7 Dougan, James, 143 9th ave., "
8 Drake, Clifford, 540 Madison ave., "
9 Day, Carl E., 256 W. 22d st., "
650 Dana, R. K., 140 W. 74th st., "
1 Deane, Dr. W. C., 114 E. 66th, "
2 Enderle, J. W., 343 W. 14th, "
3 *Edwards, Miss Alice W., 140 W. 57th, New York
4 Gotthell, Leon, 35 E. 74th, "
5 Gunari, Andrew S., 170 W. 78th, "
6 Gunari, John P., 170 W. 78th, "
7 Gulteau, C. C., 44 W. 84th st., "
8 Green, Craig W., 314 E. 19th, "
9 Gebhard, A. E., 361 8th ave., "
660 Gennerich, Wm. B., 62 W. 114th, "
1 Gennerich, E., 369 Western B'l'd, "
2 Guilmard, Julius, 59 E. 9th st., "
3 Hart, Geo. E., 343 W. 14th, "
4 Huston, F. B., 8 E. 47th, "
5 Hume, Frank E., 487 Fifth ave., "
6 Healy, Jas. R., M. D., 226 E. 116th, "
7 *Heffer, Mrs. A. E., 155 W. 103d "
8 De Hart, John, 1637 Fox, "
9 Hall, F. W., 595 Broadway, "
670 Hammerslough, Louis R., 107 Bleecker st., New York
1 Imhof, Adolf, 915 Amsterdam ave., New York
2 Jamison, James, 201 W. 135th st., "
3 Jones, Luther, 6 W. 24th, "
4 Jones, Isaac A., 16 Cliff st., "
5 Kirschbaum, Dan'l, 1774 Madison ave., New York
6 Knapp, H. C., 309 W. 116th, "
7 Kranich, A., 146 E. 20th, "
8 Kearny, Philip, 19 E. 54th, "
9 *Liebman, Miss V. R., 330 E. 65th. "
680 Liebman, Al., 330 E. 65th. "
1 Lauchheimer, Jack, 3d ave and 86th st., New York
2 *Le Roy, Mrs. L. C., 6 Lexington ave., New York
3 Lisman, Mrs. Fred'k J., 311 W. 76th st., New York
4 McNaboe, P. J., 341 W. 50th, "
5 Myers, H. G., M.D., 393 Amsterdam ave New York.
6 Moss, Col. R. E., 543 Madison ave "
7 Mattiage, C. H., 325 W. 88th st "
8 McLellan, M. N., 108 E. 18th, st., "
9 McNider, J. W., 105 W. 64th st., "
690 Murphy, E. H., 56 W. 100th st., "
1 O'Donohue, P. J., 88 Front st., "
2 Oppenheim, Jake, 70 Wall st., "
3 Paulsen, W. J., 28 Ferry st., "
4 Perry, D. S. G., 46 W. 37th st., "
5 Phillips, Louis S. 146 Broadway, "
6 *Pringle, Miss M. A. St. Luke's Hos. "
7 *Patterson, Mrs. H. A., 176 W. 105th st., "
8 Patterson, H. A., 176 W. 105th "
9 Perry, C. W., (Hotel Albert). 11th and University pl., "
700 *Robinson, Mrs. G. E., 91 W. 68th st., "
1 Robertson, Geo., 337 W. 28th st., "
2 *Shoaff, Mrs. J. R., 235 W. 134th st., "
3 *Sheaff, Mrs. J. C., 201 W. 135th st., "
4 Shoaff, J. R., 235 W. 134th st., "
5 Sheffield, C. H., 174 W. 97th st., "
6 Shepard, R. Jr., 140 W. 61st st., "
7 Starr, A. R., 8 E. 92d st., "
8 Steadeler, Mrs. R., 226 W. 34th st., "
9 *Smith, Miss Lillian Murray Hill hotel, "
710 Seymour, C. O., 83 Clinton place, "
1 Stumpp, August, 87 Front st., "
2 Stewart, James, 96 Wall st., "
3 Staats, Chas., 411 St. Nicholas ave., New York
4 Sinsheimer, Lester, 60 Walker st., "
5 *Strohmeyer, Miss Grace, 231 Lexington ave., New York
6 Stevenson, R. A., 32 Nassau st., "
7 Schwartz, David, 137 E. 15th st., "
8 Townsend, Chas. J., 6 Wall st., "
9 Towne, J. H., Esq., 121 Madison ave., New York
720 Towne, Henry R., 121 Madison ave., "
1 Usher, Alfred, 130 W. 129th st., "
2 Van Buskirk, A. H., 132 E. 78th st., "
3 Von Dehsen, C. H., 300 W. 116th st., "
4 Von Bremen, Henry W., 38 W. 95th "
5 White, Geo. R., 457 W. 43d st., "
6 Yonson, J. Willard, 214 E. 39th st., "
7 *Putnam, Mrs. Irving, 306 W. 77th, "
8 Smith, Herbert W., box 2384, "
9 Southworth, T. S., M.D., 47 W. 56th "
730 *Williams, Belle F. M., Broadway "
1 Gullford, Millard B., 7 W. 28th st., "
2 Lehmann, F. L., 150 W. 86th st., "
3 Nordstrom, C. J., 2386 7th ave., "
4 *Nordstrom, Emily B., 2386 7th av., "
5 Scott, Geo. E., 19th st. & 5th ave., "
6 Taggard, Alfred, 1275 Lexington ave., New York
7 Woolworth, F M, 638 Main st., Niagara Falls
8 Egbert, Rev. J. H., Box 194, Nyack
9 Backus, Geo. A., Olean House, Olean
740 Franchat, Richard H., Box 372, "
1 *Deane, Miss Mary L, 78 Franklyn Ogdensburg st., "
2 Eastwood, Chas K, 260 Main St., Owego
3 Clement, J A, Hotel Perry, Perry.
4 Marill, Dr J, 264 Main st., Poughkeepsie
5 Carpenter, Wm B, 305 Mill st., "
6 Callister, Wm L, Queens.
7 Gleiser, Alonzo A., 38 Herman st., Rochester
8 *Jones, Marion, 9 Buckingham "
9 Newell, Frank G, 28 Portsmouth terrace, "
750 Reynolds, Clarence W, 460 Exchange st., "
1 Smith, E. Darwin, 25 Park ave., "
2 Woodworth, Harry S, Box 768, "
3 Bradstreet, J H, 39 Rowley St., "
4 Cline, Wilbur J, 11 Rutger st., "
5 Clark, Geo. H., 123 Lake ave., "
6 Shannahan, J. N., 49 E. ave., "
7 Ireland, C. B., 102 Ranie ave., "
8 Hofheinz, R. H., 138 E. Main st., "
9 Jaynes, Wm. D., 187 West ave., "
760 Howell, C. F., box 548, "
1 Hayward, Wm. T., Sayville
2 Anderson, E. H., Y. M. C. A. Hall Schenectady
3 Clark, O. R., 173 Nott terrace, "
4 Day, Maxwell, 351 Summit ave., "
5 Knight, W. S., 817 Locust Road, "
6 Larkins, W. H., 610 Chapel st., "
7 Larson, C. W., 553 Liberty st., "
8 Mulvey, P. J., 233 Park pl., "
9 Richardson, C. W., 406 Union st., "
770 Lee, G. E., 412 Franklin "
1 Bovet, W., 311 Germania ave., "
2 Curtis, Jas. T., 111 Nott terrace, "
3 Linn, John B., box 942, "
4 Frasier, W.E., 386B'dw'y, Saratoga Sp'gs
5 *Tuthill, Miss A. L., box 20 Spenk
6 Kerr, Charles, Silver Springs
7 Waldron, Ira, Sloatsburg
8 Herne, James A., Southampton
9 Baker, H. N., 1104 Spring st., Syracuse
780 *Blerhardt, Miss R.I., 801 Danforth "
1 Stillman, A. A., 509 S. Salina st., Stapleton
2 Townsend, F. C., box 315, Sugar Loaf
3 Conklin, A. R., Thomson
4 *Wakely, Miss N. B., Troy
5 Ferguson, S. F., 1 Union pl., "
6 Geer, Wm. C., 5 Mansion House blk "
7 Hicks, Wm. H., 31 King st., "
8 Phillips, Thomas J., Corning ave., "
9 Plum, David B., 114 1st st., "
790 Vail, Thomas, Congress and 1st st., "
1 Allen, J. J., Jr., 38 Massey st., Watertown
2 Learned, Charles, 2A Winslow st, "
3 Potter, Fred O., Waterford
4 Mather, O. D., Main st., Wellsville
5 Peese, C. B. F., West Troy

Over 108,000, NORTH CALIFORNIA. 43—1,318.

Paso Robles C. C.

796 Kelshaw, S. S., Paso Robles
7 Pelleen, A. E., "
8 Webster, Alexander, "
9 Smith, Fred H., "
800 Martin, R. L., "
1 Swenson, Gus, "
2 Stubblefield, C. A., "
3 Blackburn, D. E., "
4 Brownell, Wm., "

California C. C.

5 Wehrmann, A., 420 24th st., San Francisco
6 Lang, E., 2,821 Mission st., "
7 Matthews, E., 921 23d st., "
8 Hansen, F., 222 Noe st., "
9 Rech, O., 18 Central ave., "
810 Horr, H. B., 344 Post st., "
1 Duncan, R. S., 1136 Mission st., "
2 Martens, F. T., 326 Battery st., "
3 Barr, W. G., 415 Montgomery st., "
4 Dunlop, W. C., 104 Fillmore st., "

Paso Robles.

5 Lopez, Don, 2nd, Santa Margarita

San Rafael C.

6 McAllister, C. F., box 625, San Rafael
7 Robertson, W. E., "
8 Scott, Arthur E., 4th, "

Imperial C. C.

9 Bradley, A., 1222 Eddy st., San Francisco
820 Mahoney, J.J., 1018 Golden Gate av., "
1 Van Trees, F. S., 196 Crocker bldg., "

Alpha C. C.

*Lipowitz, Miss E., 22d and Folsom, "

Olympic C. W.

3 Watts, C., 1606 Scott st., "

B. C. C.

4 Drury, J. S., Bakersfield
5 McLeod, A. D., "
6 Brundoye, B. L., "

Unattached.

7 *Drury, Mrs. Catherine J., Fresno
8 Hay, T. J., 1653 K st., "
9 Pierce, F. H., Nat. Bank, D. O. Sacramento
830 Granicher, Oswald, 11 E. Santa Clara, San Jose
1* Sheaff, Irene, 68 S. 10th st Saratoga
2 Beazley, F. C., "
3 Gregg, Herbert R., care of Shreve & Co., San Francisco
4 Harper, F. F. G., 426 Battery st., "
5 Hyde, Paul J., 233 Bartlett st., "
6 Levy, Felix F., 233A 12th st., "
7 Richards, John D., 2915 Wash. st., "
8 Wood, John S., 614 Market st., "

Over 108,000, NO. CAROLINA, 1—34.

Unattached.

839 Blades, Dr. Lemuel S., Elizabeth City

Over 108,000, NO. DAKOTA, 1—41.

Fargo B. C.

840 Phelps, Geo. H., 811 S. 9th st., Fargo

Over 108,000, OHIO, 41—1,684.

Cincinnati Bi. C.

841 Chenoweth, W. B., c o Proctor & Gamble Ivorydale
2 Prince, A., 108 W. 4th Cincinnati

Cinti. Gym. C. C.

3 Evans, Clarence A., 423 Laurel "
4 Frierson, E. T., c o E. A. Farnham & Co. Cincinnati
5 Loewe, Joe, Monroe Bath House, "
6 Males, Albert S., 15 Aetna bldg "
7 Mielzienier, Ben, 149 W. 3d "
8 Neare, C.J., N. E. cor. Front & Main "
9 Rothengatter, Wm., 3259 Bishop "

850 Fleischman, Max, Perry & Plum "
1 Outcalt, Dudley C., 47 Carew bldg "

Chillicothe W.

2 Oyer, Oren B., 393 E. Water Chillicothe

Lobdell C. C.

3 Bahlman, G. A., 513 2d Marietta
4 Sprague, B. S., 119 Front "

Portsmouth C. C.

5 Coriell, Edw. E., box 7 Portsmouth
6 Doerr, Louis C., 393 Washington, "
7 Peebles, John G., Jr. Henley

Tuscarawas Cyclers' Union.

8 Kail, Clyde, box 467 Dennison
9 Dunn, M. F. Uhrichsville

Valley City C. C.

860 Shaw, Howard L. Sidney

Willard C.

1 Stalker, H. E., 518 Woodville E. Toledo
2 Oster, D. D., 908 St. Clair Toledo

Unattached.

3 Faber, C.G., c o Central S. B'k Canton
4 McKelvey, H. E., 69 Logan ave "
5 *Homan, Mrs. Jos. T., 1354 Myrtle ave., Cincinnati
6 Homan, Jos. T., 1354 Myrtle ave., "
7 Herron, W. C., United Bank bldg, Cincinnati
8 *Munro, Miss Ada G., 2143 Grand st., W. H., Cincinnati
9 *Munro, Mrs. W. C., 2143 Grand st., W. H., Cincinnati
870 Baldwin, T. C., Conneaut
1 Mendell, G. H., "
2 Thompson, J. H., "
3 Ollever, Frank A., Chillicothe
4 *Reed, Mrs. P. G., 78 W. 4th, "
5 Goss, L. W., Edinburg
6 Cramer, G. M., N. Main, Fostoria
7 *Shoemaker, Miss Jennie L., 191 E. S st., Massillon
8 Watkins, J. Leigh, Jr., 249 E. 4th, Portsmouth
9 Reese, J. C., 708 N. 5th, Steubenville
880 Wilcox, D. L., 438 11th st., Toledo
1 Booth, Dr. C. C., 230 N. Phelps st., Youngstown

Over 108,000, OREGON. 6—210.

Coos Bay W.

882 Black, John D., Marshfield
3 Black, George, "

O. R. C. C.

4 Coovert, E. E., 375 14th st., Portland

Unattached.

5 Forbes, Fred E., 472 Salmon st., "
6 Humason, Ivan, 29 N. 20th st., "
7 Kiernan Matt, 405 12th st., "

Over 108,000, PENNSYLVANIA, 344—4705.

Berwick Bi. C.

888 Hagenbugh, L. G., Mulberry Berwick

St. Stephens W.

9 Bramhall, Stanley W., 267 Bringhurst Germantown

Y. M. C. A. W.

890 Davis, W. W., 124 Market Johnstown
1 Dodge, W. H., Capital Hotel "
2 Evans, W. P., 227½ Vine "
3 Fenn, W. J., 516 Washington "
4 Fetterman, D. P., 1324 Virginia ave. "
5 Hoffman, Barnet, 405 Somerset "
6 Replogle, Chas., Westmont "
7 Replogle, J. L., Westmont "
8 Shaler, E. C., Capital Hotel "
9 Stull, H. W., 724 Bedford st., "
900 Wise, E. H., 724 Franklin st., "

Lewisburg C. C.

1 Dinsbach, H. G., Lewisburg
2 Wainwright, W. L., box 475, "

Century W.

3 Barner, R. G., 503 N. 6th Philadelphia
4 Bailey, Wm. G., 4613 Chester ave., "
5 Draper, Jno. H., 2110 Sedgley ave., "
6 Marquette, C. O., 1340 Green st., Phila.
7 Wise, Wm. G., 3431 N. 21st st., "
8 White, Robt. G., 1108 Chestnut st., "

Castle W.

9 Fisher, Saml. J., 1316 S. 21st st., Phila.

Cycling C. C.

910 Firmin, G. D., 4135 Eaglesfield Phila.

Falls W.

1 Moosbrugger, F., 3416 Queen's Lane Philadelphia

Penn W.

2 Bunn, A. G., 1815 Van Pelt st., Phila.
3 Chancellor, A., 1012 Huntingdon st., "
4 Diebel, Edward, 2429 N. 7th st., "
5 Foley, Patrick, 2015 Boston ave., "
6 Gaus, Frank, 501 S. 22d st. "
7 Greul, Jacob, 2147 N. 8th st., "
8 Houser, Frank, 2317 Dean st., "
9 Killerman, G., 1101 Columbia ave. "
920 Kramer, Geo., 2232 Howard "
1 Kessler, Chas. F., 5 Mattis st., "
2 Lauton, R. J., 1925 Tontain st., "
3 Long, C. A., 2212 S. Carlisle "
4 McMahen, Wm. H., 244 S. 2d st., "
5 Moock, O. T., 815 Montgomery ave., "
6 Nicholson, F. A., 183 Vine "
7 Pray, Edward, 2220 Lambert st., "
8 Richardson, J., 1524 N. 26th st., "
9 Schwab, F. A., 1763 Warnock st., "
930 Spiker, Thos. F., 958 N. 19th st., "
1 Stoehr, Wm., 2163 N. 9th st., "
2 Weaver, C. H., 1541 N. 20th st., "
3 Wharton, W. B., Jr., 2146 Fairmount ave., "
4 Wood, Fred'k D., 2023 N. 21st st., "
5 Wynn, Fred G., 1908 Diamond st., "

North E. W.

6 Farrington, E. V., 111 E. Cumberland st., Philadelphia
7 Johnston, C.B., 1502 E. Susquehanna ave. "

Schuylkill Navy W.

8 Baltz, F. R., 1828 N. 26th st., Phila.
9 Focht, D. E., 2219 Green st., "
940 Ruchteschel, C., 2039 Diamond st., "
1 Ruchteschel, F., 2039 Diamond st., "

Keystone W.

2 Brown, F. J., 1303 S. 6th st., Phila.
3 Holeton, Isaac, 910 Moore st., "
4 Rohtberg, R. C., 711 Passyunk ave., "

Phila. Turner C.

5 Baumgartner, Wm. G., 3224 Carlyle st. Philadelphia

Y. M. C. A. A.

6 Thatcher, G. H., M.D., 2008 Chestnut st., "

Shamokin W. C.

7 Wetzel, Oscar K., 9½ Commerce st., Shamokin

Crescent C. C.

8 Edwards, H. C., 237 Bank st, Titusville
9 Gross, Gilbert G., 237 Banks st., "
950 Lyons, U. G., "
1 Izant, Walter, 160 E. Main st., "

Uniontown C. C.

2 McClelland, I. W., Uniontown

Schuylkill N. W.

3 Milligan, R. J., 4121 Pennsgrove ter., W. Philadelphia

Country C. C.

4 Wade, Angus S., 4141 Girard ave., "

Unattached.

5 Langfitt, Dr. W. S., Richardson ave., Allegheny
6 Bailey, W. M., 296 Robinson st., "
7 Hilderbrand, C., Oliver st., "
8 McGrew, John, Clayton ave., "
9 Walker, R. A., 155 Buena Vista st., "
960 McCormick, Alex, 2104 W. Chestnut ave., Altoona
1 Well, Isadore, 1116 11th ave., "
2 Buckley, Frank D., Main, Athens
3 Gill, W. A., box 62, "
4 Kasper, John R., box 560, "
5 Sanford, C. H., Hotel Stimpson, "
6 Stimpson, H.G.A., Hotel Stimpson "
7 Weldman, Oscar E., box 560, "
8 Elder, C. K., box 15, Bellwood
9 Humes, Frank W., box 20, "
970 Levengood, B. B., box 64, "
1 Boss, F. W., 141 Corydon st., Bradford
2 Nichols, H. J., Dr., 357 Congress st., "
3 Nourse, J. H., 104 Cottage row, "
4 Waters, L. B., 15 Pike, "
5 Stevenson, Luis, 97 Congress st., "
6 Steen, Wm. E., box 9, Bryn Mawr
7 Tustin, J. C., Bustleton
8 Leibold, Herm., Arlington Hotel, Butler
9 Smith, Thos. G., 76 Laurel, Carbondale
980 Johnston, L. E., Conoquenessing
1 Hetzel, F. R., box 126, Edgewood Park
2 Janes, H. D., 125 W. 21st st., Erie
3 Lowell, Jos. W., Soldiers Home, "
4 Ross, A. C., 725 State st., "
5 Walters, J. B., 732 W. 8th, "
6 Rilling, Emil L., 229 W. 22d st., "
7 Endress, Albert, care Shaw Piano Company, Erie
8 Roehrer, J. Hart, box 50, Ephrata
9 Lefever, D. B., Drawer A, "
990 Vankirk, Dr. J. K., Elizabeth
1 Baldwin, John D., 36 Franklin st., Germantown
2 Cope, E. M., 161 W. Tulpehocken, "
3 Cram, A. L. Jr., 6316 Adams st., "
4 Johnson, Wm. N. Dr., 6460 Main "
5 Mellor, Wm., 5410 Wayne st., "
6 Oakford, C. W., 414 E. Cheltan ave., Germantown
7 Potts, Thomas C., Ross st., "
8 Adamson, Prescott, Fisher's Lane, "
9 Bender, H. B., Gettysburg

Over 109,000.

000 Lauman, Walter H., Edgewood Park
1 Sanders, Thos. H., Glenolden
2 Hammond, Wm. B., 3 Market st., Harrisburg
3 Jennings, Harry, 826 N. 3d st., "
4 Yost, N. C., Hazelton
5 Dibert, Royer, Holidaysburg
6 Goodfellow, F. H., "
7 Conard, C. Wilfred, box 274 Lansdowne
8 Kingsbury, Ed. B., Runnemede ave., Lansdowne
9 Brock, Arthur, Lebanon
10 Boger, Chas. E., 47 S. 8th st., "
1 Schools, Geo. W., 365 N. 9th st., "
2 Cox, Harry, Ludlow
3 Logan, Edwin, "
4 Logan, John C., "
5 Swanson, Chas. P., box 26, "
6 Youngberg, Gust., box 38 "
7 Hagenbuch, Horace, Mahonoy
8 Craig, H. D., Mauch Chunk
9 Ross, J. Martin, "
20 Jarrard, O. O., "
1 Thomas, John F., "
2 Boyle, Louis N., Marchwood
3 Smith, L. Clyde, Main st., Muncy
4 Jones, Wm. J., Narberth
5 McEwen, Harry, New Bethlehem
6 *Holmes, Miss Frances D., W. Egypt, Norristown
7 Stiles, Frank S., 714 De Kalb st., "
8 Weber, W. H., 81 E. Main st., "
9 Lukens, David H., N. Wales
30 Heihnan, H. F., N. Clarendon
1 Hadley, W.R., 199 E. Front st., Oil City
2 Allen, J. L., 5204 Lancaster ave., Phila
3 Appleton, Clarence, 2529 N. 18th st. "
4 Baker, Wm. Boyd, 1619 Summer "
5 Bogardus, E. B., 120 Chestnut st., "
6 Binley, Chas. A., 247 S. 16th st., "
7 Brown, G. Allston, 2411 N. 31¾ st., "
8 Bally, Chas. W., 15 Bank st., "
9 Buckley, Chas. H., 110 S. 4th st., "
40 Calvert, John, 242 S. 21st st., "
1 Colladay, T. F., 1627 N. 18th st., "
2 Carty, Chas., 2348 Oxford st., "
3 *Chrisiy, Amy, 2227 Gratz st., "
4 Charlton, W. B., 2241 Thompson st "
5 *Charlton, Mrs. W. B., "
6 Clayton, Chas. A., 4029 Ogden st., "
7 Cox, Geo. D., 2112 N. 11th st., "
8 Edmonds, S. C., 1538 Centennial ave., "
9 Fisher, C. F., 3125 Clifford st., "
50 Fulton, Robt. H., 3429 Hamilton st., "
1 Greene, A. B., 1603 S. 12th st., "
2 Glavin, J. B., 1312 Passyunk ave., "
3 Goodwin, H. T., 26 S. 15th st., "
4 Githens, A. D., 40 S. Front st., "
5 Gross, Clement C., 1233 N. 5th st., "
6 Garman, Chas., 2010 N. 31st st., "
7 Harmar, Joslah, 2203½ St. James pl. "
8 Heebner, Philip A., 8305 Semiside "
9 Irons, Geo. W., 2304 N. 20th st., "
60 Iszard, Chas. F., Chestnut Hill, "
1 Jenison, Rufus, 1246 Lombard st., "
2 Kennelly, A. E., 1105 Betz bldg., "
3 Klenein, Arthur S., 3934 Chestnut "
4 Kann., H. L., 126 S. 11th st., "
5 Kean, C. A., 1303 Susquehanna ave. "
6 Kennedy, F. A., 812 W. Huntington "
7 Kennedy, F. G., Jr., 725 N. 20th st. "
8 Lutz, Harvey, J., 354 N. 15th st., "
9 Latta, H. W., 1525 Mt. Vernon st., "
70 Lowrie, Roberts, 750 Drexel bldg., "
1 Mase, E.S., 1640 W. Susquehanna av., "
2 Maul, T. R., 830 N. 40th st., "
3 Morse, E. F., 1601 Girard ave., "
4 Mayer, Ira S., 227 N. 12th st., "
5 McMakin, Frank P., 37 N. 2d st., "
6 McKee, J. H., M.D., 1519 Poplar st., "
7 *Mitchell, M. Emily, 1405 N. 17th st., "
8 Milliken, Wm. H., 2229 Spruce st., "
9 Neuber, Max, 1738 Columbia ave., "
80 Parke, Wm. R., 1621 Newkirk st., "
1 Porter, Isaac J., 8 S. 12th st., "
2 *Parke, Edna L., Logan station, "
3 Percival, Geo. J., 1720 N. 52d st., "
4 Payne, J. J., 227 Rochelle ave., "
5 Quinn, Richard, 127 Rochelle ave., "
6 Reed, K. H., 1421 N. 16th st., "
7 Ridgway, Edward, Jr., 6106 Vine st. "
8 Rhodes, F. H., 2414 Opal Philadelphia
9 Shearer, Albert B., 524 Walnut "
90 Slaw, Joseph H., 1503 S. 5th st., "
1 Sterling, Ralph T., 1707 Green st., "
2 Stevens, Harry S., 58 S. 3d st., "
3 Suplee, Wm. J., Jr., 3417 Market st., "
4 Shepp, D. B., 1601 Girard ave., "
5 Spear, Harry W., 3104 Clifford st., "
6 Snow, Samuel P., 609 Walnut st., "
7 Toulmin, Dr. H., 4009 Chestnut st., "
8 *Toulmin, Mrs. Dr. H., 4009 Chestnut "
9 Thompson, F. N., 2036 Wallace, "
100 Uhl, Wm. J., 517 Owen st., "
1 Van Roden, Geo. C., 902 Chestnut, "
2 Willis, A. P., 415 Wesherill st., "
3 Young, Andrew S., 72d and Grays av, "
4 Youngman, C. K., 204 S. 4th st., "
5 Bunting, C. M., Broad St. Station, "
6 Armstrong, M. M., 3609 Hamilton, "
7 *Armstrong, M. M., Mrs., 3609 Hamilton, "
8 *Aitken, Miss Margaret M., 1420 Orthodox st. Frankford, "
9 Barker, T. Ridgway, M.D., 427 South 16th st., "
110 Bannon, T. E., 142 N. 4th st., "

1 Budd, Albert G., 4011 Spring Garden st., "
2 Bierck, Julius G., 220 S. 43d st., "
3 Biting, L. Walter, 1319 Franklin, "
4 Burkhard, W. J., 809 Girard ave, "
5 Caldwell, S. R., 1326 Orthodox st., "
6 Cook, Harry C., 3405 Chestnut st., "
7 Cotting, Dr. J. W., S. S. White Dental Co., "
8 Craven, Jerome B., 1443 Franklin, "
9 Chambers, W. W., 7211 Woodland ave., "
120 Cox, Robert M., 534 N. 7th st., "
1 Callahan, Lewis J., 2032 Berks, "
2 Daggett, R. B., 1507 Poplar st., "
3 *Freeman, Blanche B., 4334 Market, "
4 Franciscus, G. C., 210 S. 43d st., "
5 Goerner, A. W., 903 N. Broad st., "
6 Gaskill, C. W., 2530 N. 17th st., "
7 Grime, Dr. R. T., 1829 Fitzwater st., "
8 Henry, Samuel C., Jr., 1112 Elm st., "
9 Hughes, Dr. W. E., 3726 Baring st., "
130 Hills, Reginald, 4319 Sansom st., "
1 Jenkins, W. H., 1617 S. 22d st., "
2 Jefferson, E., 2237 Thompson st., "
3 Koch, Geo. W., 903 N. Broad st., "
4 Lierz, Henry, 629 Marshall st., "
5 Langley, Edw., 1442 S. 16th st., "
6 Manderfield, Thos. F., 1532 N. 19th, "
7 Manderfield, C. J., 1532 N. 19th st., "
8 MacIntire, F. H., 142 N. 4th st., "
9 *Montgomery, H. B., 1715 Walnut, "
140 McAleer, E. J., 2512 N. 17th st., "
1 Montgomery, E. E., 1715 Walnut, "
2 MacLeod, Norman, 3905 Locust st., "
3 Mehl, Alfred S., 1028 Race st., "
4 Morris, F.W., 1608 Market st., Philadel'ia
5 *Miles, Miss J. M., 1537 Sellers st., "
6 *Morris, Miss E. L., 1535 Sellers st., "
7 Noblit, D. W., 222 S. 2d st., "
8 Parry, W., box 30, "
9 Polk, John W., Jr., 222 S. 2d st., "
150 Pfeil, Adolph, 3914 Poplar st., "
1 Price, Wm. M., 17 N. 8th st., "
2 Page, Chas., 210, N. 17th st., "
3 Ritter, Geo. J., 633 Montgomery av., "
4 Ruths, G. W., 1742 Stillman st., "
5 Raymond, E., 1432 S. Penn. sq., "
6 Rippey, S. Howard, 845 N. 26th st., "
7 Ringwalt, R. J., 3409 Hamilton st., "
8 Smith, Gilman B., 19 N. 8th st., "
9 Steppacher, Walter, "
160 Toothman, Geo. E., 1359 Coffman st., "
1 Whitenack, W. M., 1944 Camac st., "
2 Weil, Myer, 1607, N. 11th st., "
3 Williamson, Jas. P., 1516 N. 55th st., "
4 Wilfong, I. N., Jr., 757 N. 43d st., "
5 Zentmayer, Wm., 1714 Girard ave., "
6 Zeisse, Louis, 1406 S. 6th st., Pine Grove
7 Frye, Chas H., "
8 Stine, Frank B., box 35, "
9 Miller, Robert R., Homewood
170 Atcheson, J. W., Pittsburg
ave., "
1 Dixon, C. L., 6052 Stanton ave., "
2 *Telgmann, MissJ., 120 S.Negley av., "
3 Way, Wm. A., Carnegie bldg., "
4 Barckley, J., 7526 Susquehanna av., "
5 Smith, L. R., 11 Brushton ave., "
6 Beeman, Frank M., 4906 Sciota st., "
7 Watt, E. M., 351 Lehigh ave., "
8 Rupp, Geo. W., box 152, Parksburg
9 Saylor, H.M., 700 E.High st., Pottstown
180 Moore, M.F., 907 W.Norwegian st., Pottsvile
1 Childs, H. L., Moorewood av., Pittsburg
2 Schoonmaker, Col. J. M., Ellsworth ave., "
3 Friend, J. H., 59 4th ave., "
4 Laughlin, J. B., Lilac st., "
5 Thomas, R., 65 Plymouth st., "
6 Nevin, R. P., Jr., box 192, "
7 Nevin, Jos. T., box 193, "
8 Friend, K. T., Duquesne Club, "
9 Welsh, J. W., 530 Smithfield st., "
190 Funk, W. H. Sr., 529 James ave., Roxborough
1 Burall, W. T., 1504 Price st., Scranton
2 Carlyon, J. H., 306 Wilow st., "
3 Davies, Ell J., box 395, "
4 Evans, John T., 1129 Hampton st., "
5 Reese, H., 362 N. Hyde Park ave., "
6 Bunnell, W. B., 1421 Penn ave., "
7 Dolph, E. S., 1018 Pine st., "
8 Heckel, Jas. E., 525 Taylor ave., "
9 Whitten, Wm. M., Slippery Rock
200 Palmer, J. G., box 39, Stroudsburg
1 Wyckoff, A. B., "
2 Tyrrel, Geo., S. Oil City
3 Porter, John E., box 61, Sewickley
4 Cochran, M. B., "
5 Parsons, C. R., Steelton
6 Wheeler, F. C., box 440, Titusville
7 Harris, G. I., 1710 Ontario st., Tioga
8 Wyatt, J. Ed., Brunswick Hotel Uniontown
9 Acheson, John M., Venetia
210 Ballintyne, Wm., "
1 Rees, David, "
2 Robb, T. C., "
3 McCormaughey, R. F., "
4 McKenna, F. S., "
5 Ball, Joseph A., box 179, Wayne
6 Hunt, A. D., 19 N. 38th st., W. Phila.
7 Mulligan, R.W., 4620 Kingsessing av, "
8 Trew, Saml. W., 3926 Poplar st., "
9 Herbert, F. W., 3828 Aspen st., "
220 Parker, T. B., 4215 Chester av., "
1 Wilfong, M. F., 4503 Springfield av, "
2 Pierson, Charles C., Wernersville
3 Lord, E. Hunter, 3858 Terrace st., Wissahickon
4 Roberts, Elmer S., 3531 Vankirk st., Wissinoming
5 Kyte, M. B., W. Pittston
6 Duble, J. C., 1209 W. 4th st., Williamsport
7 *MacDonald, Miss Maud, 1143 Vine st., "
8 Sanders, Geo. Henry, 833 Maple pl., "
9 Kirchmaier, John, Jr., 301 Pine st., "
230 *Williams, Miss A.E., 312 Lycoming, Wyncote
1 Parry, John C., "

Over 109,000, RHODE ISLAND, 17—631.

R. I. W.

232 Kenyon, F. L., c o Flint Co., Providence

Elmwood W.

3 Babcock, H. C., 638 Elmwood ave., "
4 Knight, R. W. B., box 1596, "
5 Tillinghast, G. L., box 1461, "
6 Bennett, C. P., 246 Adelaide ave., "
7 Parker, J. F., 246 Adelaide ave., "

Unattached.

8 Learned, L. D., Ashton
9 Richmond, Chas. T., Crompton
240 Lafond, H., 72 Hedley ave., Central Falls
1 Denis, Wm., 117 C st., "
2 Hill, F. R., Main, East Greenwich
3 Bacheller, G.W., Jr., 4 Willow, Newport
4 Jewell, J. H., 32 S. Union, Pawtucket
5 Angell, C. S., 5 Hammond, Providence
6 Allen, Geo A., 54 Weybosset, "
7 *Murdock, Elizabeth, Callender, McAuslan & T. Co., Providence
8 *Elsbree, Mrs. F. H., 156 Broadway, "

Over 109,000, SOUTH CAROLINA, 6—252.

Ontario W.

249 Williams, Thos. J., box 445, Ontario

Unattached.

250 Pomeroy, Dr. H. M., 202 Stimson Blk, Los Angeles
1 Barnes, S. W., Temecula
2 Fernald, Roy G., "
3 Machado, M., "
4 Niece, Walter. "

Over 109,000, TENNESSEE, 33—185.

Memphis C. C.

255 Prestidge, H., cor. Elmwood and Laurel, Memphis

C. C. C. Club.

6 White, F. M. Jr., 362 Main st., "

O. K. Klub.

7 Buckalew, G. W., 166 Orleans st., "
8 Harwell, Fisher, 363 Main st., "

N. A. C. W.

9 Farrell, G. S., 1501 Demonbreum, Nashville
260 Scoggins, T. B., 156 N. Market, "
1 Webb, L. T., 158 N. Market, "

Cyclone C. C.

2 Hedgepeth, J. W., lock box 15, Ripley

Unattached.

3 Stoffer, Frank, Chattanooga
4 Cook, Richard R., Columbia
5 Bruce, C., 285 Linden st., Memphis
6 Beard, R. H., 361 Linden st., "
7 Collier, C. M., Main st., "
8 Crump, E. H., 332 2nd st., "
9 Faircloth, B. A., 332 2nd st., "
270 Humes, Jas. E., 258 2nd st., "
1 Lehman, Edward, 214 Beale st., "
2 Mason, L. Y., 17 Madison st., "
3 Merath. Will, 343 Main st., "
4 McHenry, E. T., 366 Linden st., "
5 Rice, F. J., 361 Poplar st., "
6 Shepherd, S. J., 56 Court st., "
7 Sugarman, I., 41 Madison st., "
8 Topp, R. D., 332 2nd st., "
9 Vinton, T. O., 39 Madison st., "
280 Woods, J. L., 332 2nd st., "
1 Wright, S. H., M. & C. R. R. shops "
2 Woods, Louis, 332 2nd st., "
3 Wetherell, F., 291 2nd st., "
4 Ordway, T. V., Murfreesboro
5 Locke, C. A., 1518 McGavock st., Nashville
6 Keyes, J. J., 76 N. 2nd st., "
7 Watts, F. O., Union City

Over 109,000, TEXAS, 5—225.

D. A. C.

288 Doolittle, E. W., 312 Elm st., Dallas
9 Kern, Wm., 364 Main st., "
290 Reader, E. S., 360 Main st., "
1 Simpson, H. S., 312 and 14 Elm st., "

Unattached.

2 Lyons, John Jr., 360 Main st., Dallas

Over 109,000, VERMONT, 3—71.

Unattached.

293 Burditt, Elwin M., No. Shrewsbury
4 *Burditt, Mrs. Elwin M., "
5 Stevens, Chas. R., Allen Bank, Nat. Fairhaven

Over 109,000, VIRGINIA, 2—104.

Unattached.

296 Lorraine, H. L., 18 S. 9th st., Richmond
7 Holt, H. W., 317 E. Beverly, Staunton

Over 109,000, WEST VIRGINIA, 2—113.

Unattached.

298 *Blake, Mrs. Jennie C., Sisterville
9 Daniels, Geo. P., Goodwill

Over 109,000, WISCONSIN, 55—1065.

A. C. C.

300 Cortes, C. H., Hotel Ritger, Appleton
1 Pynn, H. E., 934 Morrison st., "
2 Roberts, G. S., 768 College ave., "

La Crosse Wheelmen.

3 Thompson, A., 1430 Winnebago st., La Crosse

North Side C. C.

4 Tank, O. J., 198 Center st., Milwaukee
5 Teyler, E., 909 2nd st., "

Milwaukee W.

6 Lauer, A. J., 2913 Chestnut st., "
7 Schmidthauer, C. J., 172 Ogden ave., "
8 Wood, E. E., 171 Oneida st., "

Calumet Club W.

9 Meyers, F. J., Sec. Nat'l bk. bldg., "
310 Comstock, G. A., 13 Union st., Oskosh
1 Bosert, G. F., 719 Franklin, Milwaukee

Neenah League Club.

2 Mucks, A. L., Neenah
3 Hunt, Eddie, "
4 Keating, J. P., "
5 Jensen, A. W., "
6 Schroeder, A. F., "
7 Schulz, E. H., "
8 Dunn, M. A., "
9 Vaughn, S. H., "
320 Peck, Herbert, "
1 Tauesen, Alfred, "
2 Koch, A. J., "
3 Kiley, Geo. A., "
4 Jacobsen, John, "
5 Hinterthuer, L. F., "
6 *Miller, Miss Lena, "

P. C C.

7 Harmon, R. W, box 135, Princeton

Pellean C. C.

8 Gleason, C. M., Rhinelander
9 Remo, Jno. J., "

Two Rivers C. C.

330 Cadz, Geo. E., box 252, Two Rivers
1 Mann, Walter, "
2 Travers, L. C., box 241, "
3 Youngs, W.C., 776 Edwards st., Appleton
4 Edwards, E. J., Barron
5 Borum, Geo. R., "
6 Ash, F. E., box 6, Edgerton
7 Dickenson, E. M., Green Bay
8 Dorschel, J. D., "
9 Fontaine, A. B., "
340 Grimmer, W. C., "
1 Gunderson, W. M., "
2 Harman, Wm., "
3 Hurlbut, F. J., "
4 Lewis, W. D., "
5 McCormick, John, "
6 McCormick, W. J., "
7 Davenport, C. H., Jr., 218 26th st., Milwaukee
8 Gerlach, Wm. G., 640 Island ave., "
9 Moss, John, 165 27th st., "
350 Schandein, Emil, 2400 Grand ave., "
1 Wisewell, Geo. N., cor. Jeff. & Oneida sts., "
2 McConnell, G. K., 23 N. Pinckney, Madison
3 Redman, H. E., 1308 Main st., Racine
4 Dow, Giles, drawer D, Stoughton

Over 109,000, WYOMING, 7—22

Unattached.

355 Bennett, J. E., Cheyenne
6 Fields, E. W., "
7 Glenn, E. O., "
8 Lafontaine, Robert, "
9 Mahon, E., "
360 Tipton, C.G. (P.O. Pocatello, Idaho) "
1 Von Kennell, Jno., "

New League Clubs.

689 Mohawk Wheemen of Schenectady, N.Y.
690 Ariel Cyclers' Club, Asbury Park, N.J.
691 Y. M. C. A. Wheelmen, Johnstown, Pa.
692 Willard Cycling Club, Toledo, O.
693 Grand Junction Wheel Club, Colorado
694 Cincinnati Gymnasium Cycle Club, Ohio
695 St. Louis Cycling Club, Missouri

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" 3. Brake only, $1.75.

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QUERIES AND ANSWERS

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J. F. C., Washington:—It may be true, as you suggest, that "Noah made the ark light," but when we consider that it would n't have floated if he had made it too heavy, his action seems justifiable. Could he have foreseen, however, the number of jokes which were to have been gotten off about his craft and its unique cargo he might not have made it at all.

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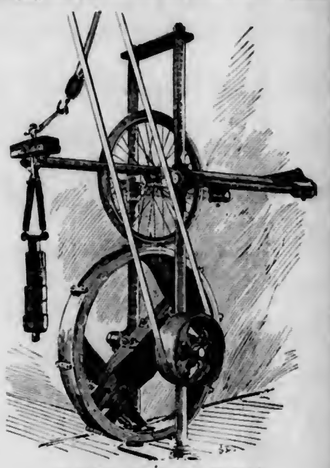
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Sell them in New England States.

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THE LAW BULLETIN AND GOOD ROADS

Vol. XXIII. Boston, May 29, 1896. No. 22.

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That the farmer has to pay.

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PRATT FASTENERS hold laces without tying.

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CHICAGO

CORRESPONDENCE

THE CYCLE PATH QUESTION.

There is at the present a divergence of views regarding the construction of cycle paths for wheelmen in various localities, and many in the League are arrayed on both sides, for and against.

It is proposed to introduce a bill to the next legislature of Connecticut, placing a tax on bicycles, the amount thus raised to be devoted to cycle-path construction. What will be the fate of the proposed action remains to be seen. In the meantime, it would be well to consider the subject before urging legislation.

A moderate estimate of the number of cycles in use throughout the State, belonging to citizens who would be called on to pay tax upon their wheels (the voting class), could be stated at about 15,000, perhaps. It is doubtful if such personal property could be enumerated belonging to minors. A tax is always odious, and wherever possible evaded. So much for that. Now as to path construction.

In the first place to be of utility and permanence the path must be outside the highway layout, else it would soon be destroyed by teams, when the roads were bad. Its location and construction must be determined by survey, ease of procuring material and privilege of way. Litigation ought to be avoided in every case. Material and ease of conveyance should be a factor in the proposed route. Cost should be made the main question in determining the layout. With these matters in view, the next question is, how shall the money raised by a general tax be applied? Will the commissioner (and we suppose a special board of officials must be created for the purpose), determine where the money shall be expended; or will each locality, (town or village, as under our Highway Improvement Act), ask for a portion to be used in its borders, with the result that an honest difference of opinion would be inevitable.

In the constitution of the Board of Commissioners there ought and probably would be representatives of the wheelmen, as well as practical men outside the wheel-users. Material suitable for the work, where available, should be used in preference to that which would have to be transported from any distant points; and the question would have to be pre-determined by legislative authority as to such kinds as might be used.

The fact that there has been a few of these cycle paths constructed is of no great importance in enacting a law which would be of general application throughout the State, as various questions are to be considered regarding locality, necessity for, desirability of, and so forth.

There is no question at all as to the utility of these paths in different portions of the State. The work of highway improvement is slow, and even where undertaken, is of little benefit to wheelmen, as in many cases, the expenditure has been limited and the improvements made on short stretches of road between villages, and too often where a packed meeting voting for the improvement has diverted the expenditure to localities which might have been left and main highways received the benefit. At the present time politics plays too great a part in road matters, and next to politics local jealousy is a factor in the work of securing good roads.

Dirt roads are too common, and stingy appropriations for local highways are the rule throughout the State, not only in the smaller towns, but in the cities. The probable future conditions of roads, unless a long period of time is considered, may be likened to the present because of reason stated. He is an optimist who can discover a roseate picture of smooth, easy highways in Connecticut within a generation.

So we give our vote for cycle paths where they will afford wheelmen comfortable riding between towns where only the old horse-killing, wagon-destroying, wheelwright and blacksmith-maintaining highways exist. L. A. W. 35,831.

BRIDGEPORT, CT.

THE scorchers are the small fry among wheelmen.

ON DECORATION DAY!

The most popular of the great G. & J. Offers will be those pertaining to road records, because May 30 is *the* ROAD-RACING DAY of the year—the opening of the racing season. To make it doubly interesting, we have announced

Rambler Offer No. 12.

Every time the **25 Mile Road Record** is broken in competition, on a **Rambler Bicycle** fitted with G. & J. tires, we will present the holder with a

Valuable Special Souvenir.

Rambler Offer No. 14.

To the holder of the **25 Mile Competition Road Record** on Dec. 1, 1896, if such record was made on a **Rambler Bicycle**, fitted with G. & J. tires, we will present a

Grand Souvenir, valued at $150.00.

G. & J. Tire Offer No. 13.

Every time the **25 Mile Road Record** is broken in competition, on any bicycle other than a **Rambler**, but fitted with G. & J. tires, we will present the holder with a

Valuable Special Souvenir.

G. & J. Tire Offer No. 15.

To the holder of the above record on Dec. 1, 1896, if made on any make of wheel other than the **Rambler**, but fitted with G. & J. tires, we will present a

Grand Souvenir Worth $100.00.

NOW WATCH THE RECORDS FALL.

Are You on a Rambler?

Gormully & Jeffery Mfg. Co.

Foreign Branch, Coventry, England.

P. S.—Those $1000.00 Amateur and $1000.00 Professional Offers ought to be good Decoration Day **pacemakers.** Ask any Rambler agent for particulars.

Riding Academies:

85 Madison Street, Chicago.
174 Columbus Avenue, Boston.
1325 14th Street, N. W., Washington, D. C.
937–945 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

Here's a "Doubting Thomas"

MAY 18, 1896.

NEW YORK STANDARD WATCH CO.:

Gentlemen, — I am a "green" bicyclist. I took my first lesson three days ago, and my first ride yesterday, with one of your "Standard" Cyclometers on board. I banged into the first milk wagon I met — result, a broken wheel, a broken cyclometer and a broken head. I don't suppose your guaranty covers such fool riding as mine, so write to ask what you will charge to fix up my "Standard" Cyclometer, and how long it will be before it is returned. Yours truly,

He "don't suppose," but he will be disappointed. It ***is*** a singular sort of guaranty, for it covers cases of "fool riding," expert riding, ***any*** kind of riding; whether by a "green" bicyclist, or by one well seasoned; whether a milk wagon, or a wee pebble, or a bit of wet road is the cause of accident. We don't inquire. We don't care. If only the ***man himself*** is not so badly broken up that he can mail his injured Cyclometer to us, he will get another one in exchange as quickly as our shipper can wrap it and mail it, and it shan't cost the victim a cent.

There was never such another guaranty on any manufactured article, in the whole history of trade. Why? Because there was never such a Cyclometer!

The New York Standard Watch Co.

A VERY SORRY MAN.

Morris Gross, of Christopher street, Brooklyn, recently took up bicycling as a pastime and bought an old-fashioned ordinary or high wheel from a friend. Recently he put on his "bike" suit for a little spin, but some one had stolen the wheel from the vestibule where he had placed it. Later the wheel came back. It was brought by a small boy, with this note, which explains itself:

Sir: — I send you back the bicycle my husband stole from you. May it be accursed forever, and you and every one else that had to do with it. My husband is an invalid and he wanted exercise. He could not walk, so he took your bicycle for him to ride on. What was the devilish result? He broke his right arm, his left leg, and got wounds all over his body. MARIE CHONOFFSKY.

A PHILADELPHIA wheelman offers the following plan for suppressing the scorcher, who is such a source of danger on crowded streets: "Let the city appoint 'special' policemen, same to be members of our local cycle clubs, and also members of the 'L. A. W.' This would enable the city to supply without cost a force practically unlimited in numbers, who being reputable wheelmen, and interested in the proper protection of the sport, and riding as they would be in all parts of the city, it would, I believe, have a beneficial effect."

RIDE your wheel just as you please, but don't ride it so as to displease.

MAMMOTH CAVE.

One of the most attractive features of the great National L. A. W. Meet, at Louisville, will be the excursion to the world famous Mammoth Cave. It is expected that all railroads running into Louisville will take wheels as baggage on this occasion at least.

REGARDING the suggestion that red, white and blue be chosen the League colors, a correspondent asks, "would it be possible to have a special ribbon manufactured having the three ribbons interwoven with stars? For example, the red ribbon to have white and blue stars, the white, blue and red, and the blue, red and white stars; or better still, to have all three colors decorated with gold or silver stars?"

THE Buffalo (N. Y.) *Times* is giving royal purple badges, the official color of the L. A. W., to all wheelmen to be worn as an expression of a sentiment favoring the building of a cycle path in the city park. The relative number of cyclists and horsemen who visit the park are in a ratio of about 500 to 1, and the latter have a path.

THE city councils of Minneapolis and St. Paul have passed ordinances permitting wheelmen to build, by obtaining the city's approval, and without expense to the city, side paths for the exclusive use of wheelmen, the same to be under the supervision of the city's officials. A number of streets will be furnished with side paths at once.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

MAY 29, 1896.

SIDE PATHS.

R. Philip Gormully, chairman of the press committee of the National Cycle Board of Trade, is out with a circular letter, in which he strongly advocates the extensive building of separate paths for bicycles. There is much to be said in favor of such a proposition, and some arguments against it. Among the objections, we are told that it is not proper to use public money or public land (the highways), for the benefit of any particular class, and that we, of the L. A. W., should devote ourselves to the general improvement of *all* roads.

On the other side, it is claimed that wheelmen are now so numerous that they constitute a very large percentage of the "public," and are as much entitled to a separate road as is the locomotive or the pedestrian.

We believe that the strongest argument for special "side" paths is found not alone in the fact that it is a good thing for wheelmen, but that it is equally desirable from the standpoint of the horse driver. In crowded thoroughfares the benefit is a mutual one.

We believe that the objections to separate paths for wheelmen are not so many as is generally supposed. The principal one, so far as the writer has studied the subject, is that when the wheelmen have a separate road they lose much of their interest in keeping up the main highway, though the road question has become so well understood in many of the States that improvement is bound to go on even though the bicycle should stop.

The cost of a side path is but a small part of the cost of a road to stand heavy traffic, and in many localities the bicycle riders outnumber the horses. In most such cases it would seem to be an injustice to no one to use public money and public space for the construction of side paths.

The argument that roads should not be maintained with public funds for a particular class loses much, if not all, of its force when we consider that millions of the people's money is used for boulevards on which loaded teams are not allowed.

Total number printed this week, . . . 51,500

Sent to paid Subscribers,. 48,967

Samples to Advertisers, Exchanges, etc., 2,533

WHAT THE L. A. W. BULLETIN WANTS.

The L. A. W. BULLETIN has had several publishers; it has passed through the "valley of the shadow of death" on several occasions. Publishers have *paid* for the privilege of publishing it; publishers have *been* paid for doing the work; the League has done its own publishing: all sorts of schemes have been tried, but up to Jan. 30, '95, when it gave its last expiring gasp, the League of American Wheelmen never had what looked like a sure thing in the way of a *permanent* official organ.

When the present publisher approached the inanimate form of the frequently-defunct publication, and, gazing fondly into the ghastly upturned features, considered the practicability of a prompt and permanent resurrection, he did so against the advice of earnest friends. It was generally talked that the experiment was a risky one. The League's history shows that it has gained in membership in proportion as its Bulletin has been read, and that whenever it had no Bulletin its growth has been painfully slow.

At the start the present publisher believed that the organ of such an organization should be a financial success, and the result of that belief was a ten years' contract with the L. A. W., by which its members pay a little more than half the cost of the blank paper used; the balance of the expense and the profit, if any, must come from the advertiser.

The present cost of making and mailing the paper is fourteen hundred dollars per week, and this is increasing rapidly.

Its large special circulation makes it the most valuable advertising medium printed for all lines which pertain directly or indirectly to wheelmen. In order to get results for the advertiser, whose money we must have if we would succeed, we must induce people to read the paper. How can we do it? That is, after all, one of the most vital questions. The L. A. W. BULLETIN as now conducted *is* read, and we shall watch closely to see that such changes are made as will at all times interest the largest possible number of wheelmen. To this end we want criticism, not of the cowardly kind which is anonymous, not of the narrow, selfish kind that



What Did We

tell you two years ago about featherweight bicycles?

Our '94 Catalogue says:

"We do not think extremely light wheels for all round use are profitable to the maker, dealer or rider, and we believe 'featherweight' bicycles will cause trouble."

New Clippers are no heavier than necessary to make **satisfactory** wheels; no lighter than in '94.

New Clipper Bicycles are the kind that pay to own.

You can always tell a Clipper by its name plate, which is copyrighted.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.



AMERICA "TRUSS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

"thinks in a circle," but good, wholesome, manly or womanly advice of the sort which is helpful and sound.

We cannot always follow the advice given, but it helps us to mark out our course, and enables us to trim the sails of the "old ship" so as to catch the largest possible percentage of the popular breeze. If you see in the L. A. W. BULLETIN anything that you honestly believe ought not to be there, or if we seem to omit that for which your literary appetite hungers, by all means give us the benefit of your criticism. Don't forget, however, that in order to have any weight with the overworked (or we might say, overbored) editor, your name should be signed, though it need never be published unless with your consent.

The Cycle Path.

The wheelman's glad, when 'er he may,
To go the straight and narrow way.

TAKE good care of your wheel. Look it over carefully and keep it in thorough repair.

KEEP your wheel in good condition. A stitch in time may save a new wheel.

IF WE should obtain the loan of a friend's bicycle, would it be proper to call it a wheel-borrow?

No. 92,583.

"A FOOLISH CONSISTENCY

is the hobgoblin of little minds." — *Emerson.*

There are, however, minds which do not allow consistency of any sort to interfere with their perfect freedom of action. A case in point: A rural resident, who confesses to never having seen a theatre, writes that he "has no use for" our theatre hat number, but suggests that if we want something of "*real live interest*," we should print a route from his village to another in an adjoining State. The interesting part of it was that the two terminals of the proposed route contained exactly seven League members.

"TAG! YOU'RE IT!"

The Illinois Division has an application blank with a description of the L. A. W. and its objects on the back. It is made of card board and punched at one end; through the perforation is a looped rubber band, by which it may be quickly attached to a handle bar.

The Illinois rider who leaves his wheel unattended is pretty sure to find one of these suggestive souvenirs attached to it. *It's a good idea.*

A HAT may be felt though it is out of reach.

THE best time to join the L. A. W. is all the time.

WHEN in doubt, join the L. A. W.



Sterling Cycle Works

274-276-278 WABASH AVE.
... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Gales,
302 Broadway, New York.

THREE MONTHS' RECORD.

The following table institutes a comparison between the number of applications received for the first three League months (March, April, May) in each of the years 1894–5–6. A study of the figures will show that we are going ahead: —

	1894	1895	1896
Alabama	4	4	7
Arizona	2	22	11
Arkansas		14	29
Colorado	110	77	209
Connecticut	14	49	255
Delaware			18
District Columbia	6	5	49
Florida	2	1	26
Georgia	2		12
Illinois	97	227	533
Indiana	24	25	414
Iowa	62	116	427
Kansas	18	81	213
Kentucky	67	78	201
Louisiana	1	2	24
Maine	40	91	70
Maryland	73	104	211
Massachusetts	682	1015	2357
Michigan	22	136	157
Minnesota	38	51	152
Mississippi	2	26	5
Missouri	72	181	568
Montana	6		45
Nebraska	13	29	94
Nevada			28
New Hampshire	9	23	56
New Jersey	135	484	1253
New Mexico	1	3	
New York	313	2617	5501
North California	19	131	496
North Carolina	14	7	11
North Dakota	1	1	21
Ohio	89	160	402
Oklahomo		6	6
Oregon	4	1	155
Pennsylvania	273	864	2509
Rhode Island	13	72	162
South California	8	25	62
South Carolina			13
South Dakota	2	3	2
Tennessee	9	11	121
Texas	14	56	75
Utah	11	55	14
Vermont	7	9	23
Virginia	8	7	13
Washington	2	13	22
West Virginia	10	2	87
Wisconsin	47	358	356
Wyoming	14		8
Miscellaneous	2	1	6
	2362	7243	17439

These figures tell their own story, and very forcefully show the remarkable growth the League is making.

There never is a sky so bright
But somewhere is a cloud, to mar;
There never is so dark a night
But somewhere shines a blessed star.

"THERE are no birds in last year's nests." There is no cash in last year's vests.

A LITTLE care saves much repair.

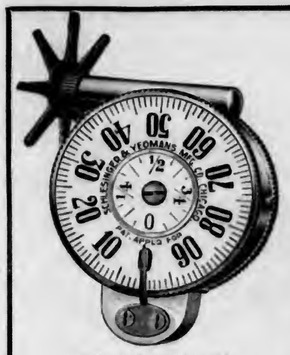


ILLUSTRATION ACTUAL SIZE.

A Marvel and Midget in Size and Weight.

A Beauty in Design and Appearance.

A Giant in Strength and Durability.

A Wonder of Completeness, Perfection and Accuracy.

Attaches to the Right Side of the Wheel.

The Little Wonder! A New Cyclometer!

A Novel Proposition to Riders:

Ten thousand miles, independent adjustable trip dial and fractional mile dial, all in an instrument weighing **two ounces,** and in size as **small as the smallest made.** Guaranteed to be superior to any other make, or money refunded, and the purchaser to be the judge.

The Climax Special Ten Thousand Mile Cyclometer

Price $1.50.

With Independent Adjustable Trip Indicator and Fractional Mile Dial.

Any rider having a cyclometer can trade his instrument for ours, and we will allow very liberally for the old cyclometer, set ours to the number of miles indicated by his, and allow him to try it thoroughly; should the same not prove satisfactory, we will refund the money and return the old cyclometer promptly.

If you want the most serviceable and neatest cyclometer, write for a circular and terms, and we know you will not regret it.

SCHLESINGER & YEOMANS MFG. CO.

Mention L. A. W. Bulletin. **125-137 Rees Street, CHICAGO, ILL.**

"MONEY BACK?" WHY, CERTAINLY!

Our attention is called to a letter published in a New York daily, in which an L. A. W. BULLETIN subscriber complains of the matter contained in our May 15th number, and asks the New York paper if he "can get his money back." Just why he should expect information from such a source we do not know. We take pleasure in announcing, however, that he may again clasp to his heart, not simply the unexpired portion, but the whole entire twenty-five cents, if he will make application at this office (12 Pearl street, Boston).

Should Mr. Langdon do this it will add a third name to our "resigned" list. One gentlemen rudely resolved to deny himself the L. A. W. BULLETIN because we advertised beer, and another because we ventured to insinuate that a merciful God would not be likely to condemn his own children to endless torture.

We would be more than glad to please everybody at once if it were possible, but it cannot be; all people are not built alike. We can only hope to strike a good average.

Dark clouds of pessimistic doubt may at times hide the light from some timid soul, but, all the same, the tendency of the L. A. W. seems to be of a more or less hopeful nature. So long as two thousand new members come to us each week, and all previous records are constantly being broken, we must ask for the exercise of at least ordinary human charity, and always remember that any L. A. W. BULLETIN subscriber who is dissatisfied with his investment may at any time have the amount refunded on application.

We know that we ain't perfect,
Cause hardly any is;
But man to man, as best we can,
We're tendin' to our biz.

REPAIRING A TIRE "SHOE."

To repair an inner tube is easy. To repair the outer cover or "shoe" is still easier, but only because it does not have to hold air. To make this repair just "to the Queen's taste," however, can best be done by an expert.

Small, portable vulcanizing outfits are in the market, and are very desirable for mending large cuts. In the absence of any special appliances, a cut shoe may be mended by stitching across the wound on the inside, using a "ball cover stitch," or a piece of rubber coated canvas may be cemented on the inner surface. The outside may be made presentable by means of rubber solution, but only after the canvas is made whole.

AND don't forget to turn to the right in meeting, and to the left in passing someone going the same way you are.

DON'T forget that to be a gentleman is even greater than to be a wheelman.

VOTE for good roads men.



Waverley BICYCLES.

Are built for Service

They are built to ride and wear for years. They are patterned after the requirements, and to meet the demands of the modern rider who selects a wheel because of its recognized sterling merit. Most bicycles he knows (?) only by the claims of their makers; the Waverley he knows by the satisfactory experience of thousands of wheelmen. Waverleys are built upon scientific lines and principles, in the largest, most modern and best equipped factory in the world, of the best material that money can buy, and under the personal supervision of experts who have made bicycle construction a special study for years. Waverley popularity is growing every day.

Catalogue free at any of the 4,000 Waverley Agencies, or from us. We'll pay the postage.

INDIANA BICYCLE CO.

Eastern Wholesale Branch, 339 BROADWAY, NEW YORK.

General Office and Works, **Indianapolis, Ind.**

"DELAYS ARE DANGEROUS."

This especially applies to delays in mailing copies of the BULLETIN to our readers, and the danger is to the publisher. If a BULLETIN subscriber has ordinarily received his paper on Friday, and on a certain occasion it does not arrive at the accustomed hour, he is very apt to send a communication to this office which, in some instances, might properly be written on asbestos paper. If he could only see the tears of anguish that sometimes fall down our classic cheeks, as we realize the fallibility of human effort, he would, perhaps, wait until the next day before writing.

The BULLETIN circulation is large, and is getting larger. The increase, applications and renewals, in a week are often more than the total circulation of some of our less (or more) fortunate contemporaries. This increase can scarcely be appreciated by those who are not entirely familiar with the "game." Our gross gain for the week of May 15 was over four thousand names, with about eight hundred expirations. The setting-up, taking out and re-arranging of a mailing list of this magnitude is no easy job. It is attended to to the best of our ability. We are constantly trying to improve our methods, but absolute perfection is not to be hoped for. If you do not receive your BULLETIN within a day or two of its accustomed arrival, notify us by all means. Meanwhile, we ask you to believe that we are, at all times, doing the best we can.

ROAD RACES.

It is not generally known that the L. A. W. is on record as having officially denounced road racing, and also as having requested its members, and particularly its officials, not to take part in any road race. Racing upon the public highways, with bicycles or anything else, is clearly illegal everywhere, and the L. A. W. cannot be expected to sanction that which is contrary to the laws of our country. A number of instances have occurred lately in which L. A. W. officials have taken part in road races. In all such cases the proper steps have been taken to prevent a recurrence of the mistake.

WORSE THAN A HIGH HAT.

A Philadelphia gentleman writes, that "a tall hat at the theatre is balm and nectar compared with the lot of a small man who rides on the rear seat of a tandem with a giantess in front." We don't know who it is, as no name is signed, but we suspect that it is Dick Kane as he is a small man and is always kicking about something.

DON'T always try to be as mean as the other fellow. Give a little more than half of the road if thereby you can save trouble.

THE Illinois Humane Society, acting under a State law, will not permit wheelmen to carry babies on bicycles.

That All-Conquering.....
Hartford Tire

HARTFORD SINGLE TUBE TIRES

"It is obvious that if a single tube tyre possesses the four essential qualities of a pneumatic, viz: resiliency, lightness, non-liability to injury and ease of repair in as great a degree as the detachable tyre, its superiority in simplicity of construction will give it preference over those of more complicated design.

We had a pair of Hartford tyres, made by the Hartford Rubber Works Company, in constant use during the past winter, and we consider that they fulfil, in a satisfactory manner, all the above conditions."—*London Field*, April 4, 1896.

...HARTFORD TIRES...

ARE THE STANDARD SINGLE-TUBES.

You can have them on any bicycle if you insist. They cost more but they 're worth more.

"IF IT'S A HARTFORD TIRE IT'S RIGHT"

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:
100 Chambers St., New York 178 Wabash Ave., Chicago

DISTRIBUTING DEPOTS:
370 Atlantic Ave., Boston 503 Market St., Philadelphia
17-19 Beale St., San Francisco

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

RACING MEN CAN
OUR RUBBER TOO LESS IS
THE BEST THING THAT EVER HAPPENED



WE THINK SO TOO

MORGAN & WRIGHT
CHICAGO

THEY SAY IT'S FUN.

After all, the looks of anything count for a good deal. The pretty girls generally get the earliest invitations to the picnic.

It pays to be as handsome as we can.

"Beauty provokes thieves more than gold."

But though our faces be plain or ornamental, we should try to "look pleasant."

Did you ever, as you watched a lot of "sweaty," dust bedraggled bicyclers returning from their long Sunday or other runs, really yearn to go and do likewise?

Does such a sight really inspire you to ride a wheel, as they do? Do you think they "look pleasant?" Don't they look just as though they had been at work?

Would n't you feel more like taking a century run if the ones who do take them would come home with more of rest and not so much sweat on their faces. And are n't you glad the L. A. W. does n't compel its members to make "runs?"

A great many like it. Sometimes you could n't guess it by their looks.

THE delightful novelist, Opie Read, in one of his stories, says of a sheriff who went to arrest an Arkansas outlaw, "The only thing that prevented the sheriff from biting the dust was the fact that a hard rain had fallen the night before." Alas! rain is too often the only dust preventative.

THOS. H. PENMAN, Amesbury, Mass., referring to a letter in a recent issue of the L. A. W. BULLETIN, says he finds the following misleading statement: "'The English wheels average forty pounds in weight; they are clumsy and noisy and costly.' If your correspondent refers to wheels for hire, he is probably correct. The English bicycling trade having received such an enormous impetus of late that agents cannot meet the demands for wheels, and the bicycles for hire are naturally the ancient, noisy, clumsy, weighty wheels he complains of. As a matter of fact forty pound wheels have not been manufactured in England for three years back. The '96 roadsters weigh twenty-two, twenty-six and thirty pounds fully equipped, and cost from $45 to $100.

IT IS safe to say that all of the newspaper and magazine artists of the country are not riders of bicycles or close students of the methods used in constructing the wheel. They draw the frames of bicycles in a manner never dreamed of by wheel makers, and change the parts of a wheel about till its own mother would n't know it. But in these days of idealized purple cows and pink grass and other poster idiosyncracies, it may be the proper thing to draw a bicycle as no man ever saw it on this or any other earth.

PASS by the party leaders who pass by the good roads issue.

Room 56, Equitable Building,
BOSTON, May 22, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,791 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Diamond Rubber Co.
The Kokomo Rubber Co.
The Peoria Rubber and Mfg. Co.
The Indiana Rubber and Insulated Wire Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

At Jacksonville, Fla.

JENNY WINS!



2 Scratch Events
One Mile Lap
Two Mile Open

On the ....

ORIENT

THEY LEAD THE LEADERS.

The Waltham Mfg. Co.

Main Office,
240 Broadway,
NEW YORK.

Factory:
Waltham, Mass.

BRANCHES:
New York, Providence,
Chicago, Cincinnati,
Philadelphia, Omaha,
Brooklyn, Springfield, Mass.
Boston, Waltham,
Denver, Lynn, Mass.
Detroit, Newark, N. J.
Buffalo, Kansas City, Mo.

Send four cents for our Photo Catalogue.

Palmer Tires

give the rider confidence



THEY are the only tires you are sure of getting home on if punctured. Air will not escape for hours. *Palmer Tires* are the easiest riding, quickest repaired and fastest tires. They mark the high-grade wheel. They are expensive. Send for catalogue. PALMER PNEUMATIC TIRE CO., CHICAGO.

TEMPORA MUTANTUM.

BY PERCY A. ATHERTON.

Once on a time, in days gone by,
When girls rode on their wheels,
They used to wear their skirts so long,
Down to their very heels.

But now they say that "times are changed,"
For every girl we meet
Wears bloomers or has bikers on,
And in them looks quite neat.

KEEP COOL.

The weather is very warm, but that does not excuse our getting hot at every little circumstance that arises. Our mail for a week or more has been filled with hot shot from cannons that have no excuse for being loaded. Some of the secretary-treasurers are after delinquents with a sharp stick, and their prodding stirs up a great many that need arousing, and also a great many that have the right to sleep. Delinquent notices are sent out from the mail list, and it very often happens that men are dunned who have already renewed. The division officers provide for this by a notice in very large type to the following effect:

IT IS POSSIBLE that many who have renewed will be dunned, as many of these notices will go out from checkings made several days previous to sending. If you have renewed, pay no attention to this notice.

This would seem to be sufficient: but it is n't. We are getting hundreds of indignant letters by every mail, and, to put it mildly, we are catching "Hail Columbia." We view all of these things with calm equanimity. The cannons are fired at us, but they are not aimed at the right mark, and so they don't hurt. We are very calm under the assurance that we are acting as a buffer to several earnest, hard-working fellows who are doing good service and who should have consideration, not abuse. The spike that they put in the cannon with the notice quoted above should be sufficient to silence every friendly gun. The waste-basket yearns to receive a delinquent notice when a member has renewed. Let it be fed.

It is very hot. Let us all keep cool!

Fraternally,
ABBOT BASSETT, Sec'y.

THE FIRST SUNDAY OUTING.

Those who are disposed to decry Sunday wheeling should remember that the first Christian Sabbath was the occasion of a Sunday outing, and a discourse on the way by the founder of Christianity.

No one would now venture to doubt but that, if Cleopas and his companion had possessed bicycles, they would have ridden them that spring day on their journey of three-score furlongs to Emmaus.

It is out amid the growing things, where every blade and flower is reaching out to its noblest aspirations, that one feels that he is in closest communion with the Creator. S. W. BALCH.

YONKERS, N. Y.

Wins all the Coasting Matches.

Easiest running Wheel on Earth.



Send for Catalog.

St. L. R. & W. G. Co.
St. Louis, Mo.

RHODE ISLAND BICYCLE BAGGAGE BILL.

The full text of the Act passed by the Legislature of Rhode Island, is given below. It was an amendment to the Baggage Law on the Statutes, and in effect defines baggage to include one bicycle for one person. The original law imposed no penalty, and it was deemed unnecessary to add any in this instance, as the railroads did not oppose its enactment. There is no reason to believe that they will seek to evade it, and there is ample remedy without a penalty. An action for damages would lie if a railroad wilfully refused to carry a wheel without charge.

For the passage of the Act in so successful a manner — not a vote was cast against it — full credit should be given to those who worked so actively in its behalf: to Representative Batchelor, of Woonsocket, for vigorously fathering this Act in the House and Judiciary Committee and pushing it to vote there; to the chief consul of this division, for taking up a bill certain of defeat as drawn and putting it into form that disarmed opposition, and for his untiring care and attention in the affair; to the genial Secretary of State and his efficient assistant, Mr. Parker, for their invaluable services in smoothing the way for its prompt and easy passage; to Representative Studley, of Providence, for securing the suspension of rules necessary to transmit it at once from the House to the Senate; and to Senator Woods, of Providence, for getting it through the Senate without reference to the usual committee. All the persons named, except Representatives Batchelor and Studley, are members of the L. A. W. And due appreciation must be had for the sensible action of the railroads and their counsel.

NELSON H. GIBBS,
Sec'y-Treas. Rhode Island Division.

AN ACT

In amendment of and in addition to Chapter 187 of the General Laws entitled of "Railroad Corporations."

It is enacted by the General Assembly, as follows:

SEC. 1. Section 9 of Chapter 187 of the General Laws of "Railroad Corporations" is amended to read as follows:

SEC. 9. Every passenger upon a railroad within the limits of this State, shall have the privilege of taking with him upon any train on which he is a passenger, personal baggage not exceeding eighty pounds in weight, without any charge on the part of the railroad company transporting the same, except the railroad fare of such passenger; and bicycles are hereby declared to be, and are decreed to be, baggage, within the meaning of this section, and shall be by such railroad companies transported as baggage, subject to the same liabilities, provided, however, that no railroad company shall be required to transport more than one bicycle for a single person, and no such passenger shall be required to crate, cover or otherwise protect any such bicycle.

SEC. 2. This Act shall take effect from and after its passage.

Passed May 14, 1896.

'SAND-PAPERED" roads are in demand.

THE National Cycle Club of Haverhill, Mass., will ride a single, double and triple century this summer. A 300-mile run inside of twenty-four hours is something like real work.

THE ALLWOOD

Simple in Construction.

Neat, Strong and Durable connectingparts.
Aluminum Nickel Alloy.
Bearings and fittings same as a Hundred Dollar Wheel.

Price per Frame, $16.00.



Build Your Own Wheel

A COMPLETE HIGH GRADE WHEEL, $50.

Agents Wanted Everywhere.

Also Headquarters for Wood Handle Bars, Rims, Mud and Chain Guards.

We can quote Special Low Prices. Correspondence solicited.

Send for Catalogue.

Allwood Cycle Co.
Canarsie Grove,
LONG ISLAND, N. Y.

Watch it Grow.

Three months ago it was a young infant, full of promise, but with its future all before it. Now,

The . . .
HODGMAN
SINGLE TUBE **TIRE**

is a lusty youth, winning new laurels every day. It's becoming a favorite with all good riders. Real merit is bound to win.

Watch it Grow.

"It's made of Rubber,"

Free booklet on request.

Send ten cents for Hodgman Rubber Tire Button.

Hodgman Rubber Co.,
459-461 Broadway, New York.
Atwood Building, Chicago, Ill.
135 Essex St., Boston, Mass.

ELECTRIC ROAD FRANCHISES.

The following is from a paper read at the Supervisorial Convention at San Jose, Cal., on May 11, by Honorable Supervisor Hirsch, of San Francisco. He is the representative of about 40,000 wheelmen in California and a charter member of the Olympic Wheelmen and also a member of the Olympic Cyclists:

"I am opposed to the granting of electric railroad franchises on country roads. I believe the electric road should purchase its right of way as has been done by the steam railroads. It is wrong to give up the highways for such purposes, as they both destroy the road bed and make travel dangerous. If franchises must be granted electric roads, then the condition should be imposed upon them 'that they keep the entire roadway over which their cars pass in good condition.' This would lift a burden off each county granting such franchises, insure good roads and be a reasonable recompense for the valuable franchise granted.

"The question is often asked me (no doubt it will be asked of you), what will the city man, the wheelman, do towards defraying the expenses of building good roads? And I have always answered 'we will favor a general tax levy on the entire State for this purpose, for we feel that, as the cities are dependent on country prosperity, the means of easy access between cities and all given points of the country must insure the cities' prosperity.'"

PROMISES AND WORK.

We are often asked by new members what the League has done for wheelmen. As a great amount of good work has been done and as a large portion of our membership is made up of people who may not be familiar with the old time history, it will be in order for us to recount some of the more important acts which stand credited to the L. A. W. This will be done in these columns within a few weeks.

"Our club has a press committee," writes a New York member, "whose duty it is to prepare weekly articles of interest to wheelmen, and which are frequently of general interest for publication in a local newspaper. The paper publishes those articles gratuitously and willingly. Would it not be useful and advantageous if wheel clubs generally would make similar arrangements, when practicable."

Bring a respectful, organized pressure to bear on your road supervisor if he fails to make the road right.

Be good-natured. Madmen are poor guides.

The Sixteenth Annual Meet of the Ohio Division, L. A. W., at Dayton, O., July 2, 3 and 4, is being announced by some very loud stationery in which giant fire-crackers are the chief feature of ornamentation.

3300 MILES ONE OILING

But then, you had better oil oftener, say every thousand miles.

The Self-Oiling Bearings of

The Wolff-American High Art Cycles

Are exclusively on these wheels.

R. H. WOLFF & CO. (Ltd.)
Makers,
Foot 118th, 117th, 116th St and East River,
NEW YORK CITY.

DISTRIBUTING AGENTS:
The Horace Partridge Co., Boston, Mass.
J. E. Norwood, Baltimore, Md.
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Fletcher Hardware Co., Detroit, Mich.
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THE ROCHESTER
Combination Cleaning Rack and Holder.

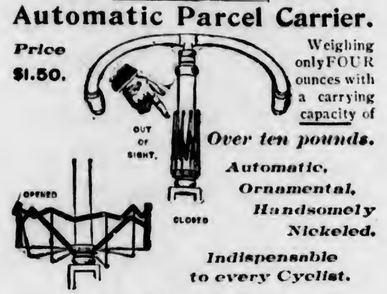


As a Cleaning or Repairing Rack. As a Rest or Holder.

Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition. **PRICE, $1.50.**

Automatic Parcel Carrier.

Price $1.50.



Weighing only FOUR ounces with a carrying capacity of

Over ten pounds.

Automatic, Ornamental, Handsomely Nickeled.

Indispensable to every Cyclist.

For sale by all dealers. Carrier sent prepaid on receipt of price.

ROCHESTER BICYCLE COMBINATION HOLDER CO.
145 Power's Block, Rochester, N. Y.

THE BY AND BY OF CYCLING.

BY WM. GEO. OPPENHEIM.

In the by and by of cycling an additional member will *probably* be added to the President's cabinet, who shall be known as the Federal Commissioner of Highways.

Under his charge shall be placed all the railways and highways of the country. . . . Roads will then be constructed and kept in repair by the government, which shall then have the same interstate jurisdiction over roads and railways as it now has over the waters of the United States.

We may then see highroads scientifically constructed and kept in uniform repair by a government official who will not be affected by the operation of local interests or the influence of local prejudices.

Probably the tricycle, fitted with an electric motor or primary battery, with a leather top and sides, similar to those of a buggy, and a comfortable cushion, will be the cyclist's wheel of the by and by.

Probably this tricycle will weigh one hundred pounds, and will be used to transport the members of the family from their homes to business and shopping districts and return.

Probably then the steam engine of to-day will rank as a discarded invention. *Quien Sabe?*

There is no reason to believe that electricity — that most potential factor in the everlasting mysteries of creation — will cease to produce what we now deem to be wonders, but which in the by and by of cycling will be regarded with no more surprise than we now feel in receiving telephonic message from Chicago on our office desks.

Laboratories now take the place of fallow lands, and pestle and mortar act as reaper and mill.

A thing of steel with handle bars and chain, elastic tread and lamp by night has pedalled past the horse, and a creature which has served man well for ninety centuries, will soon limp uselessly away, and with him will go the fields which maintained him.

No need for the millions bushels of oats, since this better than horse will not eat those which can be raised, nor of hay, since the animal for which it will be grown will grow too rare to need them.

Probably then wheelmen will be provided with water bicycles, and will go to Coney Island and Far Rockaway by water, and to Montreal on electric cycle sleds. Why not?

Nobody is surprised to see Lohengrin boats (built on the bicycle plan) paddled along the Central Park lake; and there probably is not so much difference between such a Lohengrin boat and one of the iron steamboats as there was in Robert Fulton's time between his first steamer and the ocean greyhound of the present day.

Probably at that time wheelmen will have learned the rule of the road: to keep to the right, except when passing a vehicle going the same way.



MANY are called, but when the FINAL SELECTION is made,

Union Crackajack II

is invariably chosen.

WHY?

Because everything in its make up bespeaks Quality,

REGARDLESS OF COST.

Always $100 ...

UNION CYCLE MFG. CO.

HIGHLANDVILLE, MASS.

... THE WORLD-FAMED ...

Humber Cycles

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

"Experts go into ecstasies over this graceful, substantial, simply-constructed wheel, and even the inexperienced eye must be struck by the symmetry of its outlines and the entire absence of cumbersome trappings, for it suggests the 'thorough-bred' in every particular."—*Boston Evening Transcript.*

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director,

WESTBORO - - - - MASS.

HUMBER DEPOTS

318 Broadway, Fifth Ave. and 42d St. NEW YORK.

345 Fulton St. 1313 Bedford St. BROOKLYN.

350 Boylston St. BOSTON.

641 Main St., BUFFALO.

10th and Walnut Sts. PHILADELPHIA.

111 North Charles St. BALTIMORE.

Branches in all parts of the civilized world.

Probably in the by and by of cycling we will all have learned not to wheel after a hearty meal, and to use flannel next to the skin even in hot weather.

Probably in the by and by, 108th street, from the Boulevard to Riverside Drive, 34th street and 42nd street, from river to river will be asphalted; and the circle at 59th street and Eighth avenue redeemed from its disgraceful condition.

Probably the successor of Gen. Collis will put smooth tracks along the East and North river front, and find a way to utilize the old reservoir to Yonkers. Stranger things than these have happened.

Oh! for a Maecenas — a cyclists' Maecenas — who shall write to the future chief of the New York Board of Estimate and Apportionment, as follows:

"Gentlemen:—I have deposited the sum of $100,000 in the X. Y. Z. bank, which is to be used for the purpose of asphalting certain streets in the city of New York hereinafter named; this sum to be used to defray the expenses thereof. "Respectfully,

"A FRIEND OF CYCLISTS."

I wonder whether this will strike the eye of a Moses, if not a Maecenas, who will help helpless New York cyclists to macadamize the deserts and quicksands of some of our New York city roads.

Probably in the by and by of cycling another such anomaly will not present itself as a member of the committee of a cyclists' federation, opposing one of the professional objects and wishes of the federation; though probably even then there will be some people who find delight in putting metaphorical pins in the universal arm-chair of humanity.

Probably then we will have an Armstrong, that is, a man of strong arm, of cheery heart and silver tongue, to advance the interests of cyclists, and who will then be sandwiched, as he is now, between haloes and dithyrambs.

Probably then there will be Potters who will fashion and mould laws, and design ways to overcome the machinations of law committees and the evil designs of railroad interests.

Probably in the by and by of cycling, sterling men and gentle will be found from Townsend to Frobischer's Straits, who will have the best interests of wheelmen and women at heart, and who will work unremittingly to accomplish desired ends.

Probably when that time has come all cyclists will ring a "merry bell," and proclaim the millennium of "happy days" at hand.

IN CASE of doubt, blame it on the bicycle. The disposition to make the bicycle bear all the ills of society is not confined to this land. Here's an evidence of it taken from a French paper:

"AN OLD MAN KILLED BY A CYCLIST."

"Yesterday morning . . . the corpse of an old man was found. . . . The body was brought to the hospital and examined by the doctors. . . . *As the dead man bore on his left hand a long and deep wound it is supposed that he was killed by being run over by a bicycle!*" Shades of Lecocq!

WM. W. MOORE, 45 Broadway, N. Y., wants a wheeling companion to Boston early in July.

A Hundred Dollars for a Wheel!

... NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY**, or she can buy the **FLEETWING**, might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our Catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

The Spencer Brake Solves the Problem

... IT ...

Weighs only a few ounces.
Applies at the Crank Axle.
Operates by turning the Grip.

IT IS INVISIBLE

IT IS UNBREAKABLE

Wonderful! Yes, but thoroughly practical and strictly mechanical—proven by a season's use. It is now recognized by experts as revolutionary, and certain of universal adoption.

SEND FOR CATALOGUE.

You can get it now without extra charge, but only by buying your wheel from us. Do not buy before investigating.

THE SPENCER BRAKE CO.

140 Chambers Street, NEW YORK.

Prices quoted to cycle makers.

MAD MR. MURPHY.

"I think we know our business," said Director Murphy, of Alleghany, to a Pittsburgh *Times* reporter. In the same interview he confessed he did n't know his business by saying:

"If a cyclist is caught riding faster than an ordinary walk he will be arrested. Anywhere from four to six miles an hour is about the proper speed. *I don't remember* just now whether the ordinance reads *four or six miles.*" Mr. Murphy takes an active part in arresting wheelmen whenever he gets a chance. If he "yanks" them for riding five miles an hour and the ordinance says four, he does wrong; and if it says six miles an hour, he does wrong when he does not arrest them for riding at a five-mile rate. It is easy to guess that Mr. Murphy does n't ride a wheel, and hence does n't know much about the thing he is trying to regulate. In refusing to let bicycles go where carriages have undisputed right in the parks, this Alleghany official labels himself so conspicuously that the fool-killer will have no trouble in finding him. And the Alleghany wheelmen, if they organize as they should, and no doubt will, can have no trouble in locating such law makers when the time for voting arrives.

THE Crack-a-Jack Cycle Club, just formed at Red Wing, Minn., is going to take an active part in road improvement.

ALARM clocks are a striking set.

STREET SPRINKLING.

So last night, when there was an attempt to prevent the slopping and ruining of our improved streets by the hair-brained hose-squirter, the council, after a great struggle, decided that it shall not be. We make people pay for improved streets, and then tax them to keep them in order, and then refuse to prevent people from making a nuisance of our improved streets, and, by formal action, as much as say that they shall puddle and slop the streets to their liking. It is an interference with the proper cleaning of the streets, particularly with asphalt streets. The wetting not only rots the pavement, but makes a paste of the dust which, when dried, can not be taken up by the sweeper, and so the contractors cannot make good their performance, can not, in other words, give us clean streets, because of this universal and improper wetting of the streets by the folk who top off the day by the entertainment of holding the lawn hose for an hour. To be sure they may give themselves rheumatism, but then the punishment does not fit the crime. We hope our council will be able in time to rally and stagger up to the situation, and so keep our streets as they ought to be kept. We need some metropolitan notions as well as metropolitan streets. What use is there in having blue china if we can not live up to it?—*Indianapolis News.*

"GOOD ROADS" is the name of a new brand of tobacco. It is not suggestive of a poor plug.



THE DEAN NO-PUNCTURE TIRE (Single-Tube).

Resilient, Fast, Light,
Absolutely Puncture-Proof.

No Repair Kit.
No Walking Home.
No Special Rim Required.

SEND FOR OUR DESCRIPTIVE BOOKLET.

DEAN TIRE CO.
25 Warren Street, New York.


(Shows pelvis as it rests on the Christy saddle.)


(Shows pelvis as it rests on the ordinary saddle.)

CHRISTY... ANATOMICAL SADDLE

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.

PAUL REVERE, JR.'S RIDE.

BY NIXON WATERMAN.

(With apologies to Longfellow.)

Listen, my lovers, and you shall hear
Of the midnight ride of Paul Revere,
On May the thirtieth, Ninety-six;
Hardly a youth that is "up to tricks"
But will always remember the day and year.

He said to his Love, "If your father, still,
Refuses to grant our prayer, tonight,
At the hour of twelve, on your window sill,
You will place a lamp as a signal light,—
One, if you stay, and two, if we flee;
And I in the lane below will be,
Ready to ride to the parson, wise,
And win forever the gracious prize
Whose love shall be my Paradise."

Then he said "Good night!" for a little while,
His face lit up with a hopeful smile;
He gave no heed to the "pit-a-pat"
Of his heart, nor little things like that.
He watched the moon rise over the bay,
And the river that lazily went its way,
Bearing along a light canoe
In which there nestled a blissful two
So close you could scarce tell which was who.

Meanwhile, his friend, as a sweetheart should,
With a plea and prayer and a sigh and tear,
Was trying to win her father's ear.
But he would not listen to aught she said,
Though she strove by every means she could;
And she turned away, devoid of cheer,
To seek, as her father thought, her bed.

She climbed the stair to her moonlit room,
And hastily gathered the precious things,—
Some half forgotten engagement rings,
(There 's many a bud not born to bloom,
So strangely woven the woof of Fate!)
Some pins to fasten her hat on straight,
A few curl papers to crimp her hair,
And then she paused and waited there
From her shaded window looking down
On the roofs of the silent, sleeping town,
In the moonlight seeming doubly fair.

Meanwhile, impatient to know his fate,
Down in the lane by the garden gate
Back and forth went Paul Revere.
He tried his tandem with all his weight,
And tested the wheels, both front and rear.
He whirled the pedals swiftly round,
He saw that the frame was strong and sound,
But mostly he watched with anxious eye
That chamber window, dim and high,
Half hid behind the swaying trees,
That softly rocked with every breeze.
And lo! as he looks on the window's height
A glimmer, and then a gleam of light!
He clasps his saddle; again he turns,
And lingers and gazes, till full on his sight
A second lamp in the window burns.

A hurry of wheels in a village street,
Two shapes in the moonlight, a flash in the dark,
And beneath, from the pebbles, in passing, a spark*
Struck out by a wheel flying fearless and fleet:
That was all! and yet, through the gloom and the light,
The fate of two beings was riding that night;
And the spark struck out by that wheel, in its flight,
Kindled them both into flame with its heat.

* It is probable that this "spark" was of the parlor courtship variety, and was not caused by the rubber tire.



Old Features
of Standard Excellence
New Features
of Modernized Ideas
Combine to make
"Gold Crank"

FALCON BICYCLES.

Popular with all who appreciate superiority in bicycle construction.

THE YOST MFG. CO.
New England Branch,
259 Columbus Avenue, Boston.
Factory and General Offices, Yost Station, Toledo, Ohio.

Send for No. 72 Circular.



Wheeling at night,
With the "Search-Light,"
—is a pleasure.

No Delusion. No Snare

Once lighted, stays so, until you are ready to put it out...

Used by experts who will have nothing but
THE BEST.

Price, $5.00...

BEWARE OF IMITATORS!
Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows—always leads...

ASK YOUR DEALER OR SEND TO
BRIDGEPORT BRASS CO.
BRIDGEPORT, CONN.
Or, 19 Murray St., New York, 85-87 Pearl St., Boston,
17 North 7th St., Philadelphia.

You know the rest. Of course you have read
How the father, finding his daughter fled,
Mounted a horse and offered them chase,
But found he could n't keep their pace;
How they all made up and shared their joys,
And now the fathers all tell their boys,
In the hour of darkness and peril and need,
The story a lover loves to hear
Of the midnight flight of that tandem steed,
And Mr. and Mrs. Paul Revere.

THE QUEEN'S ENGLISH.

THE following letter has been received from a famous colored wheelman, and explains itself. The above mention of his color is incidental. We have received equally unique letters from white wheelmen, and to prove this statement we will insert one of them:

"Dear Sir:—i under Stand that the L. A. W. is to Have a meet at Louisville, Ky and i wonto Know if you all are Goeing to Have inie Colord Bicycle Races. i Have the Champion Ship of —— of Colord and i wonto Run for the Champios Ship of the united States. i under Stand that Colord Cant Joind the L. A. W. and if So We Winto form us a League under you alls Rules. i Know of 25 Colord Race Riders in oHio, ill. ind. and KEntucKy that will Joind the L. A. W. at Once."

It was a long letter, but the above extract will show the sincere interest which the colored riders take in matters bicycular.

The following is sent us by a chief consul:

"Dear Sir:—I should like the Ofical L. A. W. Rephare Shop for thisTown. I ame the oldest as well as the only Repare Shop in this town wigth every nessery Tool and Machine to Bild and Reparee aney Make or cind of Axxxx Bicycle Tricycle and Tandem. We also cary A ful Line of Sunderys. Our Local Consul sent you miname as ACanedte for this. Please give this mateer your herly atichun."

"THE HAND WRITING ON THE WALL."

The manager of the Chicago, Milwaukee & St. Paul Railway Company has given orders to the chief draftsman to at once prepare drawings showing the best methods of storing bicycles in baggage rooms and baggage cars.

This is a very hopeful indication, and we feel sure that all railroads will at no distant day provide satisfactory means for storing wheels. When this is done the bicycle-as-baggage will not be the bugbear that it is to-day.

The front wheel encounters the "biffs" and the "bings,"
The bruises, the bumps and the hollows;
And the rear wheel encounters the very same things,
For it, of course, naturally follows.

"ALL flesh is grass," but with the deaf man it's "hey?"

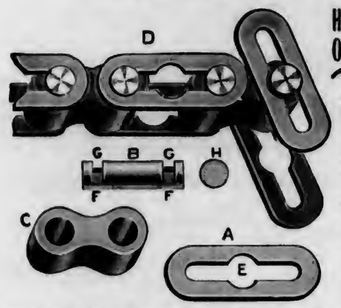
"FOLLOW us and we 'll wear diamonds," said the front wheels to the rear ones.

LESS gravel and constant attention is very much needed now. One man with pick, shovel and hand cart would do more for our pikes now in one day than ten loads of fresh gravel. — *Dayton* (O.) *Herald.*

CAPTAINS OF CYCLING CLUBS, ATTENTION!!!

We will express you one o' the Baldwin Chains free on receipt of a list of the addresses of your club members; also state size wanted.

THE BALDWIN ADJUSTABLE CYCLE CHAIN



HAS THREE POINTS OF SUPERIORITY.

Strength and Durability. The pin is not headed as in other chains, but is a stud which is hardened equally with the block. This reduces the wear to a minimum, and adds to the strength of the chain. A season's hard use will lengthen it scarcely 1-4 of an inch.

Ease of Repair. If the Baldwin breaks on the road, any rider can repair it immediately with the tools ordinarily carried in the saddle bag.

Adjustableness to Wear. Anyone can adjust this chain to perfect pitch by a simple but effective method, after it has been lengthened by wear. This can be done with no other chain. By this process both chain and sprocket-wheels are preserved, friction is reduced, the chain will not run off the sprocket, and it will last as long as the wheel.

The studs cannot turn round nor work loose, and the chain does not weigh more than others. It fits any sprocket with the standard one-inch pitch.

We have 1-4 inch and 3-16 inch in stock. Local agents wanted everywhere.

. . . ADDRESS . . .

Baldwin Adjustable Cycle Chain Co.

WORCESTER, MASS., U.S.A.



MR. CABANNE APOLOGIZES.

EDITOR L. A. W. BULLETIN:

Dear Sir: — The following letter from Mr. L. D. Cabanne was received by me yesterday with the understanding that I was at liberty to make it public if I so desired. You may use it in your columns if you wish to do so.

DOUGLAS W. ROBERT.

ST. LOUIS, MO., May 22, 1896.

D. W. ROBERT,

Member L. A. W. Racing Board, St. Louis:

Dear Sir: — When I was charged with having faked a race or races last August, I made the statement that those charges were concocted by you, inspired by your hatred of me.

I find that I was mistaken, and that as Titus has by his last statement cleared you of any such suspicion, I see that you have acted as an official of the L. A. W., and as such were compelled to take the stand you did. I did you a gross injustice by this statement and wish to offer you an apology for it.

Many things have been published about you as coming from me. None of them were ever said by me, and for these you cannot expect me to apologize.

Hoping you will accept and to hear from you, I am, Yours truly,

(Signed) L. D. CABANNE.

ST. LOUIS, MO., May 15, 1896.

THE BICYCLE AND THE TRAVELING MAN.

Have the traveling men of this country ever thought of the possibilities of the bicycle in connection with their business? We presume some of them have, but have dismissed the idea of using it as a means of locomotion in getting over their territories. The idea is worthy of their serious consideration.

This is the age of wheels, truly, and while some of the "boys" may think we have "wheels" to suggest their using the bicycle instead of the railway train to cover their routes, yet, we assure them, that we are in "dead square" earnest in the matter. The bicycle is already being used by a number of traveling men in Minnesota, and the thing is practicable and feasible in any prairie State like Minnesota, Iowa, Illinois, Kansas, Nebraska or Texas. A large number of traveling salesmen carry no samples. The majority of them carry samples that are easily handled and light enough to strap to a bicycle along with their small grip. To the man who makes thirty-day trips in a small territory, covering small towns close together, like a grocery salesman, the bicycle presents the easiest, quickest and cheapest method of travel. The man who is compelled to carry a sample trunk can send his trunks ahead of him on a local freight train, have them reach his town as soon as he does and save many dollars on excess baggage.

Right here is where the commercial traveler's interest in the Good Roads movement asserts itself.

Now's the Time

to build up the body to its best form and become robust and supple.

Evans' Ale

will set you right, and keep you right, if you drink it regularly.

As a blood maker nothing can equal Evans' Brown Stout.

Sold by leading Clubs, Hotels and Cafes.



C. H. EVANS & SONS,

HUDSON, N. Y.

Established 1786.

Riders and Repairers.



THREE-QUARTER ACTUAL SIZE.

Tapering Rubber Plugs (patent applied for) are the ideal tire menders — cannot slip or be punctured anew. Send five 2-cent stamps for assorted samples. Manufactured only by

BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.

☞ See Simplex advertisement, page 774.

THE TRANSIT

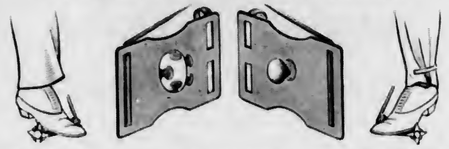
A bicycle that is **way up** in every detail of construction, and a Record Breaker.

ALBERT & J. M. ANDERSON

Factory, South Boston.

Salesroom, 44 Columbus Ave., Boston.

THE INVISIBLE PANTS GUARD.



The New Way. ACTUAL SIZE. The Old Way.

Applied in five seconds; fastened in one second; unfastened in one second. Always ready. Does not wrinkle or rust the trousers. Always "out of sight." On the market but two weeks, and three hundred and fifty gross sold. The fastest selling sundry of the season.

Ask your dealer for them. Price 10 cents per pair. By mail 12 cents. Dealers write for prices.

Address, CYCLE SUNDRY CO.,

Indianapolis, Ind.

The traveling men of the country cannot urge on the good work of securing Good Roads in this country too earnestly. It is directly to their interest to do so. It means many more dollars in the pockets of the country merchant, and that means heavier sales for the commercial travelers. It also means that it will make it possible for them to use the bicycle instead of the railroad in every State in the Union.

Just now the traveling men of the country are asking a reasonable concession from the railroads in the shape of a 5,000-mile interchangeable mileage book. The chances are they will not get it until the roads are compelled by law to issue such ticket. A general movement on the part of the traveling men of the country towards the adoption of the bicycle, and the freight train for baggage, would bring the railroads to a realization of the fact that a very large percentage of their passenger revenues come from the traveling men. This sort of a movement will assure concessions from the railroads quicker than all the logical arguments that can be used with them. Railroads are only controlled by two things — cowardice and cupidity. They fear legislation and can't stand a loss of patronage without squealing. An universal adoption of the bicycle in all territories of traveling men where it can be used will cause a howl to go up from railroads that will reverberate from Tadmor in the wilderness to Yuba Dam.

Think it over and let us hear from you. — *The American Commercial Traveler.*

NO ONE has the right, in any manner, to mark or placard trees, bridges, fences, rocks or anything else, the property of others, without first obtaining the consent of the owner. It has come to pass that in the streets of this village, glaring signs face the visitor from every pole along the way; and throughout the county generally, the traveler who has perhaps come far to visit the Berkshire Hills, famous for their charming drives and views, turns his eyes from advertisements of medicines for spavined horses, to have them rest upon advertisements for poor, ailing humanity. Enterprising methods of advertising are many times all right, but when these methods are in violation of the laws of the Commonwealth and in disloyalty to the rights of the people, it is full time we should call a halt. — *Great Barrington* (Mass.) *Courier.*

Should two scorchers come together
At a fearful, fatal sweep,
It 's really doubtful whether
The world would pause to weep.

WAGON repairers grow beautifully less cheerful as the roads are improved.

AT a recent meeting of the Galveston (Texas) Good Roads League, it was decided to ask each wheelman to plant at least one tree along the roads, an arrangement to be made upon the plan in vogue in the public schools on Arbor Day. It was decided to push this matter at a subsequent meeting.

BROWN SADDLES ARE ALL RIGHT.



BROWN SADDLE CO. ELYRIA, OHIO.

THE AUTOMATIC BICYCLE BALANCE

Easy to ride with "Hands off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest. Write for Circular and Trade Prices.



Weighs only 2 ounces.
Entirely nickel plated.
Adjustable to any Bicycle.

Price, $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...

Bicycle Chain Lightning Co.

Office, Spalding Building, 29, 31 and 33 W. 42d St. New York.

"WHITMAN"

Whitman $100



Patriot $85

Best wheel that can be produced from the finest materials, scientifically and skilfully used. Embodiment of every essential feature known in bicycle construction.

CATALOGUES ON APPLICATION.

HAND MADE.
Easiest Running
Most Durable
Best Appearance

WHITMAN SADDLE COMPANY,
118 Chambers Street - - - - - New York.

The Craig Automatic Pneumatic Saddles

Pat. June 11, 1895.

Made with two air cushions that communicate through a very small hole.

The Best Saddles Made.

It is the little hole that does the business.



Made in four styles. No springs used.

Write for Circular A.

The Craig Cycle Saddle Co., Lawrence, Mass.

RECOLLECTIONS OF A VETERAN.

BY THE LATE HENRY BENTLEY.*

First Paper.

It does n't seem so, but it must be fifteen years since Wickland, Perrigrew, Dr. Brush and myself were sitting on the porch of one of the hotels at Oak Bluffs, where, suddenly, there swept around the corner two or three young fellows on "wheels," from which they sprang lightly, and leaning them against the steps they walked briskly by in their new breeches and disappeared in the hotel.

We all stepped down and examined this new and rather strange means of locomotion, and after reseating ourselves the Doctor said in a quiet way, "That's how I intend to come out and visit you some day when you least expect it, Fred." Then we all laughed loudly, for the Doctor lived seven miles from me and the road was both rough and tough.

Good Roads had not then done any missionary work, and to the one lonely wheelman of that day it might be truly said, "his way was hard." Now the idea of a rather short, thick-set man of about forty-five years of age and not naturally spry and athletic, ever riding one of those "things" seven miles over one of the meanest corkscrew roads seemed so ridiculous to the rest of us, that for some days we laughed freely and merrily at the Doctor.

We tried to cheer him on, however, and among the encouraging reasons given him were, that if he took a "header," his neck was so short it would not be likely to get broken; he was short and thick, he would not need more than a 50-inch, and if he did tumble his adipose tissue would largely favor a gentle reception by mother earth.

Our little holiday passed, and one would have supposed was forgotten, as no allusion was ever made to it by any of the party, all of whom were similarly employed, and generally met daily at lunch hour, or about that time. It came to pass, however, after some weeks, our friend Perrigrew was no longer regular in his visit to our corner, and the Doctor also appeared to have business which called him away at irregular periods, but generally late in the afternoon.

Now I do not claim to be as innocent as a lamb, nor so guileless that I never look for a little insiduous artifice in my fellows, so, one afternoon as I was looking out of my window, I saw Perrigrew coming down the street on the opposite side and meeting the Doctor away they went up the street. At this hour of the day we were wont to meet and take a little lunch, or a smoke; but for a while past the "charm" seemed to have been broken, and Perrigrew and the Doctor no longer lent their wit

*Mr. Bentley, whose death occurred at his home in Philadelphia last year, was one of the first prominent, substantial citizens to take up bicycle riding. He was one of Philadelphia's best-known and most highly respected merchants. The several articles regarding his experiences on the bicycle, when wheel-riding was a new thing, were prepared for the editor of the L. A. W. BULLETIN a short time before Mr. Bentley's death, and were recently found among his papers.

"Gendron" Bicycles
Truest Bearings
Most Rigid Frame

Much Hard Pedaling...

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy-Running

Gendron..

Send for Catalogue.

Gendron Wheel Co.
TOLEDO, OHIO.

McCune Cycles.....

NONE BETTER

Send for Catalogue.

EVERETT CYCLE CO.

Everett, Mass.

Agents Wanted.

....There is Strength in every part of the

The "Rigid Rialto"

And grace in every line. Want a Catalogue?

CONTINENTAL CYCLE CO.

15th St. and Western Ave., Chicago.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896



½ SIZE
MODEL B.

Model A registers 1,000 miles and repeats, weight, 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight, 2¼ oz. Price, $1.50.

Model C registers 10,000 miles and repeats, weight, 1¾ oz. Price, $1.75.

TRENTON WATCH COMPANY,
TRENTON, N. J.

and wisdom to the common fold. When those two cronies departed up the street, a strange feeling came over me, and a vague remembrance of the Doctor's saying at Oak Bluffs that he intended to ride one those "things" to my house at no distant period to see me. Great Cæsar and all the Popes! Would it be possible that those two old chums were going to fool my dear friend Wickland and myself, too?

The more I thought about the Doctor learning to mount and also ride that neck-breaking looking machine, and the strange absence of himself and Perrigrew from day to day, at such times as they were usually accessible, it caused me to take a look in some of the daily papers, in order to see if there might not be some place where one might take a few lessons in this new art. Yes, there it was.

"Young men will be taught how to ride the bicycle. Something new and captivating. Bicycles furnished on which to learn, and terms reasonable. Apply to John Brix, fourth floor of the old tobacco warehouse, Third and Wood streets."

I quickly made up my mind that Mr. Brix should see me before eight o'clock the following morning, because it was quite unlikely from the nature of their duties that my friends would be around there at that early hour. So about 7 A. M., I began pounding on the outside door of the rear stairway leading to the upper floor, from a window of which fluttered a pasteboard sign, indicating that Brix was ready for business. No person was visible about the place, all the doors seemed to be locked, and it looked as if the whole building was tenantless. Directly, however, a window sash was shoved up quietly, and a head projected in a curious and inquiring way, as if in wonder what was going on down-stairs at that early hour. His hair stood out as if he had hastily turned out of his bunk after an alarm of fire.

"I say old man are you the gymnast and acrobat who teaches your brother how to acquire the necessary agility to climb on top of one of these new things called 'bicycles,' and stay there a little while and then get off again without breaking one's bones?" said I.

"Hold on a minute," said Brix, for this was the "professor" himself, and sure enough the old door swung open and there he was before me, barefooted, and with thin, blue overalls and shirt only covering his lank and bony frame. If any person has ever imagined how Abe Lincoln must have looked when he was a "rail splitter" this would fit Brix to a certainty. "Excuse me a moment," said he, as we reached the top of the stairs. "I sleep up here where I am handy to my business, and as it's a new kind of a thing, a fellow has to pull himself together pretty close to pay rent and keep the wrinkles out of his jacket."

Now my idea was to find out, quietly, and without exciting comment, whether Perrigrew and the Doctor were enrolled on his list as "learners," so I said, "Professor, do you think a man of my age, say

THE IMPROVED AUTOMATIC CYCLE SADDLE

As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



Dr. W. T. DODGE, Surgeon to St. Mary's Hospital, Big Rapids, Michigan. "I like your saddle very much. It is made on the correct principle."

Manufactured in Cane, Wood, Leather or Padded Seat, with or without Springs. Send for circulars, to the

AUTOMATIC CYCLE SEAT CO.

441 Rood Block, Grand Rapids, Mich.

ODORLESS AND CLEAR AS CRYSTAL.

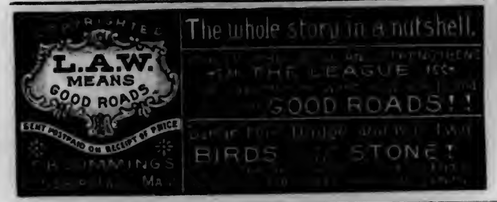
CYCLOIL *The Best Lubricant. The Best Lamp Oil.*

Prevents rust, cannot gum, burns brilliantly, does not jar out.

25 cents per 8 ounce bottle.

Ask your druggist for it, or write to

McKesson & Robbins, 91 Fulton St., New York.



FOR PUNCTURED BICYCLES TIRES...

Patent Hatch Patches.



A necessity for every rider of the wheel. Saves walking home and car fare Warranted to outwear the tire.

The Best Temporary Repair for Punctured Bicycle Tires.

Send us One Dollar and get two patches by return mail. In ordering send size of tire.

HATCH BICYCLE PATCH CO., 135 Summer St., Boston.



The Improved

Standard Rubber Cushioned Spring Saddle

Price, $4.00.

With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and and a perfect seat. Made for ladies and men, and meets all hygienic requirements.

Schlesinger & Yeomans Mfg. Co.

125-137 Rees Street, Chicago, Ill.

Mention L. A. W. Bulletin.

about forty-eight years, whose weight is two hundred and seven, could learn to ride one of these things, and not run too great a risk of getting badly injured?"

"Why," replied his lanky highness, "you ain't no forty-eight be you, for sure? Well, I'll bet you ain't any hummin' bird, if legs is anything to go by. You've been brought up on stronger feed than honeysuckle or morning glory juice. Why my grandmother is seventy-five years old, and I'll bet you ten free lessons on one of these wheels that I can teach her to ride one of 'em in a week. Now you see it makes a lot of difference whether any one's got a taste for a thing or not, as to how fast they are going to get along in it. Grammy always was one of the kind o' people who always see ahead in whatever they undertake and never give in.

"There's my mother, now, while she ain't more 'en fifty-five, I would n't undertake to break her in, for she's too slow and would n't take any chances. Now, my friend, if I can't teach you to 'mount' and dismount and ride gracefully in ten lessons there's to be no charge; and I'll give you a 'starter,' free right now!"

Before commencing this desperate business, I must first know whether my friends Perrigrew and the Doctor were on Brix's list of students, and if so, at what hour they came for their lessons, as it would never do to be caught by them. Professor Brix must also be posted as to my possible adventure. Professor, said I, how many have you now whose names are on your list? Promptly, out of his little desk came a small journal and, opening it, he said, "here they are, four of 'em," and to my surprise, but delight, two of those were my friends whom I had suspected.

This settled it and down went my name, a fictitious one and badly written, together with a false address, for I feared my friends might see the book and so be informed that I was there also, even though I managed to avoid meeting them there. And here another spectre arose before me. Suppose I were to take a "header" and break my neck or fracture my skull? What would the professor do with me and where would my loving wife look for me if I came not at the usual dinner hour? This was horrible to think of, and I could not try even to make a "mount" before I took the professor aside and told him the whole story and what I wished to do, viz.: to have him give me lessons unbeknown to my friends, and at such times as they would positively be absent, and that he would take extra pains with me, and that I would make it all right with him. The thing was settled on the spot and my correct name given to him on an extra slip of paper in case my friends should get sight of the list of learners. And now the fun began for me, in that old tobacco warehouse with its low ceiling and many supporting timbers, standing always in my way as I attempted to "mount," and into which my old, rickety "wheel" was bound to plunge at every turn, and skin my knuckles or shins and sometimes both.

ROAD MAPS

Of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island and Connecticut. These maps are handsomely colored, and show all the roads and points of interest. For sale by the dealers, or sent by mail by the publishers. Price 25 and 50 cents. Send for catalogue.

GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.

FOR SALE

BY ALL BICYCLE DEALERS

The 20th Century Head Light.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.



WATCH CHARM

Miniature Bicycle Lantern.

Set with colored stones; nickel, silver or gold plate. Watch Chain, fac-simile of Bicycle Chain. Price, each, Charm 25c., Chain 25c., complete 50c. *Stamps.*

Katalog Free.

McRAE & KEELER, Manufacturing Jewelers.

ATTLEBORO, MASS.

The Orange Universal Supporter.

THE BEST IN THE MARKET.



Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.

PRICE, 50 Cts. Sent upon receipt of price.

AGENTS SHOULD SEND FOR SPECIAL PRICES.

The H. A. & W. C. KEITH CO., Providence, R. I. Brockton, Mass.

An Aluminum Souvenir Watch Fob



Mailed for 26 cents. The phenomenal and unprecedented success of **Indiana Chain** is certainly due to merit. Write for prices.

INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.

Kindly mention L. A. W. Bulletin. **M. & M. W. Co., Chicago.**



LOEW

10,000 MILE CYCLOMETER,

With Independent Trip Dial.

Price, 90 cents each.

CAPITOL MFG. CO., Chicago, Ill.



The "Hub" Clip.

Made of best quality Bessemer Spring-steel Wire, heavily nickel plated. Weight, 2 ounces per pair.

Strongest and Lightest.

$1.00 per dozen pairs, express paid. Sample pair by mail, 15 cents, postage paid.

Write for special gross price.

Place orders early to insure prompt delivery.

MANUFACTURED BY

H. G. HIGGINS & CO. 159 Pearl Street Boston.

To keep my wheel on the outside of those supporting timbers (some ten or twelve in number), while making or rather trying to make the circuit of that old warehouse floor, was fully equal if not worse than an average trip across the English Channel in the winter. To that legion of riders whose experience extendeth not to the ancient Bone Shakers the constant tendency of which was to "shut up" on its rider and pinch him into two P's, Pain and Profanity, or even to the more modern type, antedating the present "Safeties," the large wheel, from fifty to sixty inches in diameter, let me say, that it was no trifle for a "plug" of forty-five or more years and weighing two hundred and seven pounds to pitch head formost off a fifty-two inch wheel and land on an old, knotty floor, seasoned for fifty or sixty years, or in a vain effort to save ones self from "groveling" to pitch into one of the old floor posts and slide down it ungracefully, with a skinned shin and a sliver or two in one's hands.

The rickety wheel or two which were the sole possession of Professor Brix, and the skill exercised by our patient and never tiring instructor, was a great incitive toward proficiency in riding, no matter if a thundering crash upon that undulating and knotty floor caused him to fly to the rescue of the unfortunate rider and also to gather up a "buckled" or otherwise disorganized wheel. My sole companion in this "school," fortunately, was a drug clerk of slim and delicate proportions, and whose avordupois was about half that of mine and his years still less, but he was very kind and thoughtful for he always had a supply of liniment, court plaster, bandages, etc., which, if I mistake not, he made use of for himself, fully as much, and I think more than he kindly furnished me with for my bruised and skinned body, legs and arms. Days wore on and the professor informed me that I was doing "superb" and much better than my two friends who came daily in the afternoons. This I kindly took as a little "taffy" from Brix, but I made up my mind that if the Doctor and Perrigrew, or either of them, ever rode out to see me that I would be prepared to ride along side of them back home again.

Days went by and my improvement was so satisfactory that the professor thought I ought to happen in on them some day unexpectedly, or in some other way delicately inform my two friends that I also was an aspiring wheelman, as my riding was fully as good as theirs and thus we could have the advantage of "giving each other a lift." So I informed Professor Brix that I would take occasion to quietly inform my two friends that I suspected they were taking lessons, and if they acknowledged it and brought me to his bicycling laboratory to take some lessons also, he must not know me at all and take great pains to induce me to learn also. The scheme worked finely and my two friends owned up that they were already riding well enough "to go on the road." At this information I was apparently startled and at once agreed to join them and go to

AMERICAN WHEELMAN
PRICE 10 CENTS | PUBLISHED EVERY THURSDAY | 32 NEWSPAPERS
The Only Daily Cycling Paper Published
In the English Language.
First number will be out SUNDAY, MAY 24.
PRICE 1 CENT.
ISSUED EVERY MORNING.
Subscription price to the
Daily American Wheelman
Will be Per annum, - - $2.00
Six months, - - 1.00
Three months, - - 50
Subscriptions received at the Main Office,
23 Park Row, New York.

Comfort
Pat. Sept. 17, 1895. No. 546,420.
All Cyclists Wear
THE COMFORT BICYCLE GARTER.
It is provided on its inner surface with a soft rubber lining, having numerous projections which enter into and engage the meshes of the stocking and **prevents slipping**, without necessitating the great tension heretofore required in garters. If your dealer has not them, send **50c.** and we will send you a pair. Colors to match your stockings.
Dreyfus & Waterman, 415 Broadway, N.Y.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST BOSTON, MASS.

SCARF OR STICK PIN.
Sterling Silver Bicycle.
Send 15 Cents in Stamps.
Cat. of Jewelry FREE.
McRae & Keeler, Attleboro, Mass.

VANGUARD
VANGUARD CYCLE CO
HILL-CLIMBER

Individual Name Plates.
Send 40 cents, and get a name plate with your name and address on.
Bicycle Name Plates, Steel Stamps, Stencils, and Die Work of all kinds.
C. H. HANSON,
42 South Clark St.
Chicago.

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & CO.
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price list of uniforms.

SCORCHER GRIP
THE ONLY BAG FOR TOURING
LIGHTEST & STRONGEST STOCK SIZE $2.50
MADE TO FIT YOUR FRAME $3.00 DET CLEAT CO 302 WASH ST BOSTON

STOLEN. From Newton Centre, Mass., on Thursday, April 23, a Lovell "M. C. Youth's Excel" number 637. The brake had been taken off. It had Newton tires. A reward will be given for its retnrn to S. F. CHADBOURNE, Willow street, Newton Centre.

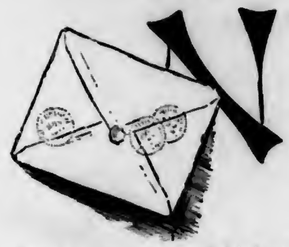
see how the thing was done. The professor was introduced to me and duly "went through the motions." He assured us all that I would be successful from the first and he would give me a "starter" right there and then, which he did, and after making several desperate plunges among those too familiar posts, I finally straightened up and went around the old warehouse floor several times very steadily and jumping off said "Well, boys, if this is all there is of learning to ride a bicycle, I don't think I'll need any further instructions and I am going to get one right away!" The boys saw the joke instantly and then we all had a good laugh and have laughed at it many and many a time in the years that have passed since then, although I am the only one of the trio who has for fifteen years past clung to the handle bars of many kinds of wheels and still continue to do so. Several friends joined us, and for several years the pleasure, healthful exercise and jolly good times we had, have, alas! never, since our gradual disintegration, been equalled by any other single or combination of pleasures.

TRADE NOTES

Every subscriber to Good Roads should read carefully the ad on page 796. The Hatch Patch for Punctured Tires, a new and important invention: there is merit in them.

GOOD ROADS
A Monthly Magazine devoted to the Improvement of the Public Roads and Streets

BILLIONS IN IT.



NO DOUBT there may yet be mossy-minded persons who fancy that the Good Roads movement is largely a matter of sentiment born of impractical theories.

There are others who think that the agitation for improved highways is being done for no broader purpose than to please bicyclists, who were the first to see the necessity for better roads and the far-reaching benefits that would accrue therefrom.

The leaders of this, the most important industrial question before the nation to-day, are working to educate the masses up to a higher, broader standard of viewing the subject.

The Good Roads movement is based on the most substantial of practical business reasons. Cou'd anything be more convincing than the following facts furnished by Arthur Kirk of Pennsylvania, appointed by the engineers' society six years ago to act on a committee to prepare a better road law.

Referring to his inquiry to ascertain what the road law of Pennsylvania now is, he said: "I was surprised to find that 'Hooten's directory of the laws of Pennsylvania shows that previous to 1872 there had been 705 special laws enacted relating to common roads in Pennsylvania, while the titles of acts relating to plank roads and turnpike companies fill 78 pages in Beitel's digest of special laws containing only titles to 2,865 special laws relating to plank roads and turnpike companies; 780 laws relating to toll bridges, and 264 laws relating to ferries, making a total of 4,614 special laws relating to public highways and authorizing the collection of money for their use." He continued:

"For instance, I mention as a sample of these laws, Allegheny county had 31, Bradford county 37, Butler county 13, Chester county 53, Potter county 40, etc.

"A prominent objection to my proposed road law is tnat it will cost so much to pay high salaries to so many high-priced engineers, and other expenses. Let me call your attention to the cost of the present system. Of course, each of the 4,164 laws would have to be drawn up by a lawyer and would cost anywhere from $5 to $100; then a lobbyist would have to be hired to secure the passage of each Act, and the time of the Legislature in passing each law. I think we may count that each of the above laws cost the State not less than $200. This will amount to $922,800. To this we may add $1,000,000 as the cost of road laws since 1874, and call the mere enactment of laws in the State relating to roads a cost of $2,000,000.

"Then think of the untold sums of money that must have been paid to 2,865 plank road and turnpike companies and 780 toll bridges and ferries as toll to these chartered companies scattered all over the State and authorized to collect money for their use. This expenditure of money has been going on for years; an average of at least 50 years, and I think we are safe to estimate this loss at $1,000,000, making $50.000,000.

"Then we must take account of money levied as road taxes in every township in the State, of which there is no published record; but many men well acquainted with the subject have assured me that it amounts to between $4,000,000 and $5,000,000 every year. Estimating it at $4,000,000 per annum for 50 years we have $200,000,000 that the present road system management has cost.

"Two hundred millions in worked out taxes, $50,000,000 paid plank roads, etc.; $2,000,000 estimate of passing road laws, makes a total of $250,000,000 the cost of the present roads, as they now stand, the worst roads in any civilized country in the world that I know anything about."

This represents the loss of a single State. Multiply by the number of other States. Ask your doubting friends if the good roads movement really means anything worth while.

THE *Garfield* (Washington) *Enterprise* says that Craig mountain, on the Nez Perces reservation, is ostensibly the most popular camping-out resort in the Northwest at present, if reports be true. A man who arrived from there a few days ago reports that there are one hundred and fifty wagons stuck in the mud on that mountain and that the owners are camped beside their vehicles, waiting for the mud to dry up. New teams arrive daily and attempt to get around the mud holes only to hang up in a new one. They are constantly coming, but seldom going.

KEEPING up the repairs at the proper level will continually shape the road bed, and one load of gravel will do the work of more than ten loads as heretofore dumped in the centre. The usual custom upon well-kept roads is the constant employment of one man with tools and wheel-barrow or hand cart, at $1.25 per day — calculating the working days possible in a year as 240 days — to every five miles of pike. — *Dayton (O.) Herald.*

League of American Wheelmen

.. Official Department ...

Boston, May 29, 1896.

LEAGUE HEADQUARTERS,
12 PEARL STREET, - - - BOSTON, MASS.

Officers for 1896 and 1897.

President, STERLING ELLIOTT, 12 Pearl St., Boston, Mass.

1st Vice-President, CHARLES F. COSSUM, Poughkeepsie, N. Y.

2d Vice-President, A. CRESSY MORRISON, Milwaukee Club, Milwaukee, Wis.

Treasurer, E. S. HARTWELL, 247 West 12th Ave., Denver, Col.

Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

Standing Committees.

Executive and Finance.

THE PRESIDENT AND VICE-PRESIDENTS.

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W. A. HOWELL, Rockville, Conn.
CHAS. CULMORE, 2118 German St., Houston, Tex.

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GEO. L. COOKE, Box 1101, Providence, R. I.
HERBERT W. KNIGHT, Newark, N. J.
CONWAY W. SAMS, 206 Courtland St., Baltimore, Md.

Rules and Regulations.

W. C. F. REICHENBACH, Topeka, Kan.
E. KOSTOMLATSKY, Oskaloosa, Ia.
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Highway Improvement.

ISAAC B. POTTER, Potter Building, New York City.
OTTO DORNER, Milwaukee, Wis.
A. B. CHOATE, 430 Temple Ct., Minneapolis, Minn.
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Racing Board.

GEO. D. GIDEON, 17 N. 7th St., Philadelphia, Penn.
H. W. ROBINSON, 89 State St., Boston, Mass.
A. G. BATCHELDER, American Tract Society Bldg., New York City.
E. H. CRONINGER, 153 West St., Cincinnati, Ohio.
FRED. GERLACH, Montauk Building, Chicago, Ill.
D. W. ROBERT, Laclede Building, St. Louis, Mo.
R. M. WELCH, 532 California St., San Francisco, Cal.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA. Chief Consul, M. T. Stradford, Box 268, Birmingham.

ARIZONA. Chief Consul, M. L. Pinney, Phœnix. Secretary-Treasurer, T. E. Irvine, Phœnix.

ARKANSAS. Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, W. J. D. McCarter, Hot Springs.

COLORADO. Chief Consul, Charles W. Dawson, 15 Gazette Building, Colorado Springs. Secretary-Treasurer, Harry M. Booth, Box 1427, Denver.

CONNECTICUT. Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DELAWARE. Chief Consul, S. Wallis Merrihew, 10th and Tatnall Sts., Wilmington.

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NORTH CALIFORNIA. Chief Consul, F. H. Kerrigan, New City Hall, San Francisco. Secretary-Treasurer, Stanley G. Scovern, 1590 Fulton St., San Francisco.

NORTH CAROLINA. Chief Consul, P. Heinsberger, Jr., Wilmington.

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TEXAS. Chief Consul, E. W. Hope, Sherman. Secretary-Treasury, C. F. Wilmans, 179 Elm St., Dallas.

UTAH. Chief Consul, C. N. Butler, Box 884, Salt Lake City. Secretary-Treasurer, W. S. Evans, Box 487, Salt Lake City.

VERMONT. Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, G. W. Hurlburt, Burlington.

VIRGINIA. Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON. Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, Percy I. Sinclair, Tacoma.

WEST VIRGINIA. Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling.

WISCONSIN. Chief Counsul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL. Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

OFFICIAL CAP PIN.



Size of cut. Enameled front in colors. Mailed to any address for thirty-five cents.

OFFICIAL LAPEL BUTTON.

Mailed to any address for twenty-five cents. The same button with catch pin for ladies' use. This button sent free to members in States where the League has no organization.



Send orders for the above to

ABBOT BASSETT,
12 Pearl St., Boston Mass.

Postage stamps above the two-cent will not be received.

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... **Date of Expiration.....**

Name.....

Street and No. or P. O. Box.....

City..... **State.....**

City and Division in which my home is and to which I should be attached.....

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining seventy-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... **State.....**

Cycle Club..... **Write references on margin below.**

☞ If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel.

All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2480 may place orders for the bar with their renewals.

RACING BOARD.

Transferred to Professional Class.

Ray MacDonald, New York City, N. Y., under clause (a).
G. E. Bicker, Chicago, Ill., own request.
H. E. Fredrickson, Omaha, Neb., own request.
Donald McKay, Denver, Col., own request.
James A. Reilly, Cincinnati, O., own request.
Carroll Jack, Reading, Pa., own request.
Russell Cushing, San Jose, Cal., own request.
H. F. Terrill, San Francisco, Cal., under clause (a).
C. L. Davis, San Jose, Cal., under clause (a).
W. J. Evans, Santa Monica, Cal., under clause (a).
G. A. Madison, St. Paul, Minn., own request.
Ross Gill, Nashville, Tenn., own request.
B. Parker, Ft. Worth, Tex., under clause (b).
W. A. Parker, Waco, Tex., under clause (b).
W. S. Reynolds, Hyde Park, Mass., own request.

Suspensions Reduced.

In view of extenuating circumstances, since discovered, the suspension placed upon the following has been reduced to expire June 10:

Charles French, A. Brock, L. Miller, N. Rogers, Walter Davies, Steve Sgitcovich, T. P. Scott, C. Rodgers, L. A. Lutlin, Mike Vidovich and F. P. Nicholas, Galveston, Tex.

For competing in unsanctioned races the following have been suspended from all track racing for three months from May 2:

Clarence Stephen Crary, Boone, Ia.
Harold L. Beyer, Grinnell, Ia.
Charles Edward Fisher, Indianapolis, Ind.
Earl Risdon Currie, Webster City, Ia.
Earl Robert St. John, Riceville, Ia.
Charles Dean Collins, Stuart, Ia.
Alfred Cookman Ayars, Glenwood, Mo.
Ora Frank Parish, Grinnell, Ia.
Charles Adolphus Metelman, Sidney, Ia.
Willis R. Armstrong, Orient, Ia.
Frederick Elliott Spaulding, Grinnell, Ia.
H. B. Storm, Local Consul, Grinnell, Ia.
Benjamin Hart Heald, Grinnell, Ia.

For unfair dealings in amateur races, C. A. Murray, Murray, Neb., is suspended from all track racing for one year from April 9.

For competing in unsanctioned races, following are suspended from all track racing for sixty days from May 13:

Oakford, '98; Breevort, '98; McMurtry, '98; Hill School, Pottstown, Pa.

For competing in unsanctioned races, following are suspended from all track racing for three months from May 14:

Nester de Llistor, Robert Guaring, James Collins, A. B. Harris and W. Wilson, all of New York City, N. Y.

Harry H. Harper, Austin, Tex., is suspended from all track privileges for one year from May 15.

Suspension placed upon John C. Henderson, Lewistown, Pa., has been removed.

Suspension placed upon L. L. Poak, Battle Creek, Mich., has been reduced to expire June 1.

Sanctions Granted.

July 3, 4—Canton Bicycle Club, Canton, O.
Sept. 7—Canton Bicycle Club, Canton, O.
May 30—Cleveland Wheel Club Co., Cleveland, O.
June 6, 8, 9, 10, 11, 12, 13—Overland Park Club Association, Denver, Col.
May 29—Bethel College, Russellville, Ky.
June 6—Cincinnati Bicycle Club, Cincinnati, O.
May 30—Pittsburg Wheelmen, Pittsburg, Kan.
July 4—Pittsburg Wheelmen, Pittsburg, Kan.
Aug. 28—Pittsburg Wheelmen, Pittsburg, Kan.
May 30—Riverside Driving Club, Danielson, Ct.
Sept. 7, 8, 9, 10, 11—Rhode Island State Fair Association, Cranston, R. I.
May 30—Osgood & Coolidge, Gardner, Mass.
June 1—Wesleyan Academy, Springfield, Mass.
May 30—Westerly Baseball Co., Westerly, R. I.
July 4—Westerly Baseball Co., Westerly, R. I.
May 30—St. Alban's Bicycle Club, St. Alban's, Vt.
June 18—Queens County Agricultural Society, Mineola, N. Y.
July 4—City Celebration Committee, Albany, N. Y.
June 13—Waterloo Wheelmen, Waterloo, N. Y.
June 5—Y. M. C. A., Fulton, N. Y.
May 30—Utica Cadets, Utica, N. Y.
June 6-20, July 18, Aug. 1-15-20, Sept. 12-20—Rochester Athletic Club, Rochester, N. Y.
May 30—Schenectady B. B. Association, Schenectady, N. Y.
May 30—Racket Valley Wheelmen, Potsdam, N. Y.
May 30—Jersey City, N. J., Branch 42, Letter Carriers' Association.
June 20—Atlanta Wheelmen, Newark, N. J.
May 30—W. N. Y.-Penna. Interscholastic League, Bradford, Pa.
May 30—Pittsburg Central High School, Pittsburg, Pa.
June 6—Williamsport, Pa., George H. Young.
June 20—Y. M. C. A., Wilmington, Del.
May 30—Jason C. Stamp, Wheeling, W. Va.
Sept. 5—Catholic Club games, Jersey City, N. J.
May 30—Wabash Cycling Club, Terre Haute, Ind.

New York State Circuit.

June 6—Fredonia Ath. Club, Fredonia, N. Y.
June 9—Rochester Athletic Club, Rochester, N. Y.
June 11—Lakeside Wheelmen, Geneva, N. Y.
June 13—Remington Cycle Club, Ilion, N. Y.
June 15, 16—Wheelway League of Oneida Co., Utica, N. Y.
June 18—Little Falls Bicycle Club, Little Falls, N. Y.
June 20—Cohoes Wheelmen, Cohoes, N. Y.
June 22—Troy Bicycle Club, Troy, N. Y.
June 23—High Rock Bicycle Club, Saratoga, N. Y.
June 24—Albany Co. Wheelmen, Albany, N. Y.
June 27—Kings Co. Wheelmen, Brooklyn, N. Y.

Phœnix, Arizona, having failed to meet National Circuit requirements, the date (May 30), has been transferred to Los Angeles, Cal.

By vote of the Racing Board, the Chicago Cycling Club is disbarred from sanction privileges for six months from April 1.

Race meet promoters must send to the official handicappers in their districts entries in novice races, as a novice event comes under the head of a class race and must be passed upon.

Racing men are warned to see that entries are on official forms and properly filled out; handicappers are directed to throw out all entries not containing the correct and necessary information concerning the rider. The penalty will be strictly enforced.

Should any part of a road race be ridden upon the track, every rule regarding track races must be enforced thereon.

Additional National Circuit dates:

June 11—Galveston Cycling Ass'n, Galveston, Tex., Geo. M. Courts, Sec.
June 18—Hot Springs Ath. Ass'n, Hot Springs, Ark., Alfred Newhouse, Sec.
Kansas City, Mo., takes June 20, instead of June 23.

A. C. C'S OF NEW JERSEY.

Annual century run, June 20. (If stormy, June 27). Entrance fee, $1.00. Limit, 15 hours. Start from Washington Park, Newark, 5 o'clock A. M. Entry blanks of Chas. H. Norwood, Paterson, N. J.

NEBRASKA.

I hereby announce the appointment of B. C. Gilbert as local consul at Lincoln, Neb., vice E. K. Milmine, removed, and of R. W. Jacobs at Hastings, Neb., vice R. M. Mason, removed.

A. R. EDMISTON, Chief Consul.

OMAHA, NEB., May 12, 1896.

FLORIDA.

A consulate is established in the State of Florida, and the following is the result of the election for chief consul:

Whole number of votes	33
Daniel H. Ground, Jacksonville	25
Geo. H. Bahl	8

Mr. Ground is declared elected, and will enter upon the duties of his office at once.

ABBOT BASSETT, Secretary.

PENNSYLVANIA LOCAL CONSULS.

Bristol,	C. R. Thompson
Polk,	J. J. Kane
Braddock,	E. L. Livingston, E. S. Wright
Oxford,	W. L. Terry
Perkassie,	Franklin Hedrick
Picture Rocks,	Harry N. Rothrock
Maytown,	David H. Swiler
Mahanoy City,	R. W. Shertzinger
Sharon Hill,	R. Irwin Smith
Stroudsburg,	H. E. Northup
Venetia,	Thos. J. McKenna
West Philadelphia,	W. H. Sheahan
Centreville,	Mark Winton
Malvern,	Ralph Edwards
New Mayville,	R. E. Dinger
Leechburg,	Harry W. Bolar
Morton,	H. L. Heffern
North East,	G. W. DeBell
Benore,	J. C. Mattern
Weissport,	J. F. Zern
Philipsburg,	A. B. French
Duryea,	Delbert H. Knapp
Fairfield,	W. Harvey Gelbach
Wernersville,	Chas. C. Pierson
Perry,	L. A. Hotchkiss
Lewisburg,	James B. Forrest
Tacony,	Geo. W. Kurtz
Parkesburg,	Geo. W. Rupp
Sewickley,	L. M. Nemon, Albert C. Schumpf
Mauch Chunk,	Alex. W. Stedman

OHIO GUIDE BOARD LAW.

The Ohio Legislature has amended Sec. 4734 of the revised statutes of Ohio, making it mandatory upon township trustees to erect guide boards at all cross-roads, upon the petition of ten free-holders. This division has prepared blank petitions, which may be had from W. C. Munro, Chairman Rights and Privilges Committee, 2140 Grand Street, Cincinnati. Let every member in Ohio, send for one of these petitions, and take up the matter in his own township, and it will not be long until the entire State will be posted.

PARKER G. REED, Chief Consul.

NEW YORK APPOINTMENTS.

The following committees have been appointed:

Rights and Privileges.

George E. Miner, 68 Seventh Ave., Brooklyn, N. Y.
A. G. Sherry, 241-243 River St., Troy, N. Y.
William R. Lansing, 48 Greig St., Rochester, N. Y.

Transportation.

George C. Pennell, 70 Beekman St., N. Y. City.
Charles A. Sheehan, 5 Vanderbilt Ave., N. Y. City.
F. W. Nichols, Flushing, L. I.

Rules and Regulations.

C. B. Benson, Box 945, Hudson, N. Y.
J. Stuart Kelley, 424 Prospect Ave., Buffalo, N. Y.
Frederic L. Rodewald, New Brighton, S. I.

Improvement of Highways.

W. C. Vrooman, 138 State St., Schenectady, N. Y.
H. O. Folger, Watertord, N. Y.
Dr. F. LeGrand Ames, 63 Washington St., Albany, N. Y.
E. H. Crosby, 100 Genesee St., Utica, N. Y.
Dr. W. J. Packwood, 1280 Michigan St., Buffalo, N. Y.
Charles Schwalbach, 415 Flatbush Ave., Brooklyn, N. Y.
Theo. W. Roberts, Poughkeepsie, N. Y.
W. Fred Hazelton, 220 W. Washington St., Syracuse, N. Y.
W. M. Honig, 567 Madison Ave., Albany, N. Y.
J. F. Clark, Princes Bay, N. Y.
J. Walter Tallmadge, Tarrytown, N. Y.
J. J. Woods, 73 Liberty St., N. Y. City.
E. F. Hill, Peekskill, N. Y.
Goldsborough C. Smith, Auburn, N. Y.
R. M. Medbery, Ballston Spa, N. Y.
Lewis H. Hutton, Nanuet, N. Y.

Road Book Committee.

The name of August C. M. Reimer of College Point, has been added to the road book committee.

ISAAC B. POTTER, Chief Consul.

$25.00 REWARD.

Stolen from 108 Madison Avenue, New York City, between April 30th and May 18th, Stearns bicycle, '93 pattern, Model A, No. 1266; wheels 30 inch front, 28 rear; black steel rims, black frame, drop bars, brake running through head; rubber pedals, Dunlop tires. Property of J. Eager, 106 Madison Avenue, New York City. Above reward for information leading to conviction of thief.

I. B. POTTER, Chief Consul.

AND NOW THE FINE BEGINS.

When the sun of Sunday shall dip the horizon it will take with it several thousand memberships that expired April 1st. And when the sun of Monday, the first day of June, shall wake a slumbering world we shall be ready and willing to take a fine of fifteen cents from each and every one of these sun-convoyed members. The rule is inperative and if delinquents will enclose the fine we shall be saved a deal of correspondence.

Fraternally, ABBOT BASSETT, Sec'y.

RENEWAL LIST NO. 6.

Including renewals from May 11 to 23 inclusive.

Arizona	5	New Jersey	153
Arkansas	3	New York	599
Colorado	32	North California	33
Connecticut	121	North Carolina	2
District Columbia	6	Ohio	66
Florida	2	Pennsylvania	262
Illinois	271	Rhode Island	18
Indiana	13	South California	13
Iowa	43	South Dakota	1
Kansas	25	Tennessee	9
Kentucky	31	Texas	28
Louisiana	2	Utah	34
Maine	27	Vermont	3
Maryland	114	Virginia	3
Massachusetts	430	Washington	2
Michigan	38	West Virginia	3
Minnesota	10	Wisconsin	39
Mississippi	3	Wyoming	5
Missouri	123	Idaho	1
Nebraska	1	England	1
New Hampshire	8		
			2605

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

BOSTON, May 29, 1896.

Total, 2,118—48,361.

Over 100,000, ALABAMA, 1—43.

Unattached.

362 Parquette, John W., 62 N. Royal, Mobile

Over 100,000, ARKANSAS, 5—231.

P. B. C. & G. R. C.

363 Adams, W. Q., care Graphic, Pine Bluff
4 Davis, R. E., "
5 Eisenkramer, M., 111 E. 2d ave., "
6 Russell, E. D., Box 231, "
7 Rosenberg, F. M., 656 S. Laurel, "

Over 100,000, COLORADO, 8—556.

G. J. W. C.

368 Bradbury, Dr. S. M., Grand Junction

Unattached.

9 *Powers, Minnie C., Box 852, Colorado Springs
370 Haviland, E., 644 Equitable bldg., Denver
1 Huecker, John, 13717 14th ave., W., "
2 Allen, Dr. J. Q., Montrose
3 Reinhold, F. H., "
4 Bateman, W. C., Salida
5 Smith, W. J., Box 104, "

Over 100,000, CONNECTICUT, 60—889.

H. S. B. C.

376 Barss, T. Edmund, Hotchkiss School, Lakeville
7 Dustin, Guy K., Hotchiss School, "

R. W.

8 Leopold, Herman, 88 Harral ave., Bridgeport

Winged Five.

9 Briggs, Chas. E., 81 Golden Hill, "

B. W. C.

380 Barry, D. J., 50½ Washington ave., Bridgeport
1 Bush, A. M., Box 803, "
2 Wall, Chas. W. H., 17 Elmwood ave., Bridgeport
3 Hazard, Frederick, 106 Gilbert, "
4 Wolfe, C. H., 12 Fulton, "
5 Horton, J. B., T. Hawley & Co., "
6 Hubbard, F. W., 552 Main, "
7 Houston, F. J., 455 Main, "
8 Jewett, Charles, 24 Park st., "
9 Lyon, W. G., 806 Main, "
390 Nelson, James, 373 Main, "
1 Parker, J. A., 21 Harriett, "
2 Roberts, George, North ave. and French, Bridgeport
3 Reed, Frank, 292 Stratford ave., "
4 Sammis, James U., 358 Main, "
5 Schrader, Fred'k, Waterview ave., "

M. W. C.

6 Hayward, Ed W., 233 Main, Middletown

Unattached.

7 Bird, V. B., 2 Sister st., Ansonia
8 Russell, Ernest S., 7 Franklin st., "
9 Beach, Robert J., 122 North ave., Bridgeport
400 Gregory, E. P., M.D., Box 142, "
1 Edgett, Frank J., 286 Lafayette, "
2 Adgate, Mathew, Box 32, "
3 Conklin, Maurice G., 113 Colorado ave., Bridgeport
4 Danforth, Joseph, 67 Buckingham st., Hartford
5 Harding, A. J., Box 612, Middletown
6 Ruggles, Fred E., 232 Main, "
7 Chapman, Chas. H., Box 1076, "
8 Stone, E. V., Box 1357, Meriden
9 Denison, Chas. H., Box 53, Mystic
410 Owens, Richard E., Box 646, Naugatuck
1 Capen, H. C., 310 Maple st., New Britain
2 Child, L. P., New Canaan
3 Erving, Wm. G., 352 White, New Haven
4 Sanderson, Lucien, box 1326, "
5 Barnum, S. H., 48 Trumbull st., "
6 Adams, F. M., 146 Edwards, "
7 Woodstock, H. E., box 925, "
8 Harland, Gen'l Edw., N. Wash., Norwich
9 Ketchum, Dr. Theo. V., Advocate bldg., Stamford
420 Purinton, A. J., Atlantic st., "
1 Merritt, Schuyler, Noroton Hill, "
2 Smith, Stewart W., Noroton Hill, "
3 Smith, Archibald H., Glenbrook ave., "
4 Pitt, Malcolm R., Glenbrook ave., "
5 Goldsmith, Edwin, 38 Bedford st., "
6 Hendrie, Chas. W., Atlantic sq., "
7 Hurlbutt, H. W., 106 Main st., "
8 Powell, Harry A., box 380, Stratford
9 Fairchild, Geo. A., box 196, "
430 Brook, John N., box 924, Torrington
1 Clark, Wm. T., "
2 Jones, J. R., box 24, "
3 Norton, W. P., Prospect, "
4 Pease, Harlow A., box 846, "
5 Twining, W. E., 13 First av, Waterbury

Over 100,000, DELAWARE, 2—52.

Pequod.

436 Lyons, Very Rev. J. A., V. G. St. Peter's Cathedral, Wilmington

Unattached.

7 Copeland, Charles, 1106 Jefferson "

Over 100,000, DISTRICT OF COLUMBIA, 3—135.

Unattached.

438 Zoll, Frank, 1343 Pa. ave., Washington
9 Morton, G. L., 33 U. S. Pat. Office, "
440 Auerbach, Stanley C., 800 7th st., N. W., "

Over 100,000, FLORIDA, 1—44.

Jax W.

441 Tysen, C. R., box 495, Jacksonville

Over 100,000, ILLINOIS, 43—1,786.

Ill. C. C.

442 Carter, F. O., 443½ W. Randolph, Chicago

D. C. C.

3 Sullivan, Tim, Dixon

F. C. C.

4 Bidwell, A., 1st Natl. Bk., Freeport

U. L. C.

5 Noyes, A. H., Knoxville

J. C. C.

6 Johnson, A. L., 115 Warming ave., Joliet

A. C. W.

7 Christie, R. J., Jr., 5th and Hampshire, Quincy

C. C. C. C.

8 Myers, Julius M., 117 So. 5th st., Springfield

Unattached.

9 Colbert, Chas. F., Alton
450 Sauvage, Geo., "
1 Rano, H. W., 187 E. Van Buren, Chicago
2 Smith, David J., 47 Canal "
3 Brown, J. Mart, 6246 Madison ave., "
4 Blow, Lieut. W. N., Fort Sheridan
5 Williams, Lieut. R. C., "
6 Gulliford, H. S., Highland Park
7 Lane, Robert D., Henry
8 Fuller, James R., Kampsville
9 Renwick, C. F., Marengo
460 Booth, True, Marshall
1 Dixon, C. A., "
2 Foster, Frank H., "
3 Tibbs, Otho, "
4 Helmbeck, E., Moline
5 Penwell, Warren, Pana
6 Schipper, Carl, Pekin
7 Schipper, Ibe, "
8 McGill, A. R., box 341, Peoria
9 Lewis, F. P., 323 Main "
470 Brown, Ed. J., Newcomb House, Quincy
1 Dana, S. H., Hampshire "
2 Irwin, Dr. C. S., 427 So. 8th st., "
3 Giles, J. E., 415 Hampshire "
4 Sohm, Jos. H., 651 North 8th "
5 Tibbets, Dr. C. J., 506 Main st., "
6 Wood, Chas. H., 1115 Vine st., "
7 Williamson, Chas. H., 1637 York "
8 Warfield, John D., 1628 Jersey st., "
9 Dusinberre, H. W., 648 18th, Rock Island
480 Eyster, Dr. G. L., "
1 Booth, Roy, 1130 E. Monroe, Springf'd
2 Meyerhoff, L. G., 610 No. 7th, "
3 Leonhard, Adolph, Trenton
4 Wahl, Henry J., box 442, Toluca

Over 100,000, INDIANA, 25—659.

Trumph. C. C.

485 Atwood, F. M., Tell City

I. C. C.

6 Kerz, Philip G., 591 W. Mich. st., Indianapolis

W. W.

7 Oglesbee, R. B., Denison House, "

Unattached.

8 Braumwer, J. G., Alexandria
9 Heritage, John, "
490 Harrison, E. M., "
1 Johnston, E. V., "
2 Kelly, I. S., "
3 King, W. Z., "
4 Phillips, Samuel G., "
5 Nelson, Horace W., "
6 Perry, A. N., "
7 Strauss, Louis M., box 54, "
8 Barnhill, C. A., Bloomington
9 Louden, Wm. M., "
500 Pilliod, H. J., box 48, Fremont
1 Tasker, Richard H., "
2 Gaynor, A. M., 36 E. Wash. st., Indianapolis
3 Marsh, E. E., Goodland
4 Little, Harry F., "
5 Peck, Dumont M., "
6 Isbell, J. J., Kendallville
7 Lauer, I. M., box 643, Rochester
8 Eisenhour, B., 907 So. Mich. st., So. Bend
9 *Reddick, Mrs. Geo., Winamec

Over 100,000, IOWA, 37—1,052.

C. R. C. C.

510 Benedict, L., 866 4th ave., Cedar Rapids
1 Bray, Tom, 315 2nd ave., "
2 Bray, Walter, 315 2nd ave., "

Ft. M. B. C.

3 Haessig, H. G., 1034 2nd st., Ft. Madison

M. C. C.

4 Ward, Ralph F., 210 E. Main st., Marshalltown
5 Pierce, F. G., Mayor "
6 Hubler, E. G. "
7 Hopkins, B. B., First st. "

Moulton C. C.

8 Mudd, Sherman Moulton

I. O. W. C.

9 Hattenbach, D., 410 4th st. Sioux City

Unattached.

520 Heaton, J. A., Wade and Orchard Burlington
1 McCullough, Wm. H., 225 2d ave, Cedar Rapids
2 Dutton, Wm. H., box 445 "
3 McNeill, F. J., c o Denscke & Yetter "
4 Conger, J. H. Clinton
5 Herron, Le Roy "
6 Martensen, L. T. "
7 Warnecke, Jake "
8 Carr, T. L., Columbus Junction
9 Bishard, J. W., 1115 E. 9th Des Moines
530 Hufford, W. S., 1002 9th st. "
1 Harbuch, Geo., 208 5th st. "
2 Miles, A. H., 307 Walnut st. "
3 Davie, Oscar T., 724 Walnut st. "
4 Ekzell, John A. Eagle Grove
5 Hunter, G. N. Fort Madison
6 Morrison, W. J. "
7 Callender, A. W. "
8 Dare, Frank Hedrick
9 Ebert, Ira P. "
540 Hines, T. C. "
1 Long, F. C. "
2 White, F. M. "
3 Young, B. N. "
4 Benedict, Fred New Sharon
5 Beardsley, Arthur, 2d and Jackson Sioux City
6 Collins, E. L. West Branch

Over 100,000, KANSAS, 10—607.

A. A. & C. C.

547 Ashmun, D.A., 941 Kansas ave., Atchison

W. W. W.

8 Elder, Ray E., 504 Elm st., Ottawa

Unattached.

9 Hopkins, Prof. E. M., Lawrence
550 Hilliker, Lynn, "
1 Snyder, S. H. Neodesha
2 Hagen, B. O. Newton
3 Mitchner, Harry, "
4 Wyllie, R. E., 312 West 4th, "
5 Toers, Henry F., 504 Main, "
6 Brooke, A. L., box 117, No. Topeka

Over 100,000, KENTUCKY, 5—523.

K. W. C.

557 Walter Starr, 928 Scott, Covington

O. B. C.

8 Roark, Orlen L., Greenville

I. W. C.

9 Boomer, W. W., 216 5th st., Louisville

Unattached.

560 Ro Bards, Richard, Faulconer
1 Raubold, H. A., Green, Glascow

Over 100,000, LOUISIANA, 6—36.

Southern W.

562 Dallas, Madison, Rice, Born & Co., New Orleans
3 Finlay, John S., box 712, "
4 Labatt, L. L., 1500 Napoleon ave., "
5 Chapman, W. J., 704 Sta. C., "

Unattached.

6 Heslin, J. H., Jr., 3116 Enunciation "
7 Steeg, A. W., 1041 Baronne, "

Over 100,000, MAINE, 13—387.

P. W. C.

568 Dennett, S. C., 697 Congress, Portland

9 Small, C. R., 306 Cumberland, "
570 Woodward, H. E., 16 Prospect, "

B. W. C.

1 Caswell, W. H., box 147, Bridgton
2 Magner, Henry, box 148, "

Unattached.

3 Baldwin, Fred H., Brunswick
4 Webber, George B., "
5 Rogers, Harry L., box 562, "
6 Dow, Albert L., Deering
7 Thompson, W. F., box 143, E. Pittston
8 Stickney, H. R., 38 Union st., Portland
9 McIntire, L. W., Solon
580 *Danforth, Alice E., box 50 South Norridgewock

Over 100,000, MARYLAND, 11—753.

B. C. C.

581 Graham, John A., 836 Hopkins ave., Baltimore

Unattached.

2 Nelker, Hen F., 420 N. Howard, "
3 Hall, Alfred C., box 754, "
4 Jackson, Ralph F., 113 S. Charles, "
5 Albaugh, Harry F., 1417 John st., "
6 Grobaker, Ed S., 1038 Penna ave. "
7 Padgett, John R., 1013 N. Broadway, "
8 *Sams, Miss Chloe T., 624 N Gilmor "
9 Pooley, Geo. F., Brooklyn
590 McKenney, H. J., 19 E. Church st. Frederick
1 Bird, Harold, 917 10th st., Orangeville

Over 100,000, MASSACHUSETTS, 297—6,807.

National C. C.

592 Gray, Judson D., box 525, Bradford

Roxbury B.

3 Young, Wm. D., 143 Eustis, Boston
4 Ditmar, Geo. E., 489 Tremont st., "

Press C.

5 Mackie, David G., 79 Charles, "
6 Bell, William, 136 Pearl, E. Somerville

Cambridgeport C. C.

7 Chase, Walter L., box 1289, Boston

Eagle.

8 Dennis, Geo. F., 61 Hammond, "
9 Currie, Andrew, 1627 Tremont st., "

Middlesex.

600 Bailey, S. W., 22 Inman, Cambridgeport

Mass. B. C.

1 *Blake, Ruth A., 32 Dartmouth, Boston

Commonwealth.

2 *Hurlburt, Hattie M., 104½ Main st., Charlestown

C. B. C.

3 Anderson, Gus E., 158 Auburn st., Cambridgeport

Bostonian.

4 *Fitzgerald, D. Gertrude, 434 Geneva ave., Dorchester

Tiger Roadsters.

5 Braydon, J. Wallace, 125 K., S. Boston
6 Crane, F. Burton, 20 Dorset, "
7 McKeen, Frank W., 99 King, Dorchester
8 Reynolds, Henry, 6 Grant, "
9 Reynolds, John N., 6 Grant, "
610 Tuckerman, Stilman B., 8 Harvest, S. Boston

Orient C. Club.

1 Duffee, E. S., 579 Saratoga st., E. Boston

F. R. Indian C. C.

2 Beane, Albert B., Globe Yarn Mills, Fall River

National C. C.

3 Gilford, Geo. F., 17 Beach, Haverhill

Hyde Park Rovers.

4 Corbett, Walter E., 105 Huntington ave., Hyde Park
5 Reynolds, Geo. L., 7 Central ave., "

Germania Bi C.

6 Heinberg, A. Herrman, 2 Marinion st., Jamaica Plain

Crescent C. C.

7 Livingston, Harris R., 287 Westford st., Lowell

Spindle C. W.

8 Stafford, H. E., 28 By st., Lowell

Vesper.

9 Foss, L. M., 14 Ash st., Lowell

Waban C.

620 Wyman, C. D., 89 Winthrop, Medford

Natick C. C.

1 Bruce, Chas. A., 76 E. Central, Natick

Newton C. C.

2 Johnson, Geo. W., cor. Pearl and Waban sts., Newton

Winnimissett.

3 Cutty, L. A., box 151, No. Brookfield
4 Kingsbury, W. E., box 220, "

Columbia B. C.

5 Renn, Chas. J., Circular and Pleasant, No. Attleboro
6 Connell, Edw. C., "

Germania B. C.

7 Tritsch, Adolph, 17 Newark, Roxbury

M. W.

8 Doe, Percy M., 123 Moreland, Roxbury

Springfield B. C.

9 Clark, W.R., 187 Beacon st., Somerville

West Somerville C. C.

630 Dadmun, L.E., 39 Jay st., W. Somerville
1 Hollis, F. A., 22 Cottage ave., "
2 *Dadmun, Mrs. L. E., 39 Jay st., "

W. Som. C. C.

3 Atkinson, E. A., 185 Beacon, Somerville
4 *Atkinson, Miss N. M., 185 Beacon, "

Mashpee.

5 Boyden, A. E., box 245, Sandwich

Andante.

6 Dotten, G.C., Reservoir st., Winchester
7 Ireland, E. W., 168 Washington, "

Commonwealth B. C.

8 Foss, Webster F., 121 Chestnut, Waltham

Waban C. C.

9 Sleep, H. M., W. Medford
640 Saylor, Robert O., box 301, "

Diamond B. C.

1 Glawson, J. Edgar, box 333, Waverley
2 Gordon, Ira H., box 333, "
3 Livingston, Rev. Chas. A., box 313, "

Taunton C. C.

4 Reed, James M., box 303, Taunton

Unattached.

5 Chase, Fred M., 9 Milk st., Arlington
6 Richards, A. H., box 130, Auburndale
7 Swift, Henry R., box 170, "
8 Weatherbee, Gordon, lock box 13, "
9 Low, David L., 64 Peck st., Attleboro
650 Parkhurst, E. C., Belmont
1 Stafford, Wm., 239 Hale st., Beverley Cove
2 Andrew Alban, Beverly
3 Arnold, Wm., 4 Spring, Brighton
4 Austin, Chas., 217 W. Canton, Boston
5 Chandler, F. W., 195 Marlborough "
6 Chandler, E. E., 302 Federal, "
7 Kuronian, N. K., 75 Upton st., "
8 Newcomb, J. T., 99 Kneeland, "
9 Powers, George E., 81 Waltham, "
660 *Poole, Miss Lorena S., 6 Winter, "
1 Pearman, S. B., 53 State st., Boston
2 Rickerby, A. H., 18 E. Canton, "
3 *Rogers, Miss M. O., 8 Otis pl., "
4 Randall, E. E., 459 Washington, "
5 Richardson, H. G., 1774 Washington, "
6 Ross, J., Hotel Thorndike, "
7 Stone, Wm., 194 Clarendon st., "
8 Simpson, Wm. T., 61 Sawyer, "
9 Simmons, S. E., 38 St. Botolph st., "
670 Tunkett, F. G., 212 Huntington ave., "
1 Webster, F. S., 541 Atlantic ave., "
2 Williams, J. D., 160 State, "
3 Webster, A. F., 55 High, "
4 White, Peter J., 24 Dewey, "
5 Wilson, C., 170 Columbus ave., "
6 Dunlap, H. R., 158 W. Brookline st., "
7 *Burrell, Mrs. L. T., 22 Newbury, "
8 Gleason, W. H., 63 Franklin, "
9 Hunter, A. J., Globe office, "
680 Kahurl, Minot S., box 2140. "
1 Beebe, J. A., 199 Commonwealth ave., "
2 Coy, Chester T., 536 Tremont, "
3 Ferber, J. B., 20 Berwick pk., "
4 King, Chas. C., 23 Temple st., "
5 Rodgers, N. J., 45 Savin Hill ave., "
6 Sawyer, H. H., 33 Worcester, "
7 Williams, J. C., 34 E. Brookline, "
8 Whiting, Warren M., 55 Avon, "
9 Wolfson, J., 236 Washington, "
690 Lawrence, Jas. G., 103 Milk, "
1 Banks, Wm. Jr., 44 State st., "
2 Shaw, John E., National Bank Commonwealth, "
3 Eaton, Wm. W., Summer, Bridgewater
4 Pratt, Gustavus W., box 345, "
5 Lovel, Fred G., box 235, "
6 Davis, C. E., Emerson st., Brookline
7 Kenny, J. Fred., Dummer st., "
8 Sprague, Chas. F., "
9 Welch, W. J., 16 School "
700 Tay, Wm. M., 11 Linden pl. "
1 *Davis, Mrs. E. N., 11 Linden pl., "
2 Davis, Eugene N., 11 Linden pl., "
3 *Johnson, Mrs. G. H., 13 Thayer st., "
4 *Tay, Mrs. W. M., 11 Linden pl., "
5 Gardiner, J. T., 4 Hawes st., "
6 Come, John, 12 Suffolk st., Cambridge
7 Hall, Wm. S., 6 Follen st., "
8 Allen, B. S., 16 Dunster st., Cambridge
9 Claflin, Geo. W., Harvard sq., "
710 Claflin, Walter A., Harvard sq., "
1 Clarke, Edw. P., 12 Crescent, "
2 Stearns, P. J., 60 Winthrop, "
3 Harrington, W. L., 67 Perkins Hall, "
4 Allen, Henry V. D., 2 Phillips pl., "
5 Begley, T. J., Exchange st., Chicopee
6 Jepson, Chas., Myrtle st., "
7 Jarvis, A. A., 95 West st., "
8 Momnie, Jos. T., 17 Grove st., "
9 Porter, Joseph, 167 Centre st., "
720 Rice, W. D., box 307, Chicopee Falls
1 Slade, Ed., Chestnut Hill
2 Montague, Chas. H., 26 Fayette st., Cambridgeport
3 Whitney, G. W., 559 Mass. ave., "
4 Macdonald, John A., 248 Harvard, "
5 Sumner, Fred W., Canton Junction
6 Adams, E. D., 309 Broadway, Chelsea
7 McClintock, W.J., 47 Crescent ave., "
8 McClintock, W.E., 47 Crescent ave., "
9 Harding, Chas. F., 244 Chestnut, "
730 Hicks, C. H., 31 Addison, "
1 Crocker, W. F., 20 Parker, Charlestown
2 *Bryant, Mrs. M. L., box 4, Cohasset
3 Wakefield, Julius R., Court st., Dedham
4 Callahan, D. C., 44 Columbia st., Dorchester
5 Brown, W. E., 95 Bowdoin ave., "
6 Davidson, W. A., 190 Harvard st., "
7 Davidson, Jas. H., 12 Spencer st., "
8 Fletcher, D. B., 40 Wrentham st., "
9 Hendrie, Joseph A., Talbot ave., "
740 Hendrie, Robt. W., Talbot ave., "
1 Karle, J. G., 1162 Washington st., "
2 Merriam, F. A., 250 Freeport st., "
3 Reynolds, F. A., 330 Washington, "
4 Wright, Geo. R., 2 Baker pl., "
5 Edson, Warren A., 11 Tremlett st., "
6 Rivers, Frank, 12 Oakley, "
7 Vinal, A. E., 65 School, Everett
8 Skinner, Frank F., The Prescott, "
9 Jack, J.H., 312 Susquehanna, Fall River
750 Munn, James, 296 Susquehanna, "
1 Waring, John, 100 Haffard, "
2 Blakney, J. A., 216 Second ave., "
3 Brooks, W. M., 13 Longwood ave., Fitchburg
4 Cobb, F. L., 97 Hyde Park ave., Forest Hills
5 Swett, N. W., 26 Kent, Haverhill
6 Foster, Arthur, South road, Holden
7 Towne, Ed. S., Holyoke
8 Stephenson, W. E., 45 Park, Hudson
9 Newell, A. W., 272 Hyde Park, ave., Hyde Park
760 Newell, A., 272 Hyde Park ave., "
1 Ellis, E., Orchard, Jamaica Plain
2 Jackson, Samuel H., 335 Centre, "
3 Morgan, Jos. G., 9 Nelson st., "
4 Wallis, W. L., Centre and Allendale, "
5 Hall, Fred A., box 51, Kingston
6 *Bottomley, N., 12 Thorndike, Lowell
7 Goodhue, F. M., 110 Central, "
8 Wright, Geo. C., 33 Fairview, "
9 Brunelle, P. N., 33 E. Merrimac, "
770 Davis, Luke K., Jr., 36 Chestnut, Lynn
1 *Egan, Mrs. E. P., 97 Lexington, "
2 *Ellis, Emma H., 243 Chatham, "
3 Geyer, C. F., Bay View ave., "
4 Harriman, C. E., 81 Lexington, "
5 Hoopes, Maurice, 12 Atlantic, "
6 Hutchinson, W. H., 53 Munroe, Lynn
7 Knox, Geo. W., 21 Howard, "
8 Perry, Ira G., 667 Washington, "
9 Mansfield, G. A., 64 Grove, "
780 Rockwell, T. F., 21 Summer, "
1 Vincent, C. W., 18 Woburn st., Medford
2 Yeamans, Geo., Winchester st., "
3 Albee, Fred H., 9 Dartmouth, Malden
4 Knapp, C. Henry, 631 Main, "
5 Gurney, L. W., 10 Arch, Middleboro
6 Stetson, W. W., 69 Water, "
7 Woodbridge, Rev. R.G., 9 Webster, "
8 Jones, Lester B., box 63, Maynard
9 Fuller, R. B., Columbus road, Milton
790 Look, B. P., Central ave., "
1 Churchill, H. B., 23 Plain st., Neponset
2 Boyd, D. G., 21 Pemberton st., N. Cambridge
3 Brookings, S., Jr., P. O., Newburyport
4 Fisher, J. W., 211 Church st., Newton
5 Taft, Allen L., N. Oxford
6 French, Henry W., N. Easton
7 Ames, Oliver, Main st., "
8 Ames, Hobart, "
9 Randall, A. I., box 231, N. Abington
800 Baker, W. L., box 150, Norwood
1 Rosenblad, C. G., box 524, "
2 Turner, Harry A., box 410, "
3 Parker, Geo. M., box 1073, Orange
4 Johnson, Irving J., Oxford
5 Larned, H. A., "
6 Story, Geo. L., Pigeon Cove
7 Bush, H. B., 223 North st., Pittsfield
8 Johnson, C. L., 184 Bradford st., "
9 Merrill, Dwight H., 1 Daniels ave., "
810 Volk, Rob't W., D. D. S., 95 North st., "
1 Backus, Frank, South st., "
2 Colt, Dr. Henry, "
3 Rice, A. H., Bartlett ave., "
4 Blackwell, John W., box 64, Plainville
5 Hayden, B. F., Main st., Randolph
6 Hayden, F. W., Main st., "
7 King, W. J., Rochdale
8 *Gillam, Mrs. I. M., box 616, Reading
9 Coughlan, Thos. F., Fenno st., Revere
820 Costello, F. P., "
1 Burrows, John, Brandon st., Roslindale

2 Engewald, Gustavus, 794 Parker st., Roxbury
3 Fairbairn, R. B., The Warren, "
4 Leavitt, Frank M., 32 Akron, "
5 *Lawrence, Mrs. C. E., 1 Rill st., "
6 Marcy, E. E., 58 Cliff st., "
7 Smith, Phineas B., 2482 Wash., "
8 Sprague, Waldo E., 3 Fountain Hill, "
9 Thompson, Rob't, 28 Madison st., "
830 McLaughlin, Nick, 107 Heath, "
1 Murphy, John F., 72 Dale st., "
2 Merritt, A. H.,46 Federal st. Salem
3 Ray, Wallace E., 289 Essex "
4 Benson, Frank W. "
5 Hawkins, W. S., box 86 Stoneham
6 Aldrich, Dr. A. C., 262 School st. Somerville
7 Brainard, Chas. E., 91 Perkins st. "
8 Cox, Geo. H., 129 Glen st. "
9 Telfer, Thos., 46 Glen st. "
840 Young, J. A., 48 Union sq. "
1 Sawler, W. C. B., 69 Florence st. "
2 Jaycock, W. J., 13 Josephine ave. "
3 Loring, Geo. F., 78 Highland ave. "
4 Havlin, Fred G., 152 Walnut st. "
5 Thayer, Harry S. Braintree
6 Wood, John H., 124 F st. S. Boston
7 Bigelow, J. E. M., 407 E. 7th st. "
8 Blaney, B. F., 213 Main st. Springfield
9 Green, W. S., box 2 Townsend
850 Smith, Carl L. "
1 Vinton, Geo A. "
2 Whitcombe, H. L., box 135 "
3 Josselyn, A. C., box 66 "
4 Josselyn, Chas. F., Main st. "
5 Lovering, W. M., 10 Dean Taunton
6 Willard, H. J., box 2 Townsend Centre
7 *Bright, Mrs. W. E. Waltham
8 Dow, Fred E., 17 Bacon st. "
9 Blois, M. A., 192 Adams st. "
860 *McHaffey, Miss M. C., 564 Main "
1 West, Orrin A., 139 Brown st. "
2 Wills, W. H., 245 "
3 Haskins, F. C. Waverley
4 Lathrop, W. R. Wales
5 Lynch, Wm. A. "
6 Goddard, R. S., box 480 Webster
7 Rea, Henry, box 1028 "
8 Bazin, Henry Wakefield Park
9 Garrepy, A. N. Westboro
870 Greer, Ed. K., box 25 Wareham
1 Waters, B. "
2 Lounsbury, C. J., 83 Main Westfield
3 Lea, W. W., 36 Meacham,W Somerville
4 Lea, Artemas W., 36 Meacham "
5 Gordon, Wm. H., 131 Maple, W Roxbury
6 Pelton, Henry, Winchester
7 Palmer, Herbert A., Temple and Cliff, Winthrop Highlands
8 Paulsen, Christian, 6 Allen, Woburn
9 Hedden, F. M., 9 Foster, Worcester
880 Clark, Geo. F., 538 Main, "
1 Curtis, B. F., 49 Murray ave., "
2 Clark, Walter T. M. D., "
3 Dodge, Edward M., box 664, "
4 Dowse, R. H., 352 Pleasant "
5 French, H. K., M. O. Office, "
6 Htichcock, F. N., 901 Main st., "
7 Tougas, Napoleon E., 538 Main st., "
8 Wood, Oliver B., 36 Richard st., "

Over 109,000, MICHIGAN, 20—487.

D. W.

889 Bell, Jas. H., 196 13th st., Detroit
890 Marvin, H. J., 274 Jefferson ave., "
1 Macgurn, Foster, 286 Woodward, "
2 Bonswor, Fred C., 595 4th ave., "
3 Reid, John A., 22 Gratiot ave., "

Unattached.

4 Darling, C. G., 38 E. University ave., Ann Arbor
5 Drake, Joseph H., 35½ Monroe st., "
6 Holgate, R. G., 20 S. 12th st., "
7 Armory, W. A., 13 John st., Detroit
8 Buckley, J. B., 169 Lafayette ave., "
9 Dougall, Arthur,White Lead Works "
900 Hungerford, W. A., 13 John st., "
1 Hogg, W. F., 127 14th ave., "
2 Williams, Maurice O., 33 Elliot st., "
3 Brewer, W. A., 602 7th st., "
4 *Howell, Mrs. H. E., 12 Elizabeth st. E., "
5 Edwards, W.D.,Fletcher Hdw. Co., "
6 Law, Jas. W., 214 Woodward ave., "
7 McLeod, D. A., 453 4th st., Manistee
8 McPherson, Wm., Grand Marais

Over 109,000, MINNESOTA, 13—316.

Com'l C. C.

909 Johnson, F. W., care of Wm. Donaldson & Co., Minneapolis

R. W. C. C.

910 Kim, C. J., care of Wing & Alson, Red Wing

Unattached.

1 Crittenden, A. M., 704 S. 5th st., Minneapolis
2 Hammond, Dean W., 817 Nicollet, "
3 Newton, A. N., Journal office, "
4 Owen, Harry N., 37 Highland ave., "
5 Oberg, A., 402 18th ave. N., "
6 Smith, L. G., 45 S. 10th st., "
7 Stone, W. M., 8 S. 3d st., "
8 Scovell, Rev. C. W., 174 College av., "
9 Fobes, W. H., 59 Summit ave., St. Paul
920 Fuller, C. A., 736 Dayton ave., "
1 Foster, Dr. T. R., State Hospital, St. Peter

Over 109,000, MISSOURI, 48—1,896.

L. C. C.

922 Bayles,A.D.,1201 Santa Fe, Kansas City

K. C. C.

3 Duke, H. B., 714 East 11th st., "
4 Grant, W. D., 1228 East 8th st., "
5 Huselton, Howard E., K. C. Starr, "
6 Porter, W. B., 1313 West 13th st., "
7 Sherrill, E. A., Brunswick Hotel, "

Stag C. C.

8 Hatch, C. W., 407 Security Building, St. Louis

R. W.

9 Fabricius, H., 1934 Lami st., "

Active B. C.

930 Borgmann, H. A., 3951A North 20th "

K. C. C.

1 Sutton, C. D., 2617 No. Taylor ave., "
2 Newmann, Hugo E., 4125 Lee ave., "

Spg. B. C.

3 Bowyer, R. P., Met. Hotel, Springfield

Unattached.

4 Luchsinger, Fred, Appleton City
5 Cary, V. U., box 238, Brookfield
6 Jones, Chas. H., 202 No. Main, "
7 Belcher, H. A., box 46, Brunswick
8 Canaday,W.F., 829 Walnut, Chillicothe
9 Robbins, D. S., 1220 Walnut, "
940 Helmig, C. F., Independence
1 Lucas,P.F.,343 Excg. Bldg.,Kansas City
2 Blees, F. W., Macon
3 Guthrie, S. P., box 504, Mexico
4 Hallowell, J. B., 609 Boonville st., Springfield
5 Adreon, R. E., 204 No. 3d st., St. Louis
6 Adreon, E. L. 209 Security Bldg., "
7 Borgess, J. H., 210 N. Broadway, "
8 Deverell, A. E., 3939A Evans ave., "
9 Fitzgerrell, C. A., 2221 Locust, "
950 Hendy, F. B., c o Tony Faust, "
1 Glasgow, Allen C., 4117 Wash. ave., "
2 Keber, J. B., Union Trust Co., "
3 Maynard, J. P., c o Wm. Bau Dry Goods Co., "
4 Miller, C. J., 4115 Washington boulevard St. Louis
5 Niedringhaus, T. K., 79 Vandeventer pl., "
6 Pritchett, H. S., Washington University, "
7 Robb, Dr. Malcom, 3207 Washington ave., "
8 Ritterskamp, L. H., 2347 S. 12th st., "
9 Richardson, J. C., 2947 Morgan, "
960 Reynolds, H. W., 1709½ Dolman, "
1 Stephens, F. B., 4024 Cook ave., "
2 Smith, R. A., 1004 Union Trust Co., "
3 Sieving, F. A., 3611 Ohio ave., "
4 Shepardson, G. A., 912 S. 9th st., "
5 Thue, J. P., 3301 Kosciusco, "
6 Van Hoefen, S. A., 8408 Hall's Ferry rd., "
7 White, F. H., 4628 Wagoner pl., "
8 Willing, G. N., 1714 Locust, "
9 White, E. E., 4628 Wagoner pl., "

Over 109,000, MONTANA, 13—58.

Elec. City B. C.

970 Asselstine, Geo. H., 510 Fifth ave., N., Great Falls
1 Davis, Nolan, 109 Central ave., "
2 Fowler, Cecil P. L., "
3 Gaunt, James, M., box 114, "
4 Pierce, F. C., "

Unattached.

5 Boal, C. T., Great Falls
6 Denton, Samuel, "
7 Hatcher, B. D., "
8 McFarland, G. O., 4th ave., N., "
9 Edwards, F. J., 8 Park ave., Helena
980 *Giles, Eva A., Grandon Hotel, "
1 Hawk, W. P. S., 524 Lawrence, "
2 Little, Nat S., 1220 8th ave., "

Over 109,000, NEBRASKA, 7—255.

Unattached.

983 Allen, Dr. F. C., 507 Court st., Beatrice
4 Benford, C. A., 1st Nat. Bk., "
5 Cubbison, Frank, Fairmont
6 Heaton, G. M., box 206, "
7 Small, A. E., box 24, "
8 Hough, Wm. A., box 57, Hooper
9 Boudinot, C. R., 1922 Emmett, Omaha

Over 109,000, NEVADA, 26—28.

Reno W.

990 Becker, Charles F., Reno
1 Fahrion, George W., "
2 White, Fred L., "
3 Mozingo, Samuel W., "
4 Lachman, Edmund D., "
5 Dahmer, Andy W., "
6 Hamp, Charles, "
7 Simas, Manuel, "
8 De Hart, Bee. "
9 Brockman, Joseph, "

Over 110,000.

000 Lake, Charles M., "
1 Becker, George A., "
2 Shaver, John C., "
3 Lewers, Robert, "
4 Phelps, Edward C., "
5 Harris, Emile C., "
6 Abrahms, Newton. "
7 Young, Leo, Eugene, "
8 Nash, Charles H., "
9 Hawcroft, Ralph B., "
010 Wright, William W., "
1 Jorgstorf, John, "
2 Peck, Stanley W., "
3 Wardin, E. E., "
4 Skinner, Herbert W., "
5 Morrill, Fred W., "

Over 110,000, NEW HAMPSHIRE, 12—246.

K. C. C.

016 Beede, Augustine, Fremont
7 Clement, Fred J., "

M. C. C.

8 Derry, Clarence J., Keene

Unattached.

9 Ladd, Willie J., Fremont
020 *Marchester, Mrs. M. I., "The Dunbarton," Nashua
1 Currier, J. M. C., Newton
2 Peaslee, M. B., "
3 Osgood, Geo. G., 14 Maple st., Suncook
4 *Horn, Mrs. Harry R., Wolfboro
5 Perkins,D.W.,490 Lake ave.,Manchester
6 Way, Frank L., 24 So. Main, "
7 Sweetser, Frank L., 866 Elm, "

Over 110,000, NEW JERSEY, 149—3,279.

B. C. & A. A.

028 Brady, Louis A., 67 Monroe pl., Bloomfield
9 Metcalfe, Wm. C., 224 Broad, "
030 Smith, Chas. W., 262 Liberty, "

Owl Bi Club.

1 Aaronson, R. H., box 19, Bordentown
2 Gingien, W. S., box 332, "
3 Holzbeaur, Henry, box 93, "
4 Magee, Sam'l R., box 26, "
5 Taylor, Fred W., box 10, "
6 Woodward, R. H., box 34, "

Riverside B. C.

7 Hartw'g, Wm., 222 Garden st., Hoboken

Catholic B. C.

8 Hornung, Henry J., 479 Communipaw, Jersey City

A. W.

9 Walbrecht, J., 637 Ocean ave., "

Palma B. C.

040 Dennin, John A., 76 Montgomery st., "
1 Parsons, C. H., Palma Club, "
2 Cook, Pierre F., Palma Club, "
3 Duren, W. A., 60 Glenwood ave., "
4 Queen, John W., Palma Club, "

A. A. C.

5 Dieterle, Fred, 90 Sherman ave., "

Madison Wheelmen.

6 De Motte, Henry H., box 197, Madison

Montclair Wheelmen.

7 Denzler, E. E., 59 Elm, Montclair
8 Luke, Chas. B., 341 Bloomfield ave., "

Sylva W.

9 Stackhouse, Joseph E., Medford

Sahodalica W.

050 Babbitt, D. C., 46 Morris, Morristown
1 Babbitt, Albert A. (P. O. 32 Nassau, New York city), "
2 Breese, F. S., 41 Western ave., "
3 Lindabury, Harry P., 85½ Wash., "

Oakhurst R.

4 McCarter, R. H., 765 Broad, Newark

O. B. C.

5 Martin, F.K.,72 Jefferson, Perth Amboy

No. Rochelle W.

6 Hargrave, A., 122 Park pl., Passaic

C. W.

7 Taylor, F. P., 326 Central ave, Plainfield

Ocean Co. W.

8 Havens, John G. W., Toms River
9 Low, Henry A., "

M. C. W.

060 Leach, B. J., 8 E. State, Trenton

Unattached.

1 Newman, Edwin, Allenwood
2 Darst, T. C., box 787, Asbury Park
3 Beal, Albert, Two Pines Hotel, Bayonne
4 Kennedy, Gilbert C., 711 Ave. D, "
5 Rue, A. I., box 4, Cranbury
6 Coffin, Walter C., Delawanna
7 Allen, Fred D., Dover
8 Howell, L. Y., "
9 Johnson, Fred, "

070 Kelley, Arthur D., "
1 Simpson, Clarence, "
2 Talmadge, Jno. L., "
3 Littell, B., 46 E. Park, East Orange
4 Werner, Chas., 376 Main st., "
5 Breese, Chas., Eatontown
6 Snyder, J. E., "
7 Levey, F. H., N. Broad, Elizabeth
8 Turner, J. B., 97 W. Grand st., "
9 *Jones,Mrs. R.M.,361 Main, Hackensack
080 Van Buskirk, A., Washington pl., "
1 Elkinton, Wm. T., box 13, Haddonfield
2 Petsch, Frank, 24 New, Harrison
3 Jones, Thos, H., Irvington
4 Osborne, Thos. S., "
5 Kastenhuber, W. P., 330 Palisade ave., Jersey City
6 Fennell, D. D., Siedler, "
7 Opdyke, Dr. C. P., 101 Ocean ave., "
8 *Wilkinson, Mrs. G.,274 Bergen ave., "
9 Fisher, J. H., 257 8th "
090 Headden, John, 3d, 15 Bentley ave., "
1 Hazen, Frank A., Lambertville
2 Lewis, D. C., 574 Columbia, Millville
3 Larison, W. H., Madison
4 Allen, Channing, Merchantville
5 Bullock, David L., box 197, "
6 Haig, W. W., box 268, "
7 Knight, Harry C., "
8 Russel, James M., box 197, "
9 Ruth, Frank H., "
100 Hagel, Philip A., box 21, Kingsland
1 Clark, O. O., Leonia
2 Allan, Percy, Clinton ave., Montclair
3 Blazer, Ira E., 36 Park, "
4 Baker, Chas. W., 116 Midland ave., "
5 Brinckerhoff, W. R., 42 N. Mountain ave., "
6 *Foote, Mrs. A. J., 67 Myrtle ave., "
7 Farmer, Wm. H., 267 Orange road, "
8 Green, R. F., 186 Grove, "
9 Henderson, James, 6-8 Church, "
110 *Henderson, Mrs. J., 34 S. Fullerton ave., "
1 Hubbell, Wm. N., 26 St. Luke's pl., "
2 Kimball, Chas. A., 248 6th ave., "
3 Mancini, L. A., box 277, "
4 Owen, Arthur E., 70 Christopher, "
5 Somerville, Thos. A., 77 Park, "
6 Torrey, J. P., 14 Walnut Crescent, "
7 Trowbridge, G. F., 22 The Crescent, "
8 Wylie, Robert B., 39 Midland ave., "
9 Hawkins, N. M., 206 High st., Millville
120 Trowbridge, W. D., Morris Plains
1 Case, W. S., Morrisville
2 Sweasy, J. F., 289 N. 7th st., Newark
3 *Hooper, Eleanor K., 96 Spruce, "
4 Bataille, Louis, 88 Academy, "
5 Colehamer, B. N., 90½ Garside, "
6 Cairnes, Wm. D., 287 Garside, "
7 Carmichael, M. E., 159 Mt. Prospect ave., "
8 Herington, P. R., 196 Garside, "
9 Jancovius, W. T., 683 Broad, "
130 Osmun, J. Allen, M.D.S., 588 Broad, "
1 Osmun, W. D., 21 Academy, "
2 Smith, Benj. H., 800 Broad, "
3 Snow, Archie H., 105 South 10th, "
4 Sheldon, Edgar, 159 Sherman ave., "
5 Walsh, Robert F., 151 Ogden, "
6 Day, Irving G., 37 Johnson ave., "
7 Renton, W. J., 185 Barclay st., "
8 Woodruff, C. C., 159 Wash. st., "
9 Dougherty, Wm. J., New Market
140 Van Buskirk,P.E., box 29, New Milford
1 Geister, Wm., 371 Main Orange
2 Milne, Alex., R., 18 Summer "
3 Matthews, H. E., 396 Scotland "
4 Smithers, E. L., 67 Snyder "
5 Woodruff, Wm., 345 Main "
6 McCleese, E. W., 302 Harrison, Passaic
7 Terhune, C. A., 324 River Drive "
8 Muller, Chas. E., 312 Godwin, Paterson
9 Nugent, A., 200 Ellison "
150 Stryker, W. H. H., Ellison st. "
1 Front, E. H., Vatchung ave. Plainfield
2 Reed, Harry Point Pleasant
3 Fraser, H. J., 106 Nassau Princeton
4 McKelvy, Robert "
5 Segar, C. G. "
6 Vincent, J. M., 11 N. M. Reunion "
7 Warren, Howard C., box 54 "
8 *Riegel, Ida J. Riegelsville
9 Ehni, E. C., box 215 Raritan
160 Pancoast, Louis, Oak st. Salem
1 Ward, N. O., box 295 South Orange
2 Savoye, W. G., box 561 Somerville
3 McMane, W., Jr., Morris ave. Summit
4 Allen, Wm. B., box 305 Trenton
5 Birriolo, Dr. F. A., 922 Edgewood ave. "
6 Bechtel, F. T., 258 Jackson "
7 Davis, John "
8 Lewis, Geo. G., 206 W. State "
9 Lowthrop, Francis C. "
170 Nichols, Lyman, box 443 "
1 Reading, Edward, 230 N. Warren "
2 Whitehead, R. R., 321 Greenwood ave. "
3 Simon, Robert Union Hill
4 Jacobus, C. R., box 104 Upper Montclair
5 Flatt, Aaron Woodsport
6 Oughton, George Waldwick

Over 110,000, NEW YORK, 584—14,577.

A. C. W.

177 Wackerhagen, W. B., 41 State st., Albany

Brooklyn B. C.

8 Ryder, E. W., Freeman and West, Brooklyn

Brooklyn Turner C. C.

9 Reisler, Wm., 263 Middleton, Brooklyn

Nassau W.

180 Green, C. S., 158 Rodney, Brooklyn

K. C. C.

1 Shade, J., Jr., 130½ Heyward, Brooklyn

Bushwick W.

2 Klaiber, Andreas, 305 Wyckoff ave., "

Indian C. C.

3 Bach, I. M., 315 Hewes st., Brooklyn
4 Bloch, Gus., 259 Rutledge st., "
5 Bernstein, Dave, 190 S. 9th st., "
6 Bernstein, Moses, 190 S. 9th st., "
7 Dale, Addrich J., 323 S. 5th st., "
8 Getz, S. L., 750 Driggs ave, "
8 Hamburger, Louis, 162 Rodney st., "
190 Levy, Dr. Max, 74 McKibbin st., "
1 Well, Henry, 659 Jefferson ave., "

B. Y. M. C. A.

2 Timmermann, Andrew D., 123 Sumner ave, Brooklyn

So. Brooklyn W.

3 Rackett, G. P., 539 Fifth ave., Brooklyn

Bison Touring C.

4 Brain,H.,Jr.,405 Connecticut st., Buffalo

Buffalo Ramblers.

5 Tiedt, Henry J., 438 Northampton st., Buffalo
6 Young, Edward J., 11 Cherry st., "

Canandaigua C. C.

7 Conyne, Roy J., Canandaigua

Delhi B. C.

8 Farrington, F. M., Main st., Delhi

H. C.

9 Hyde, Frederic B., Garrison's

Lakeside Wheelmen.

200 Barlow, Wm. A., Geneva
1 Patterson, A. Mansfield, Jr., "
2 Wells, Frank S., "
3 Adamy, W. Lynn, "
4 Greene, F. A., "
5 Nash, Francis P., "

Riverside Wheelmen.

6 Bissonnette, Napoleon, 792 2nd ave., Lansingburgh
7 Lebeau, Joseph, 733 3rd ave., "
8 Lebeau, Samuel, 765 1st ave., "
9 Lyle, Randolph, 797 1st ave., "

Mechanicville B. C.

210 Smith, B. L., Hazel st., Mechanicsville

Huguenot Wheelmen.

1 Smedley, F. W., 29 Lafayette pl., New Rochelle

New Rochelle W.

2 Emmet, R. S. Jr., Pelham road. "
3 Hatch, Rufus, 24 Park View ave., "
4 Lauer, John B., 259 Main st., "
5 Spalding, G. L., Webster ave. and Colonial pl., "

Century Wheelmen.

6 Chapman, Melville D., 132 West 57th st., New York
7 Hofmann, E., 805 6th ave., "
8 Werdenschlage, S., 140 West 48th, "

Thistle C. C.

9 Crosbie, John H., 128 E. 115th st., "

M. C. C.

220 DeNoyelles, G., Hotel Minot, 126th st., "

Lafayette C. C.

1 Valentine, T., 833 E. 169th st., "

Seventh Regiment C. C.

2 Young, Wm. H., 503 5th ave., room 37, "

Wolf American W.

3 Terhune, S. L. Jr., 176 W. 10th st., "

T. C. of F.

4 Veit, S. B., 627 Broadway, "

St. Nicholas Wheelmen.

5 Chapin, E. H., 65 Broadway, "

Van Cortlandt W.

6 Mable, John, 1st., box 134, Peekskill

P. C. C.

7 Jones, E. N., State Normal School, Plattsburgh
8 Martin, Albert O., 70 Miller st., "

L. V. W.

9 Huber, C. W., 39 E. Main, Rochester

R. A. C.

230 Surderlin, H. L., 45 Sophia st., "

T. W.

1 Shantz, J. Edgar, 29 Harper st., Rochester

Mohawk Wheelmen.

2 Junggren, Oscar, 23 Front, Schenectady

R. C. W.

3 Loeffler Oscar, 90 St. Paul's ave., Tompkinsville

L. I. W.

4 *Smith, Miss Mary A., Overlook terrace, Yonkers

Troy B. C.

5 Gabeler, Dr. C. H., 32 4th st., Troy
6 Hicks, D. R., Fulton and 4th sts., "
7 Munch, Henry, 706 Fulton st., "
8 Offenhauer, Fritz, 32 4th st., "
9 Shelters, Erwin, 1211 Jacob st., "

Unattached.

240 Park, Wm. R., 25 Steuben, Addison
1 Yung, Geo. W., box 242, "
2 Holding, Claude J., 149 Clinton ave., Albany
3 Noschang, H. G., 325 Clinton ave., "
4 Perry, Edw. R., 29 Wash. ave., "
5 Parkhurst, Edwin B., 191 Lancaster, "
6 *Randolph, Marion, 200 Lark, "
7 Sanders, F. N., 578 Madison ave., "
8 Young, David W., Lark st. rink, "
9 LeCompte, Wm. J. Jr., 103 Allen, "
250 Allendorph, E. V., 162 Western ave., "
1 Garrity, John J., 19 S. Swan st., "
2 Russell, Charles, 2 Englewood pl., "
3 Maguire, Jas. B., C. E., 221 Orange st., "
4 Whitney, James E., 37 Elizabeth, Amsterdam
5 Marsh, G. H., Antwerp
6 Stype, E. J., "
7 Cassidy, Ambrose, 142 Bay 16th, Bath Beach
8 Willett, C. W., box 401, Belmont
9 *Wilson, Mrs. Genevieve, Bensonhurst
260 Fuller, T. B., 1 and 2 Hagaman block, Binghamton
1 White, Fred A., 125 Court, "
2 *Estabrook, Mrs. Martha, box 1, Blythebourne
3 Aston, S. T., 591 Halsey st., Brooklyn
4 Alden, E. K., 170 Joralemon, "
5 Barker, Wm. H., 35 Hart, "
6 Butcher, W. W., 26 Court, "
7 Baldwin, Jos. W., 152 Lincoln pl., "
8 *Brown, M. M., 504 Pacific, "
9 Bunn, Geo. A., 164 Montague, "
270 Bohnenkamp, Wm. F., Jr., 462 Willoughby ave., "
1 Boland, Reuben E., 680 Hancock, "
2 *Burns, Miss N. S., 141A Monroe, "
3 Beers, F. W., 303 State, "
4 Boynton, W. H., 1084 Bedford ave., "
5 Carly, Henry A., 339 Adelphi, "
6 Cross, James E., 935 Jefferson ave., "
7 Cole, R. W., 1063 Halsey, "
8 Corwin, Dwight H., 1243 Dean, "
9 Cowing, H. W., 52 Garden pl., "
280 Crane, E.M., Jr., 300 De Kalb ave., "
1 Caw, Jas. A., 129 Prospect pl., "
2 Downer, Chas. A., 893 Park pl., "
3 Davis, Barnett G., 305 Macon, "
4 England, Wm. A., 318 Eighth, "
5 Eldridge, J. L., 1120 Bedford ave., "
6 Fitch, Walter S., 307 Garfield pl., "
7 *Fox, Mrs. Grace, 843 Union, "
8 Fraser, H. G., M.D., 29 Lafayette ave., "
9 Gray, Wm. M., 530 Henry, "
290 Gross, F. W. Jr., 134 Milford, "
1 Gair, Geo. W., 120 New York ave., "
2 Hanschild, Chris A., 654 Tenth, "
3 Henderson, T. M., 22 Irving pl., "
4 Harris, David, 543 Third, "
5 Halliday, C., 411 Cumberland, "
6 Hoople,Dr.H.N., 35 Kingston ave., "
7 Haskell, Geo. F., 39 Prospect pl., "
8 Hall, C. S., So. 5th & Bedford ave., "
9 Halsey, W. E., D.D.S., 131 Milton, "
300 *Ireland, Mrs. M. A., 1827 Atlantic ave., "
1 Johns, Geo. W., 207 Monitor, "
2 *Kennedy,Mrs.A.L., 492 Greene ave., "
3 Keller, Fred F., 451 66th, "
4 Kirkland, John, Pacific st. & Bedford ave., "
5 Lieber, Nathan, 36 Seigele, "
6 Lanphear, J. A., 610 McDonough, "
7 Mundell, W. J., 368 Carleton ave., "
8 Mangam,C.L., 290 Stuyvesant ave., "
9 Metcalf, S. L., 685 Bedford ave., "
310 McLaughlin, C. P., 343 First, "
1 *McLaughlin, Miss L., 343 First, "
2 McIntosh, G. G., 21 Woodbine, "
3 Manwaring,J.H., 1229 Bedford ave., "
4 Mayer, Mark, 711 Fulton, "
5 Murray, John G., 107 Henry "
6 Peach, R. M., Jr., 188 So. 4th, "

7 *Petitte, May F., 101 Berkeley pl., Brooklyn
8 Pullen, Chas. S., 9 St. Marks ave., "
9 Quinby, F. H., 76 Hanson pl., "
220 Richards, C. R., 127 Gates ave., "
1 Reimer, R., Jr., 2814 Atlantic ave., "
2 Richmond, Henry C., 342 Jay st., "
3 Rue, Chas. H., 82d st. & 19th ave., "
4 Reuton, Geo. W., 184 Ross st., "
5 Sanford, W. R., 39 Prospect pl., "
6 Sinclaire, Harry T., 137 Amity st., "
7 Schumacher, H., 1165 Greene ave., "
8 Simonton, J. H., 207 6th ave., "
9 Smith, W. H., 233 Ocean ave., "
330 Sanford, H. E., 39 Prospect pl., "
1 Stuart, A. H., 306 Macon st., "
2 *Stuart, Mrs. A. H., 306 Macon st., "
3 *Stayley, Miss C. H., 211 Lafayette ave., Brooklyn
4 Tangeman, Geo. P., 276 Berkeley pl "
5 Sweatman, Harry, 212 Dean st., "
6 Watt, J. E., 754 Greene ave., "
7 Wayne, Wm. H., 353 Schermerhorn "
8 White, Geo. F., 25 Russell pl., "
9 Warren, C. J., 477 Macon st., "
340 Walter, Otto W., 250 Vernon ave., "
1 Dingee, J. T., Jr., 21 Dodworth st., "
2 Gallindo, Robert C., Berkeley pl., "
3 McCaffrey, W. J., 5 Clifford pl., "
4 Oldring, G. H., 581 Jefferson ave., "
5 Ross, Henry W., 117 Calyer, "
6 Schlachter, J. C., 309 Jefferson ave., "
7 Allison, Geo. F., 22 S. Oxford st., "
8 Applegate, Chas.E., 15 Putnam ave., "
9 Brownell, E. J., 1280 Fulton st., "
350 Bates, Chas. G., 40 Palmetto st., "
1 Curt, Gustav, 25 Clinton st., "
2 Fulton, Geo., 471A McDonough st., "
3 Hoyt, E. P., 434 Macon st., "
4 Miller, Albert S., 113 Henry st., "
5 Norton, Wm. W., 302 Van Buren st., "
6 O'Brien, W. D., 1280 Fulton st., "
7 Ostrander, W. M., 412 18th st., "
8 Phelps, E. F., 1281 Bergen st., "
9 Pierrepont, R. L., 216 Columbia hts, "
360 Plumb, H. B., 13 Polhemus pl., "
1 Reif, Rufus A., 215 46th st., "
2 Smith, Edwin S., 559 Bedford st., "
3 Schaefer, Louis, 157 Bedford st., "
4 Scudder, Arthur C., 48 2d pl., "
5 Smith, A. P., Jr., 561 Franklin ave, "
7 Whitehead, Geo. R., 451 Pulaski st., "
8 Wilder, L.G.,M.D.S., 52 Ft Green pl, "
9 Weeks, Wm. E., 216 Lefferts pl., "
370 Jones, Jay S., 215 Washington ave., "
1 Adams, D. W., 1210 Niagara, Buffalo
2 Bissell, H. P., 558 Ellicott sq., "
3 Birge, Humphrey, Niagara Hotel, "
4 *Birge, Allithea, Niagara Hotel, "
5 *Birge, Marion, Niagara Hotel, "
6 Blood, Earl N., 139 School, "
7 Chard, Walter G., 259 North, "
8 *Crysler, Miss Mary, 100 High, "
9 Davis, Townsend, 200 Main, "
380 Farnham, Geo. R., Seneca & Wells, "
1 Finley, Alfred K., 189 Whitney pl., "
2 Grant, U. S., 1641 Jefferson, "
3 Grant, J. H., 355 Hudson, "
4 Guebelle, C. A., 163 Anderson pl., "
5 Gilmore, Joseph E., 243 Dearborn, "
6 Hayes, J. A., 1012 Main, "
7 *Hayes, Mrs. J. A., 1012 Main, "
8 Houck, Ph. Jr., Metropolitan Bk., "
9 Hausbeck, F. P., Lee, Holland & Co., "
390 Haller, Chas. E., 112 Spruce, "
1 Halst, Chas. A., 1037 Ellicott, "
2 Hawley, W. A., 76 Johnson pk., "
3 Kirtland, R. L., 188 Hodge ave., "
4 Langdon, A., Empire State Savings Bank, "
5 Meadows, W. G., 114 W. Chippewa, "
6 Norton, C. R., 117 Erie Co. Bk. Bldg., "
7 Renwick, R. C., 533 Niagara, "
8 *Smith, Bertha, 342 Bouck ave., "
9 *Staples, Abbye G., 451 Ellicott sq, Bldg., "
400 Thompson, W. M., Lee, Holland & Co., "
1 Thompson, S., 63 Arlington pl., "
2 *Thompson,Mrs.S.,63 Arlington pl., "
3 Waukel, W. B., 177 Vermont, "
4 Wardwell, F. C., 235 Hudson st., "
5 Bryan, Wm. G., Box 19, "
6 Brain, John, 405 Connecticut, "
7 Brownell, Geo. F., 45 Erie Co. Sav. Bank, "
8 Bannon, D. W., 13 Law Ex., "
9 Doran, J. G., box 144, "
410 Hopkins, W. G., 762 Auburn ave., "
1 Macnoe, T. D., 833 Ellicott sq., "
2 McIntosh, D., 138 Erie Co. Bank, "
3 Marcy, Wm. L., 1003 D. S. Morgan Bldg., "
4 *Mischka, Miss C., 240 West ave., "
5 Owen, J. P., 644 Plymouth ave., "
6 Robbins, C. C., 18 W. Chippewa, "
7 *Robbins, Mrs. C. C., 870 W. Ferry, "
8 Stevenson,C.P.,266 Richmond ave., "
9 Templeton, J. O., 870 W. Ferry, "
420 Webster, G. B., 47-8 Dun Bldg., "
1 Palmer, G. A., 51 Main st., Batavia
2 Steele, A. M., 41 Washington ave., "
3 *Bishop, Mrs. Emily M., box 175 Chautauqua
4 Folger, W. D., 39 Saratoga ave. Cohoes
5 Hayes, R. H., 75 Lancaster "
6 Kniffin, Frank, Opera House blk. "
7 McClelland, J. H., 96 Railroad st. "
8 Mayott, Jacob W., 108 Jackson ave. "
9 Stevens, Jas. E., 85 Heartt ave. "
430 Smith, Robt. W., 188 Remsen st. "
1 Ellinwood, E. M. Clyde
2 Soule, S. W. "
3 Jingley, Franklin J. Collins
4 Dolge, William Dolgeville
5 Cleveland, P. H. Dongan Hills
6 Bernhardt, Jacob, 126 Centre, Dunkirk
7 *Williams, Alice, Central ave. "
8 Van Doren, Fred Farmer
9 Daly, R. R., Matteawan State Hospital Fishkill-on-Hudson
440 Strong, Edwin E., box 703 "
1 Jones, Charles E. Florida
2 Bowtell, C. W. Fort Edward
3 Clark, Walter A. Geneva
4 Clermont, J. B., box 2 Hyde Park-on-Hudson
5 Thom,W.M.,Anderson ave. High B'dge
6 Bow, G. B. F., 202 Wash. ave. Kingston
7 Lorenz, Charl Kreischersville
8 Reilly, Wm. P. "
9 Wilson, F. L., 53 W. Main Middletown
450 Thompson, A. C. N., box 72 "
1 Bloss, R. P., N. Main Mechanicsville
2 Kniskern, C. B., Kniskern House Milford
3 Bengough, W. Monticello
4 Bryant, C. E. "
5 Clarke, Thomas S. Millbrook
6 Morgan, L. C. Morristown
7 Senior, John L. Montgomery
8 Vandervef, W. P., box 245 "
9 Hill, C. H., Medina
460 O'Hanlon, John, "
1 Lawrence, Frank M., Moriches
2 Bigelow, Chas. C., Mt. Vernon
3 Cammann, H. H., 50 St. Marks pl., New Brighton
4 Bedford, A. M., New Rochelle
5 Foot, James D., "
6 Gregg, James A. S., Highland pk., "
7 VanZehn, J. Louis, Bancher pl., "
8 Dickey, Frank R., Newburgh
9 Ashley, G. D., 175 9th ave., New York
470 Altstadt, J. A., 317 E. 51st, "
1 Adams, Louis A., 101 Wall, "
2 Boyd, John D., 308 W. 72rd, "
3 Beach, Thos. W., 18 W. 21st, "
4 Belcher, Leon, 305 W. 22nd, "
5 *Barrus, Miss Caroline, Murray Hill Hotel, "
6 Birnie, Harold T., 2009 7th ave., "
7 Brownson, Robert W., 31 New, "
8 *Barker, Miss E. H., 224 W. 71st, "
9 Boyle, Dr. Chas., 66 W. 46th, "
480 Burmeister, Henry, 376 Wills ave., "
1 Butts, Richard E., 1282 3rd ave., "
2 Brockelmann, Ewald, 62 E. 65th, "
3 Berwin, N. A., 152 W. 94th, "
4 Brown, P. T., 27 W. 43rd, "
5 Brunner, Arnold W., 36 Union sq., "
6 Baker, Wendell, 18 Cortlandt st., "
7 Cassatt, G. M., 327 Broadway, "
8 Clarke, Chas. M., 82 John, "
9 Collins, F. P., 247 Lenox ave., "
490 Cornwall, G. H., 60 Broadway, "
1 Curtis, Wm., 127 Fifth ave., "
2 Caspary, Alfred, 502 Broadway, "
3 Crother, Geo. J., 453 Ninth ave., "
4 Coughlin, James T., 544 8th ave., "
5 Condon, Richard, 501 5th ave., "
6 Coolidge, C. M., 200 W. 94th, "
7 *Cosgrove, Miss E., 230 E. 34th, "
8 Duryea, Tunis H., 126 E. 26th, "
9 Doremus, H. W., 26 Broadway, "
500 Dunning, Edgar F., 45 E. 128th, "
1 Dessoir,F.,Pelham rd.,Bay Chester, "
2 Dilworth, Wm. S., 561 Greenwich, "
3 Dodworth, Thos. G., 12 E. 49th, "
4 Day, Schuyler E., 3 W. 63d, "
5 Dayton, Harold C.,Hotel Winthrop, "
6 *Ellis, Mrs. H. D., 136 W. 32d, "
7 Ellis, W. D., 157 Chamber st., "
8 Effray, Felix G., 108 Fulton, room 1107, "
9 Elberth, Chas., 106 Prince st., "
510 Eddowes, Franklyn, 117 W. 127th, "
1 *Elmsly, Miss B. S., 68 W. 99th, "
2 Enos, Dr. Horace, 116 W. 47th, "
3 Frost, Chas., 23 Grove st., "
4 Finch, Lounsbury, 346 Broadway, "
5 Fitz Maurice, E. R., 131 W. 61st, "
6 *Fitz Maurice,Mrs.E.R.,131 W. 61st, "
7 Fischer, I., 428 Third ave., "
8 Green, R., 217 Varick, "
9 Gilbert, Harry, 501 W. 130th, "
520 Gregory, Chas., 30 Broad, "
1 Goetz, Roderick S., 403 E. 56th, "
2 Hatch, Albert H., 43 W. 75th, "
3 Halsted, Chas. E., 75 Pearl, "
4 Hazeltine, George, 38 Broad, "
5 Hadacek, Francis W., 229 W. 142d, "
6 Herzog, Geo., 39 E. 65th, "
7 Homes, Henry F., 15 Wall, "
8 Hochschild, Berthold, 465 West End ave., "
9 Hirschfield, M., 60 Broadway, "
530 Hillyer, Clarence, 321 W. 104th , "
1 Harbordt, E. C., 4 1-3 Pine, "
2 Hendricks, Henry H., 49 Cliff, "
3 Hirsch, Simon, 58 3d ave., "
4 *Hartford, Mrs. L., 211 W. 69th, "
5 Hallett, Elmer D., 734 E. 138th, "
6 Hibbard, Chas. C., 728 5th ave., "
7 Hart, Horace G., 36 Vesey, "
8 Hasbrouck, Frederick, 75 Hudson, "
9 Hagamier, John H., 2110 3d ave., "
540 Irving, Chas. W., 57 W. 62d, "
1 Imhoof, Edward E., 47 White, "
2 *Johnson, Miss I. L., 416 Lenox av., "
3 Jones, W. A., 26 Br'dw'y, room 166, "
4 Jacquelin, H. T. B., 27 W. 43d, "
5 Johnson, C., 1658 3d ave., "
6 Knoepfel, Chas. W., 260 W. 16th, "
7 *Kobbe, Marie, 14 E. 74th, "
8 Kinnier, Harrison, 57 W. 76th, "
9 Klein, Wm., 59 West 24th, "
550 Kelly, Wm. H., 111 Broadway, "
1 Kaufman, Milton, 173 East 124th, "
2 Keim, G. H., 1384 Lexington ave., "
3 *Keim, Mrs. Geo. H., 1384 Lexington ave., "
4 Kunhardt, W. B., 1 Broadway, "
5 Klappert, Emil, 328 East 25th, "
6 *Kraemer, Miss Marie, 483 8th ave., "
7 *Kraemer, Miss Josephine, 483 8th ave., "
8 *Kraemer, Miss Kate, 483 8th ave., "
9 Karnes, W. J., 36 Warren, "
560 *Loewi, Miss Rosalie, 22 E. 81st., "
1 *Loewi, Miss Milly, 22 East 81st., "
2 Lindstrom, Aron A., 247 W. 124th, "
3 Lord, Chas., 346 8th ave., "
4 Lichtenstein, Howard, 14 W. 74th, "
5 Lott, Alexander, 899 Morris ave., "
6 Lenz, Frank A., 137 East 122d, "
7 Moran, Chas. A., 45 Exchange pl., "
8 Moore, W. D., 140 West 82d, "
9 *Macdougall, Miss M. G., 68 West 99th, "
570 McManus, Thos. R., 356 E. 57th, "
1 Murphy, Francis F., 49½ Madison, "
2 McKay, John, 136 Liberty, "
3 McKim, Alex Rice, 106 E. 23d, "
4 McClain, John F., 327 Broadway, "
5 Mann, W. C., 308 West 14th, "
6 McEwen, Rev. Henry T., 238 East 13th, "
7 Mandelick, W. E., 527 West 34th, "
8 McCoun, Chas. A., 303 West 33d, "
9 Newman, Elijah, 79 East 124th. "
580 Neuhaus, G. E., M.D., 171 West 95th, "
1 Neuman, Louis E. Jr., 162 E. 63d, "
2 Niblo, Fred L., 213 West 14th, "
3 Nathan, Edgar J., 61 West 35th, "
4 Oppenheim, D. H., 133 West 58th, "
5 *Pillsbury, Florence E., 122 Madison ave., "
6 *Plimley, Lelia McA., Hotel Endicott, "
7 Plimley, Maj. Wm., Hotel Endicott, "
8 Probst, J. Henry, 36 Vesey, "
9 Porter, W. H., 346 Broadway, "
590 Parmly, Frederick, 134 West 57th, "
1 Rogers, Dr. Willard H., 225 West 22d, "
2 Rohl, Carlos, 35 S. William, "
3 Reedy, W. J., 1944 Madison ave., "
4 Reay, James L., 378 3rd ave., "
5 Rothkopf, Emanuel, 562 3rd ave., "
6 Sherman, P. T., 59 Wall, "
7 Sudbrink, Wm., 2236 7th ave., "
8 Scharnbach, Jakob, 783 7th ave., "
9 *Sands, Miss Agnes C., 998 Trinity ave., "
600 Schmelzel, J. H., 245 Wash., "
1 Snowden, Julius, 125 Bleecker, "
2 Spindler, Emil, 362 8th ave., "
3 Seales, J. Y., 14 East 74th, "
4 Sullivan, Thos., 45 West 98th, "
5 Silverstein, Ben., 347 West 5th, "
6 Silverstein, A. B., 1577 Third ave., "
7 Smith, Geo. C., 159 West 97th, "
8 Snow, Geo. C., 463 West 57th, "
9 Schroder, John F., 447 East 148th, "
610 Smith, Thos. H., 23 West 128th, "
1 Spence, Wm. H., 212 West 15th, "
2 Turner, Geo. G., 166 West 86th, "
3 Thron, John E.,26 Broadway,room 153, "
4 Townsend, G. B., 32 Liberty, "
5 Towne, Paul R., 229 Broadway, "
6 Tremper, Robert A., 465 East 177th, "
7 Tuthill,Theo K.,M.D., 319 West 18th, "

8 Terhune, Albert D. 334 West 18th, "
9 Vail, Henry H., 100 Wash. sq., "
620 Von Kileh, Anthony O., 47 White, "
1 Walker, Geo. H., Jr., 106 Walker, "
2 Winnemore, A. E., 40 Beaver, "
3 Woffenden, R. H., 175 Ninth ave., "
4 Williamson, Joseph D., 85 Bedford, "
5 Wolff, Dr. Richard, 315 East 86th, "
6 White, Geo., 329 West 41st, "
7 Whaley, Geo. C., 64 East 86th, "
8 Weber, O. B., 1382 Lexington ave., "
9 *Weber, Mrs. O. B., 1382 Lexington ave., "
630 Walsh, P. F., 302 East 20th, "
1 Walton, C. W., "New Pier 25, No. River," "
2 Williams, C. E., 800 8th ave., "
3 Wenner, G. M., D.D., 123 East 24th, "
4 Wilson, Howard B., 327 Broadway, "
5 Brooks, Dr. G. F., 272 Boulevard (73d st. W.), "
6 Bertschmann, L., 18 Exchange pl., "
7 Bates, G. V., 78 West 82d, "
8 Cook, Ernest H., 348 East 128th, "
9 Mewborn, Ala D., M.D., Ellis Island, "
640 *Ambrose, Edith M., 54 W. 83d st., "
1 Abek, Hugo, 424 E. 77th "
2 Childs, J. C., 346 8th ave., "
3 Cummings, Clarence, 64 Cedar st., "
4 Carroll, Thomas P., 49 Laight "
5 *Colquhoun, Miss M., 309 Broadway, room 1007, "
6 *Collins, Mrs. E. A. C., 316 W. 56th, "
7 Derr, Harry A., 201 W. 100th, "
8 Damm, Paul J., 9 Brook ave., "
9 Emerson, J. M., Jr., 36 W. 25th st., "
650 Fleming, Frank, 212 W. 15th st., "
1 Fontaine, S. S., editorial room (The World), Park row, "
2 Graham, Jas. Lorimer, 149 W. 126th "
3 Gatcke, Max, 104 John st., "
4 Grant, Wm., Ackerman st., Kingsbridge, "
5 *Hatch, Miss M. G., 308 W. 28th st., "
6 Hanlon, E. B., Jeff. ave., near Columbine st., "
7 Imhoff, E., 915 Amsterdam ave., "
8 Kirkus, Alfred R., box 283, "
9 Law, Chas. H., 111 E. 127th st., "
660 *Le Moyne, Mrs. S. C., 128 E. 34th st., "
1 Lienaw, J. H., 48 W. 82nd st., "
2 McLaughlin, F.W., 139 W. 73rd st., "
3 Mahnken, H., 18 Broadway, R. 619, "
4 Manchester, G. R., 113 W. 38th st "
5 Murtha, J. A. Jr., 44 Court st., "
6 *McNamara, J., St. Cloud Hotel, "
7 Mooney, Louis W., 39 W. 52nd st., "
8 Poole, Cecil P., 206 W. 80th st., "
9 Powers, D. E., Riverdale ave., Kingsbridge, "
670 Rumney, T. S., care of Laidlaw & Co., 14 Wall st., "
1 Schoder, Chas. E., 34 Bleecker st., "
2 Stewart, Jas. L., 140 E. 34th st., "
3 Stark, Tobias, 552 St. Ann's ave., "
4 Smith, E. H., 270 Broadway, "
5 Sheldon, Alex. J., 136 Front st., "
6 *Simpson, Miss G., 50 W. 53rd st., "
7 *Simpson, Miss T., Presby. Hos., "
8 Shelton, E. De Forest, 280 B'way, "
9 Strassburger, Gus, 42 W. 87th st., "
680 Taylor, Chas., 30 Wall st., "
1 Tanner, Fred A., 95 Nassau st., "
2 Vetter, C. E., 26 E. 116th st., "
3 Vette, C. H., 302 W. 130th st., "
4 *Wendell,Mrs.F.L., 327 W.85th st., "
5 White, Albert A., 51 Leonard st., "
6 Cook, W. E., Ford st., Ogdensburg
7 Dow, J. F., Ford st., "
8 Gedbaw, F. X., 24 Washington, "
9 Mulligan, James E., 2 Congress, "
690 Paquette, Chas., 144 N. Y. ave., "
1 Stockwin, Sidney M., 183 Maine, "
2 Wagner, Robert, 128 Lake, "
3 Schilling, P. R., 179 E. 9th st., Oswego
4 Spencer, W. W., Jr., City Savings Bank Bldg., "
5 Jennings, H. D., 2 Lawn ave., Oneonta
6 Lewis, E. D., 27 Grove, "
7 Whitney, H. E., 16 W. Broadway, "
8 Estelow, Jared C., 1st Nat. Bk., Oxford
9 Malo, Peter, Plattsburg Barracks, Plattsburg
700 Hunzinger, E. W., box 338, Port Chester
1 Dorige, Chas. F., Prince's Bay
2 Clark, C. H., 29 Boardman ave., Rochester
3 Castleman, W. S., 14 Augustine, "
4 Gorton, Chas. W., box 234, "
5 Jordan, C. A., 705 Chamber of Commerce, "
6 *Perrine, Miss Ethel, 2 Baldwin, "
7 Stevenson, W. W., 607 E. & B. bldg., State st., "
8 Sternbergh, M. H., Nat. Casket Co., "
9 McNinch, W. B., Trevor Hall, "
710 Shaw, H. C., 107 Cutler bldg., "
1 Thomas, G. W., 808 Penn block, "
2 Barnes, A. S., Rock Stream
3 Abbott, W. J., Rome
4 Binks, W. T., 110 N. James, "
5 Bingham, M. R., 603 N. Wash., "
6 Birnie, W. S., "
7 Billings, R. B., 213 E. Dominick, "
8 Ethridge, J. M., 715 N. Wash., "
9 Jenks, W. O., 303 Kossuth, "
720 Johnson, W. B., 309 N. James, "
1 Little, Geo. D., 327 W. Embargo, "
2 Lake, H. G., 152 W. Dominick, "
3 Manro, W. D., Arlington Hotel, "
4 Rousseau, John B., 502 N. George, "
5 Stearns, W. E., Arlington Hotel, "
6 Smith, F. R., box 1657, "
7 Westwood, W. H., 210 Bloomfield, "
8 Andrews, W. S., Hotel Edison, Schenectady
9 Bedard, J., box 651, "
730 Gilmour, Wm. G., 213 Union, "
1 *Gilmour, Mrs. Wm. G., 213 Union, "
2 Jacobs, Richard E., 131 Jay, "
3 Watt, W. S., 52 Chestnut, "
4 Welti, Edw. A., 905 Albany, "
5 Rippey, G. W., Shortsville
6 Smith, Arthur H., "
7 Turner, Seward C., "
8 Huntoon, Frank, "
9 Langdon, Chas. M., "
740 Stafford, Patrick, Jr., Spuyten Duyvil
1 Hill, Harry B., box 246, Tottenville
2 Jones, John H., box 4, "
3 Chutt, Edmund, 42 2d st., Troy
4 Chutt, Sanford L., 42 2d st., "
5 Doughty, E. C. (P. O. box 61 Williamstown, Mass.), "
6 Denison, B. H., 164 First st., "
7 Hamilton, W. E., 43 Ingalls ave., "
8 Spear, Albert W. H., 1213 Jacob, "
9 Wells, C. L., box 554, "
750 Young, Dr. E. J., 108 Third, "
1 Risley, Orville, Park ave., Utica
2 Hubbell, T. B., 3 Jewett pl., "
3 Van Vranken, Garret, Vischers Ferry
4 Arnold, Fred, Third, Wellsville
5 Smith, John M., box 1337, "
6 Thieme, R., Main & Mary, West Chester
7 Brown, Wm. C., 3 Davis ave., W. New Brighton
8 Sniffin, Elliott H., Railroad ave., White Plains
9 McMullen, L. J., box 368, Worcester
760 Trow, J. F., 163 Shonnard ter., Yonkers

Over 110,000, NORTH CALIFORNIA, 28—1,319.

Diamond C. C.

761 Bowen, A. B., 4th ave. and Van Dyke st., East Oakland

Reliance C. W.

2 Bellingall, P. W., 1415 Filbert, Oakland

Bay City W.

3 Barrow, J., 309 Larkin, San Francisco

Camera Club Cyclists.

4 Bert, F. W., Jr., 222 Sansome st., San Francisco
5 Close, C. S., 117 Leavenworth st., "

Olympic Club Wheelmen.

6 McCormick, Wm. H., 12 Glover st., "

Unattached.

7 Freman, F. H., Fresno
8 Hill, Chas. L., 2102 Tulare st., "
9 Kittrell, W. J., "
770 Skinner, H. W., Hughes Hotel, "
1 Ritchie, Geo. A., Grangeville
2 Jacox, Charles. Mt. Eden
3 Stokes, G. H., box 384, Marysville
4 Suggett, Allen H., box 314, "
5 Ashmore, W. E., 730 Market st., San Francisco
6 Burnell, Martin, 411 Cal. st., "
7 Battermann, C. F. W., U. S. Marine Hospital, "
8 Crane, C. W., M.D., 417 Sansome, "
9 Collins, E. F., 640 Market, room 3, "
780 Dunne, Peter J., 1 Stockton st., "
1 Nye, A. E. J., 728 Bush st., "
2 Goddard, C. L., D. S. S., 406 Sutter, "
3 Lutley, E., box 61, St. Helena
4 Crook, F. Stanley, Traver
5 Weddle, Chas., "
6 Stabler, H. P., box 30, Yuba
7 Page, F. S., 120th and 11th st., Oakland
8 Shipley, P. R., 478 10th st., "

Over 110,000, N. DAKOTA, 11—51.

Fargo Bi C.

789 Thompson, Frank J., Fargo

Unattached.

790 Boyden, T. A., Lisbon
1 Riddell, Robert B., "
2 Simenstad, M. O., Northwood
3 Lewis, R. S., Red River Valley National Bank, Fargo
4 Lockhart, J. B., Red River Valley National Bank, "
5 Baker, Thos., Jr., 52 Broadway, "
6 Sundberg, E. P., Broadway and Front, "
7 Smith, W. W., 9th and W. South, "
8 *Perrine, Miss Edith, Valley City
9 Perrine, Lura L., "

Over 110,000, OHIO, 53—1,777.

Alliance B. C.

800 Welker, P. W., Main st., Alliance

Chill W.

1 England, C. H., Elks' Club, Chillicothe
2 Haynes, Chas. M., "
3 Mills, Chas. W., 52 W. 2d st., "
4 McConnell, Dennis, "
5 Smith, Chas. F., 152 W. 2d st., "
6 Bergman, E. L., "
7 Cahill, Wm. J., 381 E. Water st., "
8 Ferris, W. H., 297 Clay st., "
9 Freeman, Reuben R., 261 Church, "
810 Gunther, W. F., 299 E. Main st., "
1 Herzog, E. A., "
2 Kettles, Wm., box 647, "
3 Litterest, Chas., 425 High st., "
4 Rector, Elmer, 301 Church st., "
5 Spetnagel, A. C., 233 W. 2d st., "
6 Wenis, E. S., "

Cleveland W. C.

7 Butts, F. W.,985 Euclid ave., Cleveland
8 Fisher, E. A., 39 Harper st., "
9 Mowery, E. W., 453 Bolton ave., "
820 Sealand, F. N., 2018 Detroit st., "

Willard C. C.

1 Hald, Henry, 2223 Wayne st., Toledo

T. W. A.

2 Porter, W. H., 1830 Adams st., Toledo

Unattached.

3 Gordon, W. M., 951 Gest, Cincinnati
4 Hall, Geo. W., 145 W. 6th st., "
5 Rose, W. V. H., U. S. Eng. Office "
6 Thrasher, Allen B., 708 Walnut st., "
7 *Thrasher, Mrs. A. B., Avondale, Cincinnati
8 Wright, Judge D. P., Liston ave. and Leland, "
9 Hartford, J. M., E. Palestine
830 Chapman, J. F., 138 Broadway, E. Liverpool
1 Wolf, Edward C., Circleville
2 Wolf, John W., "
3 Earl, E. B., 102 Brownell st., Cleveland
4 Hall, F. E., 70 Bertram st., "
5 Parmalee, Frank W., Cygnet
6 Kistner, John J., No. 1, Custar
7 Wolfson,I., 435W.Fremont st., Fostoria
8 Rinearson,W.C.,816Dayton st.,Hamilton
9 Winters,C.C.,Epworth av.,Madisonville
840 Backhus, Clarence, St. Marys
1 Faben, C.R., Jr., 327 S. Erie st., Toledo
2 Persons,F.R., 416 Hotel Monticello, "
3 Kelley, H. E., 321 17th, "
4 Lee, C. B., 226 10th, "
5 Allman, Alonzo, 262 Jefferson st., Tiffin
6 Fast, Chas. S., 442 E. Perry, "
7 Levy, Leon, Wapakoneta
8 Dodd, F. C., box 68, Waterville
9 Rupp, John W., box 213, "
850 Evans, F. G., 215 Lincoln ave., Youngstown
1 Jenkins, John H., 228 Summit ave., "
2 Price, Jas. M., 42 N. Fruit st., "

Over 110,000, OREGON, 1—211.

Coos Bay W.

853 Shine, R. E., Empire City

Over 110,000, PENNSYLVANIA, 525—5,418.

Allegheny C.

854 Jackson, Lyman J., 7 Carrie, Allegheny
5 Martin, D. Willson, 168 Federal, "
6 Kent, Jas. W., 75 Isabella, "
7 Wagner, W. F., 51 E. Diamond, "

Mercury W.

8 Crouse, Ray W., Grand C. Hotel, Allentown
9 Hartranft, A. F., 731 Union st., "
860 Miller, A. P., 219 N. 7th, "

Tioga Point C.

1 Price, J. H., Athena

Union W.

2 Mitchell, Edw. C., 139 Church, Bethlehem

Chester Bi C.

3 Perkins, Frank L., box 40, Chester

Keystone of E.

4 Hoch, Chas. E., Easton Trust Company, Easton
5 Siegfried, Jacob S., Centre sq., "

Emporium B. C.

6 Baker, Dr. A. W., 4th st., Emporium

Westside Bi C.

7 Rose, Wilbur F., 141 School lane, Germantown

Falls of Schuylkill W.

8 Whitaker, Eli, 409 Queen st., "

Manheim S. C. C.

9 Mace, Chas. W., 119 Queen st., "
870 Ward, Edw. E., 4977 Miller st., "

Delta W.
1 Hess, B. F., Grantville
2 Hess, J. C., "
Harrisburg W. C.
3 Norris, A. Wilson, box 214, Harrisburg
4 Covert, Chas. E., 222 Market, "
Maple C. W.
5 Bracey, Thos. F., box 638, Honesdale
Keystone C. C.
6 Courtney, C.H., Weir Hotel, Johnstown
7 Thiel, Chas. H., 234 Franklin, "
Delta W.
8 Wynings, R. W., 709 Cumberland, Lebanon
9 Hottenstein, E. M., 9th and Willow, "
Lewisburgh C. C.
880 Sheller, A. Scott, box 612, Lewisburgh
Mahanoy C. W. C.
1 Patterson, Wm. T., Mahanoy
2 Lugan, John W., "
McKeesport C.
3 Fiedler, G.J., Hotel White, McKeesport
4 Lawson, C. M., 508 Locust, "
Monongahela C. C.
5 Borland, D. H., Monongahela
6 Cooper, Fred F., "
7 Cocain, Frank, "
8 Downer, Chas., "
9 Forsyth, Ben F., "
890 Laudefeld, C. Harry, "
1 Myers, McC., "
2 McCollester, W. C., "
3 McGregor, Wm. A., "
4 Matthews, R. L., "
5 Raukin, Jno. J. "
6 Robinson, Robt. H., "
7 Robison, Robt. B., "
8 Ross, W. M., "
9 Teeple, Chas. C. W., "
900 Vauce, W. K., "
1 Walsh, Rev. Thos., "
2 White, W. B., "
Milton W.
3 Wagenseller, B. M., Milton
N. Castle C. C.
4 Fischer, F. F., 131 E. Washington, Newcastle
Kensington.
5 Geuther, J. Oscar, 2411 N. 2d st., Phila.
Flying Dutchman.
6 *Ohl, Miss Nora R., German Hospital, Philadelphia
7 Perrine, Dr. E. K., 1809 Chestnut, "
Kenilworth W.
8 Alexander, H. C., 616 N. 43d st., Phila.
Quaker City.
9 Clauss, W.D., 1712 Monument av., Phila.
Centaur B. C.
910 Robins, Thos., 2023 DeLancey pl., Phila.
1 Walker, J. K., 1632 Spruce, "
2 Walker, Warren, 1632 Spruce, "
Century W.
3 Cochrane, H. P., 2415 N. 18th st., Phila.
4 Glenn, Win G., 1505 Columbia ave., "
5 Kitchen, R. C., 1808 N. 18th st., "
6 Parrish, T. Hardcastle, 918 Vine, "
7 Reeves, H. Leon, 18 S. 7th st., "
8 Shearer, Chas. J., 3734 N. 15th, "
Phila. Bi C.
9 Dercum, H., 120 Drexel Bldg., Phila.
Penn. W.
920 Bowers, Wm., 1744 W. 13th, "
1 Boyle, J. H., 3201 Locust, "
2 Conlen, W. J., 2536 E. York, "
3 Ford, J. F., 403 Spruce, "
4 Gunther, A. W., 1926 N. 30th, "
5 Keyser, J. G., 1762 Beacon, "
6 Martz, Wm., 1753 N. 7th, "
7 Russel, W. L., 841 Cross, "
Tioga W.
8 Rutschman, O., 1614 N. 6th, "
Phila. F. and C. C.
9 Bartlett, Dr. C., 1506 Arch st., "
Columbia.
930 Wurst, John F., 216 N. 5th st., "
Phila. T. C.
1 Major, Chas., 2115 N. 32d st., "
Y. M. C. A.
2 Ross, D. H., Almond and Norris, "
Vesper Boat C.
3 Krauber, C. E., 1839 N. 9th st., "
4 Parke, J. Y., 821 Cherry st., "
5 Sweeney, W. J., 2420 Green st., "
C. T. A. W.
6 Fitzpatrick, C., 1020 Market, "
7 Gillen, C., 41 N. 21st, "
8 Gillen, J., 41 N. 21st, "
9 McFarland, T., 1700 S. 18th st., "
940 Logue, E. J., Jr., cor. 15th and Market sts., "
Keystone W.
1 Macfarland, Dr. F.H., 329 Wharton, "
2 Clare, J.B., 1425 Moyamensing ave., "
Credenda W.
3 Wood, S. W., 126 S. Front, "

Keystone Bi C.
4 Meyer, W. F., 229 Lehigh ave., Pittsburg
5 Wallace, E. C., 531 Wood, "
Crescent C. C.
6 Stevenson, Rev. W. P., 51 N. Franklin, Titusville
Warren C. C.
7 Masterson, J., Jr., 715 4th st., Warren
8 Thurston, C. F., 342 Water st., "
9 Weaver, J. K., Jr., 412 Water, "
Williamsport W. C.
950 Gray, E. P., 19 W. 4th st., Williamsport
1 Jones, C. R., 435 W. 3d st., "
2 White, J. Clayton, 433 Pine st., "
Wayne C. C.
3 Conrad, P. S., box 130, Wayne
Ramblers.
4 McCord, G. F., 182 S. Franklin, Wilkesbarre
Penn. Wheelmen.
5 Moyer, Geo. N., 533 Buttonwood st., Reading
6 McNall, G. W., 1428 Spruce st., "
7 Schaeffer, Wm. R., 226 No. Fifth, "
8 Rambo, James G., 815 Centre ave., "
9 Hoff, Howard L., 229 No. Fifth, "
960 Chandler, Frank R., 141 No. Fifth, "
1 Nyce, Harry E., 411 Green st., "
2 Kendall, Ed. T., 133 No. Fourth, "
3 Reber, James C., 1352 Mineral Spring road, "
4 Douglas, L. D., 211 So. Fifth, "
5 Kendall, H. C., 133 No. Fourth, "
6 Harper, Wm. M., 435 Laurel st., "
7 Hollenbach, H. S., 424 So. Fourth, "
8 Koller, C. W., 17 So. Fourth, "
9 Horst, J. D., 841 Washington st., "
970 Rahm, Robert C., 830 Washington. "
1 Rothermel, A. H., 319 So. Fifth, "
2 Griscom, A. C., 202 Windsor st., "
3 Ludwig, Frank, 817 Elm st., "
4 Zeigler, J. Geo., 340 So. Third st., "
5 Farr, Bertrand H., 329 Elm st., "
6 McCord, C. Geo., 309 So. Sixth, "
7 Newkirk, H. E., 120 Douglass st., "
8 Harbster, John E., 417 So. Fifth st., "
9 Flemming, M. J., 533 Laurel st., "
980 Becker, Ellsworth, 524 Penn st., "
1 Roth, Irvin S., 429 So. Seventh, "
2 Cleaver, Warren, 527 No. Ninth, "
3 James, R. L., 440 Buttonwood st., "
4 McNall, Wm. F., 1428 Spruce st., "
5 Luerssen, B., 1658 Perkiomen ave., "
6 Yost, Harry N., 518 Washington, "
7 Heckman, C., 348 No. Fourth st., "
8 Althouse, H. S., 432 Buttonwood st., "
9 Stricker, I. S., 533 Bingaman st., "
990 Hendel, H. P., 222 No. Fourth st., "
1 Horeeter, Sherman, 610 Court st., "
2 Lance, John A., 547 No. Eighth, "
3 Stevens, Wm. Keeper, 523 Franklin "
4 Mellert, Allen C., 222 So. Sixth st. "
5 Miller, W. Storm, 510 Penn st., "
6 Lessig, Geo., 1105 Green st., "
7 Goldman, Clarence G., 953 Penn st., "
8 Copp, Wm., 213 Wunder st. "
9 Dersch, G. H., 142 So. Twelfth st., "
Over 111,000.
000 Griesemer, C. A. Z., 30 So. Fourth, "
1 Koller, Harry O., 15 So. Fourth st., "
2 Reid, J. Ernest, 205 No. Tenth st., "
3 Lauther, Chas. F., 45 So. Third st., "
Unattached.
4 *Maxwell, Miss Rebecca M., 263 Federal st., Allegheny
5 Brooks, John J., 258 Locust, "
6 Grubbs, A. K., 2nd Nat. Bank, "
7 Haines, N. H., D.D.S., 55 Arch st., "
8 Keck, W. H. M.D., 257 Federal, "
9 Kurtz, W. R., 170 North ave., "
010 Holdship, Chas. F., 79 Lincoln ave., "
1 Braden, W. J., 211 S. 5th st., Allentown
2 Lentz, Wm., 604 Hamilton, "
3 Mauery, Edw. F., 461 Gordon, "
4 *Miller, Mrs. A. P., 219 N. 7th, "
5 Oerkvitz, Fred. J., 19 S. 4th st., "
6 Ortt, Wm. A., 525 Lawrence, "
7 Repp, C. A., 224 Lehigh, P. O. 80, "
8 Steidel, John, Elliger st., "
9 Snyder, John, 537 Hickory, "
020 Willets, Wm., 346 N. 4th st., "
1 Braund, Ralph N., Arnot
2 Mickel, T. E., box 229, Altoona
3 Neuwahl, M. H., 1400 11th ave., "
4 Piper, C. A., 2110 W. Chestnut ave., "
5 Morehouse, Wilber A., Bedford
6 Spanutius, T. W., 81 Church, Bethlehem
7 Morrison, Ethington, Bellevemore
8 Lange, Norda H., "
9 Reynolds, S. E., box 406, Bloomsburg
030 Drum, P. L., State Normal School, "
1 Eyer, N. H., box 423, "
2 Hickman, Geo. M., Bradford
3 Felty, Uriah, box 9, Campbellstown
4 Baynum, F. H., 622 E. 8th, Chester
5 Price, Ed. J., 209 E. Broad, "
6 Messinger, Frank, Fayette and Elm sts., Conshohocken
7 Nall, Lorenzo G., Chicora
8 Thayer, H. W., M.D., 11 E. Washington st., Corry
9 Damon, A. F., Jr., box 157, Darby
040 Bayard, Joseph S., Dauphin
1 Felver, J. B., 167 Northampton, Easton
2 Weaver, C. K., 456 Northampton, "
3 Coleman, C. S., Reed House, Erie
4 Dewey, La Motte, Reed House, "
5 Jones, Rev. B. C., 7th & Sassafras, "
6 Bedale, J. W., 123 E. 18th st., "
7 Bedale, J. G., 123 E. 18th st., "
8 Chase, Phillip P., Exton
9 Rogers, G. A., Forksville
050 Griffin, C. L., C., Franklin
1 Smith, N. R., box 205, "
2 Le Boutillier, T., E. Washington Lane, Germantown
3 *Crawford, Mrs. M. S., 4543 Wayne ave., "
4 Fritz, Peter, 4th, E. Walnut lane, "
5 Moorhouse, J. K., 5520 Morris st., "
6 Patton, G. B., 5506 Main st., "
7 Bary, Henry A., 215 Wister st., "
8 Burton, E., 219 School lane, "
9 Harrington, E. L., 123 W. Upsal, "
060 Harrington, M. H., 112 W. Upsal, "
1 Kriebel, W. S., 153 W. Washington lane, "
2 Langen, Gust., 43 E. Johnson, "
3 McCarty, B. P., Carpenter & Main, "
4 McGrath, F. E., 100 Maplewood ave., "
5 Robinson, W. J., 6204 Germantown ave., "
6 Robinson, John, 6353 Greene st., "
7 Sutro, Paul, 147 School lane, "
8 Thurman, H. W., 5335 Belfield ave., "
9 Wurts, J. S., 140 Apsley st., "
070 Bailey, J. B., 309 N. 2d st., Harrisburg
1 Boude, S. B., 124 Walnut st., "
2 Fox, J. E., 1 N. Market sq., "
3 Gilbert, John G., box 15, "
4 *Bowman, Miss J. C., 1728 N. 4th, "
5 Awl, J. W., Jr., 234 W. State st., "
6 Astrich, Herman, 36-38 N. 3d st., "
7 Booser, Harry W., 70 N. 13th st., "
8 Boyd, John Y., 222 Market st., "
9 Calder, Howard L., box 214, "
080 Copelin, Owen M., box 313, "
1 Crull, F. P., 304 North st., "
2 Elsely, Ed. F., 13th & Berryhill, "
3 Gross, D. W., 114 W. State st., "
4 Hickok, Wm. O., 508 N. 2d st., "
5 Hamilton, Naudain, 315 Walnut st., "
6 Hartman, Jerry J., 513 Muench st., "
7 Hurlock, W. S., 814 N. 2d st., "
8 Montgomery, W. L., 309 Chestnut, "
9 McCormick, V. C., 301 N. Front st., "
090 McCormick, J. J., 101 N. Front st., "
1 Metzer, W. A., 177 N. 15th st., "
2 *Orth, Miss F., 205 Chestnut st., "
3 Swank, S. J., 2020 N. 6th st., "
4 Vastine, T. J., 305 Market st., "
5 Wright, W. E., M.D., 90 Penn. State L. Hosp., "
6 Hocker, Hershey H., 110 Herr st., Harrisburg
7 Hershey, Harry L., 122 Chestnut st., "
8 Hubertis, Stephen, 1127 N. 3rd st., "
9 Hummel, Valentine, 105 S. Front, "
100 Kast, Luther F., 1331 Susquehanna st., "
1 Laverty, Frank R., 301 S. Cameron st., "
2 Ott, Fred M., box 244, "
3 McCormick, Henry B., 305 North Front st., "
4 Reily, Geo. W., Front and Reily, "
5 Snodgrass, Horace W., 112 State, "
6 Stine, Henry W., 211 Locust st., "
7 Wallace, Rob't B., 202 Walnut st., "
8 Walborn, A., 1308 Wallace st., "
9 Little, Jas. E., Hokendauqua
110 Hummel, Edgar C., Hanover st., "
1 Mitchell, Lex N., box 455, Hummelstown
2 Schmitt, Chas. A., 423 Cedar st., Indiana
3 Brown, R. R., Jenkintown
4 Bausman, Samuel D., 10 S. Prince st., Kittanning
5 Franklin, Geo. S., 26 W. King st., Lancaster
6 Griffiths, D. Stuart, 39 W. Frederick st., "
7 Hager, John C. Jr., "
8 Haverstick, J. H., box 397, "
9 Herr, L. B., 53 N. Queen st., "
120 Hurst, A. Chas., 3 W. Orange, "
1 Keller, Wm. H., "
2 Reidenbach, Geo. P., 216 E. Frederick, "
3 Stehman, C. W., 22 E. King, "
4 Stackhouse, D. P., 20 E. King, "
5 Sener, F. K., box 294, "
6 Tragesser, John H., 249 N. Queen, "
7 Shepler, Lewis H., Leechburg
8 Tebay, O. H., "

9 Brown, Jesse R., Boyd, Stickney & Co., Lewistown
130 De Armond, Geo. J., Merion
1 Hanson, Alfred M., "
2 Hiestand, Harry S., Marietta
3 Reinhold, Edwin B., "
4 Henry, M. M., 603 Sinclair st., McKeesport
5 Conklin, Chas. W., Moore
6 Gould, M. D., "
7 Scurfield, John, Monongahela
8 Bradley, W. E., Mt. Jewett
9 Tingley, Edw. C., Mt. Airy
140 Breaden, L., box 305, New Wilmington
1 Damal, E. Jr., 1301 Master, Philadelphia
2 Eller, Geo. Jr., 2213 N. 13th st., "
3 *Freese, Miss K. N., 36 N. 40th st., "
4 Frishmuth, Dr. J.P., 1107 Wallace st., "
5 Freund, H., 2247 N. Broad, "
6 Fitzgerald, H. E., 2010 N. 8th st., "
7 Gibb, J. S., M.D., 817 Franklin st., "
8 Gaskill, C. H., 3148 Euclid ave., "
9 Gonzalez, G., 1917 Montgomery ave., "
150 Hannis, W. H. G., 3240 Carlisle, "
1 Hansell, A. W., 439 Chestnut, "
2 Hargreaves, T. W., 2725 N. Front, "
3 Hardie, Jas. G., 821 N. 24th st., "
4 Kett, Chas. J., 2032 Waterloo, "
5 Kemmerer, W. H., 2638 Bordeaux ave., "
6 Lesher, H. S., 38 N. 40th st., "
7 Litchfield, E. D., 1434 Pine st., "
8 Laubach, W. H., Jr., 935 N. Broad, "
9 Merz, Millard, 704 N. 5, "
160 McCurdy, C. P., 3613 Sping Garden, "
1 Moore, S. B., 1931 Judson pl., "
2 Platt, A. W., 29 N. 4th st., "
3 Rowland, Geo. T., 505 Chestnut, "
4 Sanderlin, Elmer E., 536 Susquehanna ave., "
5 Schwenk, C. S., M.D., 1319 Jefferson st., "
6 Smith, Dewitt W., 4051 Spencer, "
7 Schaefer, Otto, M. D., 2328 N. 17, "
8 Smith, Winthrop, 439 Chestnut, "
9 Snyder, Chas. W., 3418 N. 17, "
170 Thomas, A. R., 3324 N. 16, "
1 Vischer, Carl V., M.D., 1429 Poplar, "
2 Williams, Harvey, 4147 Eaglesfield, "
3 Wister, A. W. Jr., 405 Walnut st., "
4 Adams, E.L., Jr., University Club, "
5 Ryan, J. St. C., 1927 Camac st., "
6 Rommel, John, 1001 Chestnut, "
7 Ashbrook, Wm. S., 3614 Baring st., "
8 Abrams, F., room 306, Reading Ter., "
9 Albert, Joseph, 3185 E. Thompson, "
180 Alteneder, Ferd., Ridge ave. & Callowhill, "
1 Andrews, H. J., 811 N. 11th st., "
2 Bush, Eugene, 845 Preston st., "
3 Boswell, W.L., Jr., 2107 Chestnut st., "
4 Bailey, C. W., box 197, "
5 Bailey, H. P., 18 Strawberry st., "
6 Barlement, Philip, 2632 N. 7th st., "
7 Boettger, A.G., 2737 Columbia ave., "
8 Bremer, Lewis, 322 N. 3rd st., "
9 Bowers, J. H., 1322 N. 7th st., "
190 Black, W. D., 439 Chestnut st., "
1 Bachran, T. G., 1212 Fremont st., "
2 Byran, W. T., 3026 Page st., "
3 Bernheimer, C.S., 1804 Franklin st., "
4 *Brandon, Flora S., 2433 Poplar st., "
5 Bond, Chas., 160 W. Lehigh ave., "
6 Clayton, Paul, 215 S. 41st st., Phila.
7 Campbell, F. M., 121 Rochelle ave., "
8 Connell, Chas. A., 2851 N. 13th st., "
9 Crawley, B., Jr., 1113 Arch, "
200 Clapham, H. C., S.W. cor. Emerald and E. Cumberland sts., "
1 *Cochran, Mary J., M.D., 806 N. 41st "
2 Chappatte, C. E., 1308 N. 19th st., "
3 Cake, B. F., 320 S. 48th st., "
4 Dexter, John A., 1317 Marshall st., "
5 Dilley, F. P., 1528 Fairmount ave., "
6 Dilley, R. S., 1528 Fairmount ave., "
7 Dotts, Rhuel, 860 Bucknell st., "
8 Dunseith, H. N. W., 1039 Walnut "
9 Edmunds, Chas. H., 1345 Arch st., "
210 Elias, Matthia, 2445 N. 5th st., "
1 Friend, Chas. J., 402 Library st., "
2 Farnsworth, H. E., 416 S. Broad, "
3 *Filor, Mrs. C. F., 154 N. 11th st., "
4 Friedrich, Henry A., 233 Spruce st., "
5 Geyetin, H. L., 217 Girard bldg., "
6 Gerber, Frederick, 1408 Bonvier st., "
7 Glazier, Horace S., 873 N. 23d st., "
8 Green, Capt. J. P., 508 S. 42d st., "
9 Goebbels, Leo, 4707 Baltimore ave., "
220 Hortman, I. A., 3148 Park ave., "
1 Hillier, R. J., 2344 N. 5th st., "
2 Hetzel, F. V., 1822 Franklin st., "
3 Haines, Albert L., 1425 Vine st., "
4 *Hollinger, Miss E. C., 1001 S. 47th, "
5 Harter, Isaac, Jr., 1836 Pine st., "
6 Herold, Milton, 809 Columbia ave., "
7 Hoeller, Wm., 2217 Rittenhouse st., "
8 Ingram, T. H., 3223 Summer st., "
9 Jonas, Leo, 1647 Park ave., "
230 *Jones, Miss H. L., 1960 N. 11th st., "
1 Jackson, W. J., 421 Chestnut st., "
2 Jacobs, Samuel, 1210 N. 7th st., "
3 Kahn, Jacob, 937 Franklin s.. "
4 Keller, H. E., University Club, "
5 Kneass, S. L., 418 S. 15th st., "
6 *Klippen, Miss A., 1420 N. 6th st., "
7 Kenny, J. H., 2510 N. 16th st., "
8 Lyle, Franklin L., 1833 Master st., "
9 Leek, John L., 2221 Manton st., "
240 Latta, Thos. L., 3918 Spruce st., "
1 League, H. M., 3702 Hamilton st., "
2 Lewis, F. H., 406 Locust st., "
3 Laws, F.S., rms. 348-9, Bourse bldg., "
4 Mickle, John L., 3300 Race st., "
5 Maxcy, E. C., 29th and Bristol sts., Station Z, "
6 McCulloch, J. S., 112 Dock st., "
7 McLennan, J. A., 3335 N. 17th st., "
8 Miller, Frank B., 912 Betz bldg., "
9 Miller, F. Curry, 912 Betz bldg., "
250 Moosley, Geo. E., 1314 Allegheny st., "
1 Modell, D. A., M. D., 242 Fairmount ave., "
2 Merrill, John Houston, 625 Drexel building, Philadelphia
3 Nevin, E. C., 441 Chestnut st., "
4 Ostrom, John F., 235 S. 42nd st., "
5 Patterson, W. H., 329 Chestnut st., "
6 Pine, G. D., Arch and 22nd sts., "
7 Poindexter, W. M., 1334 Chestnut, "
8 Pooley, E. F., 4720 Springfield ave., "
9 Potts, Newton M., 405-7 Market st., "
260 Riday, C. S. C., 2107 W. Dauphin, "
1 Roberts, E. F., 2032 Woodstock st., "
2 Roche, T. J., 1914 N. 24th st., "
3 Robinson, R. C., 412 Walnut st., "
4 Sturtzer, G. H., 3211 Carlisle st., "
5 Smyth, M. C., 1200 Girard bldg., "
6 Samuel, John D., 1809 Pine st., "
7 Schumann, A. F., 400 W. Susq. ave., "
8 Schermerhorn, F. E., 425 Walnut, "
9 Settle, J. B., 554 N. 16th st., "
270 Sesso, W., 3132 Columbia ave., "
1 Schmidt, C., 1757 Germantown ave., "
2 Speel, H. W., 811 N. 20th st., "
3 Steinauer, John, 1237 Stiles st., "
4 Summerfield, J. F., 21 N. 34th st., "
5 Smith, A. A., 3rd Nat. Bank, "
6 *Still, Mrs. May, 2022 Carlisle st., "
7 Shmidheiser, W. G., 525 N. 21th, "
8 Smith, M. E., S.E. cor. 41st and Walnut, "
9 Schroeder, E. F., 21 N. Front st., "
280 Tasker, S. P. M., 1711 N. 23rd st., "
1 Townsend, J. B., 409 Chestnut st., "
2 Thomas, F. M., 2344 N. 5th st., "
3 Taylor, Dr. J. G., 6020 Overbrook ave., "
4 Taylor, W. S., Jr., 1026 Chestnut "
5 Taylor, Geo. B., Lancaster ave., N. of 56th st., "
6 Urie, S. O., 145 S. Front st., "
7 Van Horn, C. F., 329 Walnut st., "
8 Visscher, H., 714 Spruce st., "
9 Wilmsen, B., 413 Commerce st., "
290 Work, Milton C., 501 S. 42nd st., "
1 Wall, W. L., 1702 Chestnut st., "
2 Wadsworth, H. S., 23rd and Pasyunk ave., "
3 Woerwag, Albert C., 434 Walnut, "
4 *Wood, Daisy, 1910 Arch st., "
5 Zug, Chas. K., 2107 Chestnut st., "
6 Zobel, Emil, 1838 E. Clearfield st., "
7 *Ziegler, Miss E. V., 1001 S. 47th, "
8 Zinser, E. H., 112 Drexel bldg., "
9 Fredericks, G. E., 722 N. 42rd st., "
300 Sherrerd, Jas. H., 321 Walnut st., "
1 Bremer, H. W., 322 N. 3d st., "
2 Blair, H. C., 800 Walnut, "
3 Brown, J. D., Jr., 519 Drexel bldg., "
4 Bremer, J. M., 215 E. Chelten ave., "
5 *Bailey, Mrs. J. M., 2015 N. 32d, "
6 Bets, Fred, 1216 McKean st., "
7 Buckley, A. P., 731 N. 40th st., "
8 Danhower, E., 2526 N. 9th st., "
9 Brown, Chas. T., Pottsville
310 De Frehn, George H., "
1 Keeser, A. S., "
2 *Munson, Miss M. R., S. Centre st., Phillipsburg
3 Shoemaker, E. C., 810 De Kalb st., Norristown
4 McGrath, Wm. P., 1440 De Kalb, "
5 Friend, Albert M., Ogontz
6 Fisher, H. H., 13 Grove ave., Oil City
7 Rodgers, E., 98 Diamond, Pittsburg
8 Reed, J. H., Amberson ave., "
9 Wolfe, C. A., 125 Water, "
320 Weil, A. L., 509 S. Highland ave., "
1 Standish, T. A., 244 R. R. st., "
2 Orr, Chas. P., 370 S. Highland ave., "
3 Brigham, H. C., box 283, "
4 Stuart, R. A., Westinghouse bldg., "
5 Norris, J. C., Forbes st., "
6 Brockett, A. H., box 805, "
7 Brockett, H. B., Jr., box 805, "
8 Ramsey, R. S., Citizens' Natl. Bk., "
9 McCreery, J. R., 98 Diamond, "
330 Parker, H. H., 208 Shady ave., "
1 *Parker, Mrs. H.H., 208 Shady ave., "
2 Boyle, J. E., 245 4th ave., "
3 Carpenter, J. W., 19 Junella st., "
4 Curry, C. S., 6003 Bond st., "
5 Clapp, C. E., 30th and Smallman, "
6 Duckham, A. E., 232 Rebecca, "
7 Palmer, J. F., H. R. Track, "
8 Parkinson, Chas., 357 Spahr, Pittsburg
9 Rupprecht, Paul, 4619 Butler st., "
340 Rihn, Jos. M., 259 45th st., "
1 Smith, Jas. A., Tradesmen's bldg., rm. 507, "
2 Wharten, O. H., 30th and Smallman sts., "
3 Williams, Frank B., 30 S. 4th ave., "
4 Fenstermaker, E. L., Rohrerstown
5 Job, Robert, 430 Franklin, Reading
6 Prickitt, Frank W., Rosemont
7 Stewart, E. E., Reynoldsville
8 *Riegel, Laura M., Riegelsville
9 Ising, Chas. J., box 109, Shiremanstown
350 Davenport, R. W., S. Bethlehem
1 King, Harry L., Mansion House, Titusville
2 Chase, H. A., 4 W. Elm, "
3 Steinfirst, Louis, box 410, "
4 Scheide, J. H., 64 W. Main st., "
5 Morris, Chas. A., Tyrone
6 Laidacker, W. E., box 35, Tivali
7 Crane, Howard C., Sus. College Institute, Towand
8 Davis, John C., box 87, Venetia
9 Paul, Lawrence T., Villahova
360 Gilson, B. H., Vrooman
1 Dickson, R.W., 20 S. Franklin, Wash'ton
2 Call, L. Gordon, Waynesburg
3 Budd, Wm.T., 90 Harlan and Hollingsworth, Wilmington
4 Metzger, W. C., Wellsboro
5 Niles, A., M.D., "
6 Robinson, J. L., "
7 Roberts, Frank A., "
8 Van Horn, W. D., "
9 Webb, C. W., M.D., "
370 Paxon, Chas. S., W. Chester
1 McMahon, Fred J., Bristol House, Wilkesbarre
2 Dietrick, E. H., Wyncote
3 Nelson, E. D., 715 W. 4th, Williamsport
4 Passnault, E. G., 612 Oliver, "
5 Scott, Geo. E., 1006 Erie ave., "
6 Wilkinson, B. E., Third and Pine, "
7 Smith, Geo. E., South Duke st., York
8 Westerhold, J. H., 510 Clevel'd ave., "
Over 111,000, RHODE ISLAND, 32—671.
Narragansett W.
379 Allardice, R. B., 44 Belmont ave., Providence
380 Dickinson, M. W., Jr., 10 Normal ct., "
1 Hebditch, J., rear 27 Atlantic ave., "
2 O'Reilly, T. F., Jr., 1161 Chalkstone ave., "
3 Taber, Jonathan, Jr., 17 Dixon st., "
R. I. W.
4 Crowther, John, 14 Larned, Pawtucket
5 Sayles, Geo. W., box 598, "
6 Smith, Bert E., 32 Custom House st., Providence
P. C. C.
7 Potter, Ralph S., 10 Maple, Pawtucket
Manouna W.
8 Holt, S. N., box 112, Wakefield
Unattached.
9 Siegel, O. R., M.D., Bristol
390 Searle, G. W., Enfield
1 Sweet, C. B., "
2 Gowar, J. D., Kingston
3 Wheeler, Homer J., box 91, "
4 Haven, Walter B., box 85, Cranston
5 Thurber, Arthur N., 1214 Cranston st., "
6 MacCready, Edwin E., 304 Broadway, Newport
7 Nye, Caleb R., box 83, Drownville
8 Cummings, John E., 1192 Westminster st., Providence
9 Wall, A. Tingley, 89 Angell st., "
400 *Mauran, Miss Julia L., 287 Butler ave., "
1 Babbitt, W. D., 90 Broad st., "
2 Highland, Walter C., 166 Westminster st., "
3 Joseph, Frank, 166 Westminster, "
4 Leeman, Joseph B., 212 Westminster st., "
5 Leonard, Chas. R. Jr., box 730, "
6 Root, E. L., box 951, "
7 Rausch, A. J., 350 Westminster, "
8 Sully, Dan'l J., 419 Brook st., "
9 Young, Irving W., 101 Congress ave., "
410 McLaughlin, Rev. Medville, Main st., Wakefield
Over 111,000, SOUTH CALIFORNIA, 5—265.
C. C. C. C.
411 Black, H. M., 319 Kensington pl., Pasadena

Unattached.
2 Polaski, Sam, 915 S. Olive, Los Angeles
3 Ball, M. S., box 343, Pasadena
4 Burr, J. Jr., box 1795, San Fernando
5 Ziegler, Henry, Santa Barbara

SOUTH CAROLINA, 4—18.

Unattached.
6 *Masson, Greta, Converse College, Spartanburg
7 *Masson, Maude, Converse College, "
8 *Robson, May, Converse College, "
9 *Stevenson, Bertha, Converse Col., "

Over 111,000, TENNESSEE, 10—202.

Unattached.
420 Cunningham, G. H., Chickasaw Guards, Memphis
1 Goodman, Walter, 531 Shelby, "
2 Hirsch, Benj. W., 374 Jefferson st. extension, "
3 Lewis, W. D., 39 Monroe st., "
4 Langstaff, A. D., 25 Union st., "
5 McGehee, Wm. E., 272 Front st., "
6 Robinson, Chas. R., (P. O. Hernando, Miss.), "
7 Robinson, H. B., 99 Madison, "
8 Schulte, C. W., 14 Madison, "
9 Stackpole, R. D., Athens

Over 111,000, TEXAS, 5—258.

Unattached.
430 Cragin, G. A., box 264, Houston
1 Trapp, F. J., Main st., "
2 Hutchison, W. F., 212 W. Mulberry, Sherman
3 Taylor, C. W., R. H. & Q. Co., "
4 Weinstein, M., "

Over 111,000, UTAH, 3—144.

Wahsatch.
435 Wood, Albert T., 318 25th st., Ogden

Unattached.
6 Dalrymple, W. G., 2457 Wash. ave., "
7 Stevens, Frank J., 2666 Wash. ave., "

Over 111,000, VERMONT, 1—74.
438 Cobb, Frederic L., Newbury

Over 111,000, VIRGINIA, 3—107.

Winchester W. C.
439 Byrd, R. E., Amherst, Winchester

Unattached.
440 Nye, W. D., 7 Commerce, Norfolk
1 Eddy, J. Frank, Winchester

Over 111,000, W. VIRGINIA, 1—116.

Wheeling W. C.
442 Beardsley, A. P., 1119 Main, Wheeling

Over 111,000, WISCONSIN, 37—1,130.

A. C. C.
443 Jennerjahm, E., 809 Summer, Appleton
4 Langstadt, A. C., 767 College ave., "

Columbus.
5 Vanderpool, A. L., Hotel Whitney, Columbus

Kaukauna C. C.
6 Nugent, Earl, Kaukauna

L. C. C. W.
7 Bradbury, F. G., La Crosse
8 Burke, E. R., 11th st., "
9 Fetter, J. P., 301 S. 3d st., "
450 Hixon, Geo., "
1 Tourtellotte, Mills, "
2 Wheeler, J. E., "
3 Tuil, Archie, "

Milwaukee W.
4 Freuler, John R., 1169 5th Milwaukee

C. C. W.
5 Recknagel, Otto, 648 9th st., "

Tomah C. C.
6 Banks, Geo. E., Tomah
7 Curtius, Max P., "

Unattached.
8 Pooley, J. S., Briggs House, Appleton
9 Conkey, Alexander, Combined Locks
460 Dial Harry, "
1 Cathcart, E. L., 452 Jefferson, Eau Claire
2 Klawiter, H. J., 311 Kelsey st., "
463 Beardsley, W. L., 1711 Hughitt ave., W. Superior
464 Griffin, Geo. S., 1319 Baxter ave "
5 Beattie, C. R., box 25, Florence
6 Bryan, E. H., 506 Main st., La Crosse
7 Servis, F. T., 903 State st., "
8 Conover, Allan D., 151 W. Gilman, Madison
9 Hagarty, John B., box 82, Medford
470 Christensen, Clarence, 573 Greenbush, Milwaukee
1 Cannon, Lucius H., 182 Biddle "
2 Hoffmann, Emil O., 415 23rd "
3 Schmidt, F. C., 308 Bishop ave "
4 Wegner, G. C., 228 22nd "
5 Johnson, R. B., 718 Main Stevens Point
6 Klein, Adolph S., 124 Fowler Milwaukee
7 Stern, Walter, care B. Stern & Son "
8 *Staehle, Mrs. Max Montello
9 Johnson, Chas. Tomah

New League Club.
697 Abilene Bicycle Club, Kansas

Lookout!

Just now bear in mind that, wherever you go,
There's danger close lurking about;
For the trees are now rapidly shooting, you know,
And, besides that, the bull-rush is out.

F. R. PETERS, 4620 Morgan street, St. Louis, Mo., would be glad to receive aid in mapping out best wheel route to Cleveland, Ohio.

You, in your self-made glooms repining,
To brighter vistas turn your eyes.
You cannot see the stars a-shining
Unless you look toward the skies.

Once on a time the old men went
About with low bowed head,
But now the youths, on scorching bent,
Oh, they 're bowed down instead.



A SAFETY SEXTETTE.

"AS THE twig is bent, the tree's inclined." The public school teachers are to read to the children in their charge the ordinances in relation to throwing rubbish in the streets, and in general to impress upon them the importance of preventing the annoyances those ordinances are intended to check.

Before the season opens,
Chiropodists should go
Along the deeps and cure for keeps
That awful under tow.

THE wheelmen of Atlanta, Ga., have decided to begin a crusade in favor of better roads. The movement is backed by many leading citizens.

WITH the single exception of the venerable pastor of the First Baptist church, every one of Plainfield's (N. J.) twenty ministers is a wheelman.

THE New York State Circuit Race Meet at Saratoga Springs, June 23, will be one of the great bicycle events of the year.

He knew her beauty was "put on"
When first he saw, alack!
In his despair, her golden hair
A-hanging down the back
Of a chair.

THE Los Angeles *Investor* shows that Los Angeles tax payers have furnished $496,000 for roads in six years, and yet there is scarcely a decent stretch of permanent road in the county.

AND good sidewalks are worth having, too.

Bicycle Suits for Men...



One of the most remarkable offerings of the season.

They are made of excellent grade mixed cloths, sewed throughout with silk, and are among the most perfect fitting Bicycle Suits on the market. The bloomers have two hip, two side, and two watch pockets, and are reinforced. The coat has four patch pockets and the seams are piped.

We have made an extraordinary effort to provide an exceptionally good suit at the very low price of

$3.75 each

We will send a Booklet, containing samples of materials, to any address upon request

STRAWBRIDGE & CLOTHIER,
PHILADELPHIA.

Remington ... Bicycles



Are not built in a hastily equipped factory by untried artisans.

The Remington Armories were established in 1816, and for over three-fourths of a century their products have represented the highest type of mechanical perfection.

The new, practical and exclusive improvements introduced in our '98 models are masterpieces of experienced mechanics who possess the genius to originate.

Agencies arranged in unoccupied territory. Catalogue free.

Remington Arms Co.
313-315 Broadway,
Factories, Ilion, N. Y. New York City.

BRANCHES:

New York	Brooklyn	Boston	San Francisco
99th Street & Grand Circle	334 Fulton Street	174 Columbus Avenue	418-420 Market Street

QUERIES AND ANSWERS

J. T. Whitcomb:—Address your State division secretary-treasurer for information pertaining to your State maps and road books.

DR. BELLE ESKRIDGE, Chicago:—Do your gentlemen friends wear high hats while seated at the play? If not, why not?

REUBEN:—Riding fast on a country road is not, necessarily, "scorching." A steamer in mid-ocean can run at the top of her speed, but she ought to slow up in the harbor.

M. S. S., Pittsfield, Mass.:—The length of crank gives additional leverage in exact proportion as it is increased. In the case cited the machine having the 8-inch crank would propel the easier.

J. M. P., Alabama:—The question of whether a heavy rider has any advantage over a lighter one in coasting may never be definitely settled, so many conditions enter into the calculation. We have seen many cases where the lighter man made the longer distance.

World's Indoor Record broken by Jay Eaton on World Racer...

At the Chicago Meet May 14th. Mr. Eaton also won six firsts.

IT IS, OH, SO EASY, WHEN YOU RIDE

World Cycles

Stenstrum also won the Hour Race, and two or three Amateur Events.

Champion John S. Johnson rides the World.

H. B. SHATTUCK & SON, BOSTON,

Sell them in New England.

ARNOLD, SCHWINN & CO., CHICAGO, ILL.

Make them, Agents.

... 1896 ...
HARTFORD BICYCLES

REDUCTION IN PRICE

Patterns Nos. 1 and 2, from $80 to $65
Patterns Nos. 3 and 4, from $60 to $50
Patterns Nos. 5 and 6, from $50 to $45

This is the best value for the money offered in medium-grade machines.

COLUMBIAS

The Standard of the World

Acknowledge no competitors, and the price is fixed absolutely for the **Season of 1896** at **$100**

If you can't buy a Columbia, then buy a Hartford.

All Columbia and Hartford Bicycles are ready for immediate delivery.

POPE MFG. CO.

General Office and Factories - - - HARTFORD, CONN.

THE L·A·W·BULLETIN AND GOOD ROADS

Official Organ of the League of American Wheelmen

Vol. XXIII. Boston, June 5, 1896. No. 23.

Reg. JUN 9 1896 A.M.



ONE WAY TO KEEP THE BOYS ON THE FARM.

If every dear old country home
Were on a road like this, oh, then
When boys were prone abroad to roam
That road would lead them back again.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts. Price, 5 cents.

Entered at Boston Postoffice as Second-class matter.

PAID CIRCULATION, 51,424.



IT PLUGS THE HOLE
in your punctured tire quickly, simply and effectually, with a tapering, solid rubber plug.

...THE SIMPLEX BICYCLE TIRE REPAIR TOOL

Mailed anywhere on receipt of price. $1.75

SIMPLEX TAPERING SOLID RUBBER PLUGS
are the only permanent tire menders made. Unique in shape, low in cost. *Send five 2-cent stamps for samples of assorted sizes.*
LIBERAL DISCOUNT TO DEALERS.

MANUFACTURED ONLY BY
BICYCLE APPLIANCE CO.
1004 Walnut Street,
Illustrated Booklet Free. Philadelphia.

A Cycle of Perfection is the

Manufactured by a Long-Established House, 1840

Lovell... Diamond Bicycle..

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.
BOSTON, MASS.

Makers of
Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles

Ask Your Shoe Dealer
for
"Ball-Bearing"
Bicycle Shoe
No. 972

Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.
C. H. FARGO & CO. (Makers)
CHICAGO

CORRESPONDENCE

HOW TO PRONOUNCE IT.

EDITOR L. A. W. BULLETIN:

As to pronunciation: "cycle" alone is "sigh-cle" in the mouth of everyone, learned or ignorant; "cycloid," "epicycle" and a large number of other terms all have the syllable in question, pronounced "sigh," and there is no reason for the other pronunciation being allowed, save that the editors of late dictionaries, finding the word a new one, generally pronounced bisickle, have admitted it to the dictionary with the popular pronunciation.

No. 80,913.

EDITOR L. A. W. BULLETIN:

The word cycle comes from the Greek word "kyklos," which signifies a circle in space. Thus Homer speaks of a circle that hunters draw around their game (Od. IV, 792), and also uses the word to denote the rim of a round shield (Il. XI, 33). Herodotus uses "kyklos" in speaking of the moon's disk (VI, 106).

The word "circle" does not come from the Greek at all, but from the Latin "circulus," which is the same as the Greek "kyklos" and our English "circle." Cicero in his book *De Natura Deorum*, says: "Circulus aut orbis qui Kyklos graece dicitur (N. D. II, 18, 47), "a circle or art which in Greek is called 'kyklos.'"

Already Homer employs the word "kyklos" as signifying "wheel" (Il. XXIII, 340, and Il. V., 722). This is the only correct derivation of our word "cycle." The prefix "bi" comes from the Latin "bis."

L. A. W. 77,739.

AN ENGLISH EXPERIENCE.

EDITOR L. A. W. BULLETIN:

A recent experience in regard to English ideas of bicycles may be of some interest to L. A. W. readers.

I took my own wheel with me. It was carefully wrapped, but put in an open crate. As we were landing a wild steer broke loose, dashed in among us, and knocked over the crate containing my bicycle. On opening the crate I found that the creature must have trodden upon the valve of the front wheel, which valve, acting on a lever, had split the rim completely through. On taking it to be repaired I found that wood rims are quite unknown in England, metal ones only being used. The only thing I could do was to have a new wheel with a metal rim substituted for the original one.

Just before leaving America I had had my wheel re-tired, and, by a mistake, single tubes were put on instead of the double ones which I had ordered. There was no time to rectify the mistake before leaving, and every one said: "You can easily have it done in England. Rubber and labor are both so cheap there, that it will cost you very little." Rubber may be, and labor is cheap, but "tyres" (as they spell the word here) are not. The price for any make is from eighteen to twenty dollars, exclusive of the expense of putting on. Moreover I have yet to find a man who considers it possible to put a double tube "tyre" upon a wooden rim. With one accord they all declare that no wood rim will stand the strain. In vain I have represented that in the United States every one rides wood rims, and that fully half of the cyclists use double tube tires. Neither fact nor argument will convince an Englishman who does not wish to be convinced, and I find that I must either ride a single tube during my stay, or make up my mind to have a metal rim substituted for the wood rim on my hind wheel.

I see that a company has been started to introduce wood rims in England. Englishmen being nothing if not pig-headed, I would not give much for the company's chance of success.

While my wheel was undergoing repairs, I hired another wheel at fifteen shillings per week. It weighed thirty-five pounds, but was really not bad, running easily and being a good hill climber. But all the English wheels are clumsy in appearance, as are most other English things.

No. 87,211.

Rambler Bicycles

"ARE 17 YEAR OLD WHEELS—TRIED AND TRUE."

If people would buy wheels as they buy soap and silverware, that is,

Wheels with a reputation, made by people with a reputation to sustain, then

THERE WOULD BE FEWER DISAPPOINTED RIDERS.

Are you on a Rambler?

Gormully & Jeffery Mfg. Co.

Foreign Branch, Coventry, England.

Riding Academies:
85 Madison Street, Chicago.
174 Columbus Avenue, Boston.
1325 14th Street, N. W., Washington, D. C.
939-945 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

"Many Men of Many Minds"

But they all agree upon

THE "STANDARD"

The Best Cyclometer in the World at ANY Price!

A famous product of famous manufacturers of
"instruments of precision"

The New York Standard Watch Co.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as the manufacturer.

"Search Light."

The Bridgeport Brass Co., 19 Murray street, New York, has issued a very artistic folder regarding their "Search Light" bicycle lantern. It is printed in brown and yellow, and the designs are striking in effect.

Cayuga and Mohawk.

The Iroquois Cycle Mfg. Co., Buffalo, N. Y., has issued a neat, brief catalogue, describing their makes of wheels, the "Cayuga" and "Mohawk."

Criterion.

M. J. Parllard & Co., 680 Broadway, New York, issue a brief catalogue of the "Criterion" wheel. The front page cut represents an automatic bicycle track, designed as a window attraction, showing a number of toy cyclers riding about the course.

Speirs.

The Speirs Mfg. Co., Worcester, Mass., has issued a rather extensive catalogue of the "Speirs" cycle and bicycle sundries. The front cover design in red and black is one of real beauty. It is a pleasing piece of art.

Howard.

As chaste and dainty as a butterfly's wing is the 30-page catalogue issued by The E. Howard Watch and Clock Co., Boston. Paper, ink, pictures and presswork are modestly and harmoniously perfect, and the front cover design is a thing of beauty.

"The Coming Wheel."

A booklet bearing this title has been issued by the Waltham Mfg. Co., 240 Broadway, New York. The president of the company, Mr. Charles H. Metz, gives his ideas as to the correct style of a wheel and its proper construction in detail.

Morgan & Wright.

A neatly-printed booklet of 128 pages tells all about bicycles and bicycle parts as made by Morgan & Wright, Chicago. The book is full of interest to wheelmen and contains two pages devoted to the L. A. W.

Worcester.

The Worcester Cycle Mfg. Co., 45 Wall St., New York, has issued a neat, brief catalogue regarding he "Worcester."

HE THAT walketh uprightly must appreciate good walking.

IF you find your communication has received no consideration, you may recollect you did not sign your name to it. Anything that isn't worth signing isn't worth writing.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate. *to League Members only* . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

JUNE 5, 1896.

Total number printed this week, . . . 54,000
Sent to paid Subscribers,. 51,424
Samples to Advertisers, Exchanges, etc., 2,576

WHAT! LESS THAN A PAGE?

A correspondent takes the pains to clip from our May 1st issue all the reading matter which did not relate to cycling and "it makes nearly a page." He says: "What the average League member wants to know is, how is Johnson getting along in Europe, and also, what is the relative position of the principal riders as to winnings."

We cheerfully admit that there must be a number of L. A. W. members who would like to have the L. A. W. BULLETIN space filled with that sort of news, but the man who has to meet the large, cold, clammy facts connected with the practical getting out of the paper says that such a course would ruin him in six months.

There are a large number of papers devoted to racing news, and we have not lately heard of any of them refusing subscribers.

Any subscriber to the L. A. W. BULLETIN who for that reason or any other, is dissatisfied, may have his money refunded on demand. We are not only willing but anxious to do this in any case where the paper fails to satisfy a given yearning.

We realize that tastes differ and are glad they do, for if everybody thought as much of the L. A. W. BULLETIN as its intrinsic merit would warrant, we would have to sit up every night instead of every other night as at present.

We know that there must be thousands of families into which this paper comes as a ray of joyous hope, and where its absence means sour biscuit.

Should we rob all of these of their weekly "jag of joy?" No! a thousand times, no! It is better that the racing man try to remember what happened to him rather than inflict it on countless readers who pine for a different sort of intellectual nourishment.

A SOFT SNAP.

Old Dan'l Horner lives on a corner
Of roads that teamsters all dread,
And when stuck in the mire, they often require,
Old Dan'l's horse hitched on ahead.

It pays him so well, we are sorry to tell,
That he lives without working his place.
It 's a good thing for Dan'l, but yet there 's no man 'll
Dare say it is not a disgrace.

WHY PROFANE?

We almost wish we might truthfully deny having received a letter from a lady, residing on a fashionable boulevard in New York City, in which she charges the many wheelmen who pass her home with uttering divers and distressing profane words. But candor compels us to admit we have such a letter in which is the query, "What is there about wheeling that is so conducive to profanity?"

We do not believe there is anything. A man who swears while on a wheel would do so in a carriage or a smoking car. It is the person and not the wheel that is to blame.

It may be true that there is a period in the early experiences of every bicyclist when the wheel itself may be held in a measure responsible for the utterance of hot, hasty words, spoken without due deliberation. These words usually closely follow certain impromptu and wholly unpremeditated movements, seemingly instituted for the purpose of finally determining which shall be the rider and which the ridee.

A man must be perfectly self-possessed to pass through the early vicissitudes of bicycling without saying something that would look perfectly absurd on his tombstone.

Any man who can grovel in three inches of dust and gravel in a desperate hand-to-hand combat with a viscious, untamed bicycle, which persists in kicking him in the short ribs long after it has him down, and not say something vigorous as soon as he gets his throat clear enough to speak, is a real hero. A woman who retains her composure under the same circumstances is a heroine.

Job was accounted a right patient man in his time and neighborhood, but we should bear in mind the fact that there were no bicycles in his day. Had he ever tried to master a wheel we fear his reputation as a man of unlimited patience would have been knocked into smithereens. Let no man boast of his strength of will power unless he has learned to ride a wheel without giving voice to those words which we cannot reproduce in print, for obvious reasons.



Clipper Prices.

If the pleasure of saying that your bicycle "cost $100" is worth that much, you may be right in paying the money; but if you want a bicycle for practical business use, there is no reason in the world why you should pay more than the price asked for Clipper No. 24 or Model B. The Clipper is sold at the lowest price at which it is possible to sell a thoroughly **good** bicycle. Those who go **below** our prices are almost sure to get undesirable quality. There is a **quality point** below which it is unsafe to go, even in bicycles. What looks like economy is sometimes the worst of extravagance. If you want the highest quality, the finest finish, the latest fads, the most expensive construction, the truest bearings, and the most costly equipment possible to embody in a bicycle, and are willing to pay the price, you will invest the difference and take the Clipper Light Roadster. If you want a wheel for every-day, knock-about use, one less expensively finished, and with no expensive fads, invest in a Business Clipper.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.



AMERICA "TRUSS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

Under certain circumstances, and especially if it be in the gloaming, when the many forms on the neighboring stoops are almost imperceptible, one is prone to give audible voice to those thoughts which he will subsequently have to live down or else change his place of abode to some part of the country where he can begin life anew. This change of location should not be made until the wheel is thoroughly mastered.

The letter above referred to is not the first intimation we have received relative to this disposition on the part of wheelmen, and we almost blush to add, wheelwomen, to say those words which it were better to forever leave unsaid.

We have it on pretty good authority that a deacon in Philadelphia called his wheel a "dad-gasted contraption of the Evil One," while one of Chicago's bloomered belles called her wheel a — * * ! ! — * ! ? — — — * ! ! Even in Boston, where improper language is considered by many to be almost a capital offence, a Back Bay beauty, on falling from her wheel for the thirty-ninth time, said to it, "You are indeed an unfelicitous invention and I opine my happiness would not be perceptibly impaired were you eliminated from the universe."

This goes to show that a person will say those things on the spur of the moment, when he or she thinks he or she is alone, that would not be said at another time or place.

Just why it isn't fully as satisfactory to think these things in the asbestos-lined halls of thought as it is to utter them and have them float away in every direction like discarded angel cake cast upon the waters, to return after many days and finally have to be eaten, we cannot say; but such, we believe, is generally admitted to be the case. We regret that many things are as they are. It is really no fault of ours.

We are at a loss to know why wheelmen, in passing the home of this lady who writes to us from New York, should be profane. We do not know why they should be so foolish as to encumber their vocabulary with worse than useless words at any time. The gift of speech is for the minting of those coins of sound with which to buy the good and gracious thoughts of our fellow beings, and to impart to the . the impressions held in the treasury of the mind.

Every profane wheelman discredits the intelligence of all the others. We believe there is no good reason why a wheelman cannot be a gentleman. In fact the wheel is believed to be an uplifting force.

To be a gentleman is even greater than to be a wheelman.

That the horseless carriage has come to stay
Is predicted by many who know,
While those who desire to purchase them say
They had hoped that 'twould come to go.

A FOOL and his bicycle are soon parted.



Sterling Cycle Works

274-276-278 WABASH AVE.
... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Gales,
302 Broadway, New York.

CHAINS AND SPROCKETS.

An Iowa correspondent says: "A customer leaving a wheel for repairs, wanted the chain and sprocket marked so that the same link of chain would be put back on the same tooth or sprocket wheel. Do you think this is necessary, and does it contribute anything to the ease of running of the wheel?" Our correspondent further says that he "found the sprocket revolved fifty times before the same tooth and link again came in contact."

This is one of those cases where the customer was uninformed as to the mechanical facts. The only case in which the same tooth and link could co-operate even occasionally, would be where the number of teeth in the sprocket wheel was an exact divisor of the number of links in the chain.

In the case mentioned there were probably fifty links in the chain, and it was necessary for every one of these to come consecutively in contact with a given tooth of the sprocket. A similar condition of things would be found in the majority of cases.

We do not consider it an advantage in any event for gear teeth of any kind to continuously co-operate if it can be avoided.

In making heavy mill gearing it is customary to avoid such co-operation by the insertion of what is called a "hunting tooth;" that is, an extra tooth in one of the wheels so that every tooth will in turn come in contact with every tooth on the other or co-operating wheel. The object of this is to avoid the undue wear caused by two parts which might be soft or defective. The rule holds good in the case of sprockets and chains, and we do not believe it an advantage to have the same tooth and link come in contact oftener than is absolutely necessary.

The horseless carriage may be a winner.
We hope that it will, of course;
But the surest thing for the average beginner,
Would be a carriageless horse.

WHETHER a thing pleases or distresses us depends on our opinion of it. And by the bye our opinion may be faulty.

When you meet anybody, turn out to your right. When you overtake anybody turn out to your left if you intend to pass them. This is the rule for all vehicles in this country.

IN COMMENTING on the statement that there are a large number of people who would like to ride the bicycle, if the average bicycle rider appeared to a little better advantage, a Buffalo wheelman says: "It seems to me either that such people are not sincere in their desire to ride the bicycle, or that they are beset with false pride. If the average appearance of the wheeling public is to be raised, it must be largely through the presence and example of dignified riders. People who abstain from the pleasures of cycling simply because certain other people make a grotesque appearance on wheels, benefit nobody, and least of all themselves."

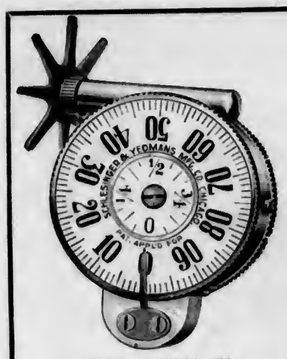


ILLUSTRATION ACTUAL SIZE.

The Little Wonder! A New Cyclometer!

A Novel Proposition to Riders:

Ten thousand miles, independent adjustable trip dial and fractional mile dial, all in an instrument weighing **two ounces,** and in size as **small as the smallest made.** Guaranteed to be superior to any other make, or money refunded, and the purchaser to be the judge.

The Climax Special Ten Thousand Mile Cyclometer

Price $1.50.

With Independent Adjustable Trip Indicator and Fractional Mile Dial.

A Marvel and Midget in Size and Weight.

A Beauty in Design and Appearance.

A Giant in Strength and Durability.

A Wonder of Completeness, Perfection and Accuracy.

Attaches to the Right Side of the Wheel.

Any rider having a cyclometer can trade his instrument for ours, and we will allow very liberally for the old cyclometer, set ours to the number of miles indicated by his, and allow him to try it thoroughly; should the same not prove satisfactory, we will refund the money and return the old cyclometer promptly.

If you want the most serviceable and neatest cyclometer, write for a circular and terms, and we know you will not regret it.

SCHLESINGER & YEOMANS MFG. CO.

Mention L. A. W. Bulletin. **125-137 Rees Street, CHICAGO, ILL.**

A CHEST PROTECTOR FOR HORSES.

The accompanying cut illustrates a bib or breast apron for horses, which has proven a very successful advertising devise for the L. A. W. Its chief merit is its appropriateness.

The idea was suggested by Mr. Potter, of New York, and has been put into shape at the L. A. W. BULLETIN



office. We have had a number of orders for them already from State divisions, where they will be used on horses whose work keeps them in the more populous centres.

We have an arrangement for the manufacture of them which enables us to send them at the low price of fifteen cents each. Single samples will be sent by mail, postage paid, on receipt of price. This is made of thin cotton duck, and serves the humane purpose of keeping the flies off the horse's breast, a point, by the way, at which it is difficult for the horse to defend himself even when not "checked" very high.

In winter they will be made with a thick lining and used as a protection against wind and cold.

The horse has always wanted Good Roads, and now the L. A. W. enables him to say so.

A JAG OF JOY.

JOHN W. KELLETTE.

"Oh!" said the happy wheelman, "how nice it is to feel,
The gentle breeze of balmy spring on a $100 wheel.
To see how we 're progressing, as members of the League,
To ride a hundred miles or so, and then show no fatigue.

"From the L. A. W. BULLETIN, suggestions rich we reap,
And knowledge which we gain from it is always sure to keep,
So pay your dollar like a man, and then you 're sure to feel,
That you 're a full-fledged member; so push the work with zeal."

THE pedestrian still has some rights.

UNLESS you live to-day better than you did yesterday, there is no growth.

A RE-TIRED bicycle may yet be in active service.



Waverley BICYCLES.

Are built for Service

They are built to ride and wear for years. They are patterned after the requirements, and to meet the demands of the modern rider who selects a wheel because of its recognized sterling merit. Most bicycles he knows (?) only by the claims of their makers: the Waverley he knows by the satisfactory experience of thousands of wheelmen. Waverleys are built upon scientific lines and principles, in the largest, most modern and best equipped factory in the world, of the best material that money can buy, and under the personal supervision of experts who have made bicycle construction a special study for years. Waverley popularity is growing every day.

Catalogue free at any of the 4,000 Waverley Agencies, or from us. We'll pay the postage.

INDIANA BICYCLE CO.

Eastern Wholesale Branch,
339 BROADWAY, NEW YORK.

General Office and Works, **Indianapolis, Ind.**

A THING OR TWO ABOUT LOUISVILLE

is the title of a little pamphlet issued by the Commercial Club of that city. It contains many interesting points and closes with the following summary:

The biggest tobacco market in the world.
The biggest cement making center in the United States.
The biggest vinegar market in the country.
The biggest plow factory in the Union.
The largest market for fine whiskies.
Has 146 paved streets.
Has 67 miles of sewers.
Has about 2,600 telephones.
180 miles of water mains.
650 pumps in the city.
140 miles of gas mains.
About 160 miles of street car tracks, of which 75 miles are electric.
1,079 acres in public parks.
Original cost of parks, $348,435.45.
54 newspapers and magazines.
Two electric light companies.
The fire department contains 14 engine companies; 5 hook and ladder companies; 1 water-tower; employs 180 men.
Police department, 282 men.

TIME is money you must spend. Be careful how you invest it.

An All-Wool Joke.

JOHN BECK.

Mary had a little lamb
Its fleece was white as snow.
And every time that lamb was combed
The flees were sure to go.

BICYCLES AND GOLD FILLINGS.

The convention of Dunkards, recently held at Covington, O., declared against bicycles and gold filled teeth. The bicycle question was given considerable time. The first query, "Is it advisable to own and use a bicycle," was decided in the negative, upon references drawn from Scriptural passages in Luke xv., 16, and Romans xii., 2. The first quotation is as follows: "And he said unto them, ye are they which justify yourselves before men, but God knoweth your hearts; for that which is highly esteemed among men is abomination in the sight of God." The syllogism is stated as follows: "That which is esteemed among men is abomination; the bicycle is esteemed among men; therefore the bicycle is an abomination." The other query, "Is it right to have the teeth filled with gold?" gave rise to a very interesting discussion, which terminated with the decision that gold as a matter of adornment in teeth should be eschewed, notwithstanding the argument of a member that it mattered not so much what went into the mouth as what cometh out. No Scripture was quoted in this argumentation.

Experience

We have been making single-tube tires for six years — others have been making up their minds.

They have now reached the point we arrived at six years ago, i.e., the conclusion that single-tube tires are the only sensible tires. Now they wish they had our experience.

...HARTFORD TIRES...

ARE THE STANDARD SINGLE-TUBES.

During these six years we've learnd just how they should be made. You can have them on any bicycle if you insist. They cost more but they're worth more.

THE HARTFORD RUBBER WORKS CO.

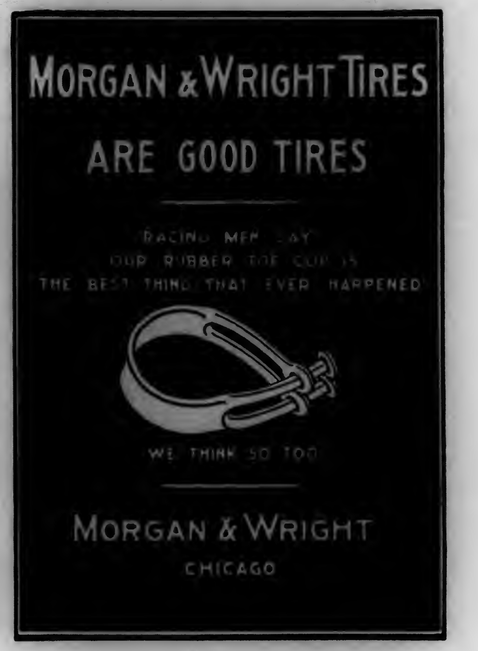
HARTFORD, CONN.

BRANCHES:

100 Chambers St., New York — 178 Wabash Ave., Chicago

DISTRIBUTING DEPOTS:

370 Atlantic Ave., Boston — 503 Market St., Philadelphia
17-19 Beale St., San Francisco



WAITING FOR THE MILKMAN.

"Once upon a time," a new housewife who had gained her knowledge of things at a cooking school said to her happy husband, "Oh, Algie! You know that milkman who sold us such lovely milk the other day? Well, he called again to-day and I bought ten gallons of it; enough to last us a month! Wasn't I thoughtful?"

It is possible some of the residents of Augusta, Me., buy milk in the same way. The illustration published herewith would indicate that with such roads it must be impossible for the milk wagon to



get around oftener than once in a while, even though it be managed by "Rush" Bros. Our correspondent says:

I blush to say that this picture was taken in this city of Augusta and within a radius of three blocks of our State Capitol, and but five blocks from the business heart of the city. We have miles of asphalt, brick and wood paving, but the side streets, for economical reasons, are yet mud holes. I have one of them to cross every day, within one hundred feet of my home, that I think will be a principal witness against me, when the charge — Profanity — is called up at judgment.

We have had a municipal election lately, and the City Fathers were interviewed before it took place, and they are very polite and anxious as to our good health.

I hope to see the mud holes eliminated, and the L. A. W. and Good Roads in possession of the land.

LISTS WILL CLOSE ON SATURDAY.

The very large circulation of the BULLETIN at the present time, and the very long lists of names that we have to publish, make it imperative that we change the date of closing the application list to noon of the Saturday before publication. We find that we cannot handle such large lists as we are now receiving and mail all papers on Saturday.

On and after this date the list of applicants will be closed as above.

ABBOT BASSETT, Sec.

The price of good candy seems awfully high,
And the girls will nigh bankrupt a fellow.
We can't for the life of us understand why,
For a rain will make any marsh mellow.

Is the man who is weary from carrying a heavy mackintosh rubber-tired?

Room 56, Equitable Building,
BOSTON, May 22, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,791 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The B. F. Goodrich Co.
The Hartford Rubber Works Co.
The Hartford Cycle Co.
The Boston Woven Hose and Rubber Co.
The New York Tire Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Diamond Rubber Co.
The Kokomo Rubber Co.
The Peoria Rubber and Mfg. Co.
The Indiana Rubber and Insulated Wire Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.



NO MORE LEAKS

"Anti-Leak" is put inside of any tire by any rider through the valve-tube. It coats the inside of the tire and instantly closes all punctures made thereafter. Does not injure tire or impair resiliency, and when your tire is punctured **you never know it.** "Anti-Leak" sent prepaid for $2.00 per can, holding enough for two tires.

Send for Circulars.
Hustling Riders Wanted as Agents.

MIDLAND "ANTI-LEAK" CO.
MIDLAND, MICH.

Mention L. A. W. Bulletin.

Mother Goose Revised.

Hark, hark! The dogs do bark;
The wheelmen have taken the town,
Some with rags and some with jags,
But every mother's son of them filled
with a wild and almost uncontrollable
desire to run somebody down.
— *Indianapolis Journal.*

FROM THE BATTERY TO CENTRAL PARK.

Mr. Wilbur F. Wakeman, general secretary of the A. P. T. League, of New York, requests all New York wheelmen who are interested to use their influence by letter and otherwise to the end that Seventh avenue may be asphalted from Central Park to the Battery.

The proper man to communicate with is Gen. C. H. T. Collins, commissioner of public works, city hall.

A RUBBER TIRE ORGANIZATION.

Col. Dodge recently entertained in New York a number of gentlemen who are interested in the manufacture of rubber tires, at which meeting steps were taken to form a permanent organization "so that tire manufacturers may come together with a full knowledge of what is wise for the interests of all concerned."

It is said, however, that nothing was done toward the formation of a trust or anything resembling a trust.

A FELLOW FEELING.

Representative Fosdick, of Ohio, who was the author of the anti-high-hat law now in force in that State, has just joined the L. A. W., and was influenced to do so by our "special number." His application was sent in by Mr. Heintz of the Ohio Rights and Privileges Committee, from which we infer that the rights and privileges of Ohio members are being duly looked after and appreciated.

TAKE care of your health unless you wish to afflict the world with an invalid; take care of your money unless you mean to give it a pauper to support.

THE *Sunday Morning Courier* of Toledo, O., is doing good work for the Buckeye State wheelmen.

THE Good Roads movement is spreading rapidly in Connecticut. Last year thirty-seven towns in Connecticut were engaged in improving their roads, and now eighty towns are reported to have joined in the movement. The improvement made is thorough and scientific. The cost is borne equally by the State, the county and the municipality.

THE summer hotel that looks after the interests of wheelmen will gather riches, while the others will pale into bankruptcy. Two hotels at Mt. Clemens, Mich., have built a fine one-third mile bicycle track and park adjoining them, and will attract many people. Bicycles show which way the crowd goes.

Wins all the Coasting Matches.

Easiest running Wheel on Earth.

The Su-Mi-Num.
ALUMINUM BICYCLE.
BETTER THAN ANY OTHER.

Send for Catalog.

St. L. R. & W. G. Co.
St. Louis, Mo.

NOTES ON PHOTOGRAPHING.

BY C. D. CHENEY.

Observations of the good (and bad) roads illustrations appearing in the BULLETIN, prompts me to make the following remarks which may be apropos, and I assure you are not intended as criticisms.

If these views were made for the sole purpose of illustration, and the subjects were previously studied to obtain the best results for the purpose, the illustrations would be far better and more "telling."

Allowances must be made for the lack among amateurs of lenses suited to the work. Most of their lenses being of short focus to suit the requirements of average amateur work, whereas, for illustrating, lenses of ten inches focus for 6½x8½ plate as the minimum up to fifteen, give better detail and proportion.

Then, to begin, do not try to include a view of the surrounding scenery, houses, road, fences, etc.

If you are going to photograph the old oaken bucket, do that, and leave "the deep tangled wildwood" and the "mill that stood by it" for other views.

One mud-loaded and be-mired wheel of the wagon as the centre figure will carry the beholder to the spot in imagination quicker than the whole wagon full of self-conscious patients posed for the occasion.

If the contributor will take the trouble and the time to make a study of a characteristic scene, many points will suggest themselves in the way of *natural* arrangement and poses, and any amateur with some originality in the soul, can produce catching and yet truthful road views.

At the season when "the roads are bad," the light is not likely to be the best for photographing them, but it may be suggested that "dull" days be not chosen if any choice can be had. If no choice remains but a gray day, then the hour when the view is taken is of less importance, but in a bright day with the sun shining, much greater effect can be obtained by choosing a time when the light falls very obliquely across the wheel tracks and ruts, — say early forenoon and late afternoon, governed somewhat by the lay of the land. When gunning for bad roads views do not think of landscape; too much in the picture diverts the attention from the real object. Avoid over-exposure. No. 64,365.

HOBOKEN, N. J.

EDITOR L. A. W. BULLETIN:

Let a man ride moderately and perspire. It is natural and right, and saves more than it kills. (I never knew of any one perspiring to death). When I ride I perspire freely, and I am glad of it. When I come in I take a bath, put on dry clothes, and feel like a new man. The more hardened a person's muscles become from frequent rides, the less he (or she) will perspire.

ELIOT GORTON,
New Jersey State Hospital, Morris Plains. Assistant Physician.

To the fool all wisdom is folly.

THE RACES PROVE



ORIENT CYCLES

LEAD THE LEADERS

The Waltham Mfg. Co.

Main Office,
240 Broadway,
NEW YORK.

Factory:
Waltham, Mass.

BRANCHES:
New York, Providence,
Chicago, Cincinnati,
Philadelphia, Omaha,
Brooklyn, Springfield, Mass.
Boston, Waltham,
Denver, Lynn, Mass.
Detroit, Newark, N. J.
Buffalo, Kansas City, Mo.

Photo Catalogue for four cents.

Palmer... Tires

Are more easily mended than other tires, and the repairs are permanent

In the event of puncture, a plug is inserted, without letting the air out of the tube. In a double-tube tire the inner tube must first be removed from the outer casing—an undertaking impossible for anyone but an expert. But a child can repair a PALMER TIRE. Palmer Tires are expensive, but they are the most durable

"Wheel and Tire," containing all official American bicycle records, will be mailed to any address for one two-cent stamp.

The Palmer Pneumatic Tire Co.

CHICAGO.

THE REFORMED BICYCLE.

If Mr. Satan doesn't watch out, he will be robbed of what has been called one of his chief lieutenants, the bicycle. A long time ago somebody

"Stole the livery of the court of Heaven
To serve the Devil in."

Now it is beginning to look as though they would steal the Devil's livery rig to ride to Heaven in.

An item is going the rounds to the effect that, instead of preaching against the wheel, a Plainfield, N. J., minister has arranged for a congregational bicycle run for Saturday afternoon. Half the men in his congregation and many of the women ride bicycles.

A church "social" on wheels has a cheerful sound about it. It won't be so convenient for whispering the latest gossip, nor for playing an innocent game of Copenhagen; but an ever-changing panorama of hill and dale, field and forest, and the open sky will make up for such loss. Further discussion of how "perfectly horrid" Sister So-and-So wears her hair, and how many times she has re-trimmed her hat, may have to be dropped entirely for a study of the manifold beauties of nature. Such important issues as whether there are sixteen or seventeen strings on a full-grown celestial harp may be forgotten under the preaching of the great teacher, the Universe.

It really seems as though the church social on wheels has come to fill a long felt want.

But, mind you, there are still other possibilities in the field of religion for the sacred safety bicycle, which only a year or two ago was thought by some to possess a cloven hoof or a cloven tire, or something of that sort.

To THE many uses of the bicycle is to be added still another, as outlined by the St. Louis *Republic*. It now appears that it is to be brought into play in saving souls, for Rev. Frank G. Tyrrell, pastor of the Central Christian Church, Grand and Finney avenues, and four zealous young members of the congregation, who, like Dr. Tyrrell himself, are bicycle riders, are making arrangements to take a trip on their wheels and hold religious services in the small towns through which they may pass.

The exact route and the details of the trip are not yet settled, but according to present arrangements, the party will consist of Dr. Tyrrell, Arthur Garrison, H. S. Reavis, Thomas Murphy and John W. Austin. They propose to leave about June 15, go first to St. Charles, Mo., and from there make a tour of the State, returning to St. Louis early in July.

The riders will be as lightly equipped as possible. With a few extra articles of clothing, a song book and a bible strapped to each machine, these nineteenth century evangelists will wheel their way from village to village. A song service will be held here, and a prayer meeting there. Doubtless the newness of the manner in which it is proposed to travel will attract the attention of men who have not been inside a church for years.

THE ALLWOOD

Simple in Construction.

Neat, Strong and Durable connecting parts.
Aluminum Nickel Alloy.
Bearings and fittings same as a Hundred Dollar Wheel.

Price per Frame, $16.00.



Build Your Own Wheel

A COMPLETE HIGH GRADE WHEEL, $50.

Agents Wanted Everywhere.

Also Headquarters for Wood Handle Bars, Rims, Mud and Chain Guards.

We can quote Special Low Prices. Correspondence solicited.

Send for Catalogue.

Allwood Cycle Co.
Canarsie Grove,
LONG ISLAND, N. Y.

TRAVELING ON WIND.

Figuratively speaking, this is what all Bicyclists are doing

Practically speaking, the

HODGMAN SINGLE TUBE TIRE

travels on a well-earned reputation of being made of the purest rubber in the most perfect way, and has wear-resisting qualities that cause it to last twice as long as the ordinary kind.

"It's made of Rubber."

Free booklet on request. Send ten cents for Hodgman Rubber Tire Button.

Hodgman Rubber Co.,
459-461 B'way, New York.
Atwood Building, Chicago, Ill.
135 Essex Street, Boston, Mass.

While Dr. Tyrrell believes the plan a good one, he has felt some hesitancy in undertaking it for fear that some would not look at the work in the right light. He is now in Des Moines, Ia., delivering lectures, and the details of the trip will not be settled until his return.

When Mr. Reavis, one of the originators of the idea, was seen last night he said: "Unless something unforeseen happens, I believe the trip will be made. We shall all get a vacation about June 15, and we think we can spend it in no more pleasant and useful way. We shall not attempt to camp out, but shall pass each night in some village or farm house. I am sure Dr. Tyrrell does not wish to draw any attention to himself or create any sensation. If the matter is looked at from a reasonable and practical standpoint, I think it is plain that the idea is an excellent one. We have been thinking over the matter for some time, and I believe definite arrangements for the tour will be made so soon as Dr. Tyrrell returns."

"MAY BE."

BY A CRANKY BACHELOR.

The ladies may know what is best for them to wear. It seems preposterous that a man should presume to tell them. They may know what sort of apparel is prettiest and most becoming. And then, again, may be they don't.

May be the tight-laced corset is just what is needed to finish up and round out the imperfect work of the deity.

May be the fashioner of Eve planned upon having somebody start a corset factory close to the garden of Eden, so as to complete the work of making "the human form divine."

May be the Venus de Milo is bad form after all and a figure like the one represented in the accompanying design, might look real cute if divested of the milliner's and dressmaker's cunning, and carved in stone. We can't tell. Nobody knows, for the sculptors never dreamed of making such a thing. The fashion makers do that. They are not artists, of course, but "sassiety" bows to their dictates and says "it's all right."



God didn't make horses with docked tails. The artists do not so paint the noble and beautiful animals. The livery-stable roustabouts decide that docked tails are the proper caper, and "jukes" bow to the edict.

May be the Maker intended horses should have

3300 MILES ONE OILING

But then, you had better oil oftener, say every thousand miles.

The Self-Oiling Bearings of

The Wolff-American High Art Cycles

Are exclusively on these wheels.

R. H. WOLFF & CO. (Ltd.)

Makers,

Foot 118th, 117th, 116th St and East River,

NEW YORK CITY.

DISTRIBUTING AGENTS: The Horace Partridge Co., Boston, Mass. J. E. Norwood, Baltimore, Md. J. S. Malone, Garfield Bld'g, Cleveland, O. Fletcher Hardware Co., Detroit, Mich. Von Lengerke & Antoine, Chicago, Ill. Joseph Horne & Co., Pittsburg, Pa.

A POINTER ON TIRES...



THE DEAN NO-PUNCTURE TIRE (Single-Tube).

Resilient, Fast, Light, Absolutely Puncture-Proof.

No Repair Kit.
No Walking Home.
No Special Rim Required.

SEND FOR OUR DESCRIPTIVE BOOKLET.

DEAN TIRE CO.

25 Warren Street, New York.

docked tails, but didn't fashion the pattern right, and so must now depend on the livery-stable clerk to make things right.

May be the "bustle," of several feet in extent, was called into being by an all-wise Providence to show the world how a woman should have been formed in the beginning, had there been surplus ribs and dust enough to have completed the work.

May be the flaring hoops, the Grecian bend, the pull-back, the train, puffed sleeves, etc., etc., were all designed to show what improvements might have been made in creating a woman.

May be tight-lacing, high-heeled shoes, bare shoulders, etc., etc., are just what are needed to insure good health for women, whom a careless designer created without these accessories to beauty and happiness.

May be the Venus de Milo would appear to a better advantage if she were to wear a theatre hat, a corset, a bustle, puffed sleeves and flaring hoops.

May be the ladies have a perfect right to wear just what they please, when they please, and where they please.

"Of course that 's something 'at nobody knows,
Nobody under the sun;
Nary a body or bein', I s'pose,
Nary a bein' but one."

"JUST tell them that you saw me," and that I was on a wheel.

DON'T write anything you do not care to sign.

BABIES ON BICYCLES.

The Illinois Humane Society, in its effort to stop the practice of carrying children on bicycles, is liable to get into court. We are advised that a Chicago lawyer proposes to test the validity of the assumed right of the society. He says they cannot interfere with his fatherly desire to give the baby the benefits of the bicycle.

The result of this test case will be watched with much interest by all wheelmen.

We have often been shocked at the apparent chances taken by parents in this way, but have yet to hear of any serious accident occurring.

Whether it is right to stop a practice that brings so much joy to parents and children alike is doubtful.

It is argued that the optic nerve of the child is liable to be strained and that there is danger of brain disturbance from the rapid passing of vehicles, and this leads to a horrible suspicion, but—no! the bicycle has not been in use long enough so that the gentlemen composing the Illinois Humane Society could have been carried on it in their infancy.

A life lived with a purpose grand
Has simply not been "spent;"
It 's really an investment, and
Will yield a large per cent.

THE world must seem cold to a heart with no warmth in it.

Yes, reinforcements have come slowly and surely to the front; starting in with 16 B. W. G., years ago, we have finally reduced the tubing to brown paper thinness, thereby reducing the weight of the finished result very materially



Frames were always breaking when 16-gauge tubing was used because they were not reinforced; or when they were, the reinforcing was very unsatisfactorily arranged

With our X-CLUSIVE REINFORCEMENT we have demonstrated that frames can be built on featherweight lines and, by skilful reinforcing, become eternally strong

UNIONS are built for eternal service

Union Cycle Mfg. Co.

HIGHLANDVILLE, MASS.

Catalogue for the asking.

... THE WORLD-FAMED ...

Humber Cycles

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

"Experts go into ecstasies over this graceful, substantial, simply-constructed wheel, and even the inexperienced eye must be struck by the symmetry of its outlines and the entire absence of cumbersome trappings, for it suggests the 'thorough-bred' in every particular."—*Boston Evening Transcript.*

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director,

WESTBORO - - - - - MASS.

∴ HUMBER DEPOTS ∴

318 Broadway, Fifth Ave. and 42d St. NEW YORK.
345 Fulton St. 1313 Bedford St. BROOKLYN.
350 Boylston St. BOSTON.
641 Main St., BUFFALO.
10th and Walnut Sts. PHILADELPHIA.
111 North Charles St. BALTIMORE.

Branches in all parts of the civilized world.

CONCERNING STYLE.

A member writes that he does n't mean to stay in the League if we continue to criticise his (hump-backed) style. He suggests that we have no right to "have anything to do with style."

This opens up a new possibility, but we will not attempt to discuss it at this time.

A. B. Jericho, Vt.: There are no published rules which cover coasting. Simply do right and see that the other fellow does.

MANY are called but few get right up.

PERSONS with ice-water in their veins, should not pass judgment upon red-blooded folks.

THE wheelman may be a terror to many nervous people; he undoubtedly has his faults; but he is rapidly developing into a public benefactor, and as such will yet win the approval of his fellows. Help along the Good Roads movement.—*Lebanon (Pa.) Report.*

SEVERAL States are beginning to employ short term convicts in building highways, greatly to the advantage of the public. They compete with no other class, as they do work which would not be done by appropriation, and while they expiate their crimes, they are also of some more practical use than spoiling county provisions.—*Somerville (Mass.) News.*

BOOK NOTES.

BICYCLING FOR LADIES, by Maria E. Ward, is a profusely-illustrated book of 200 pages. It tells all about cycling and pictures its every phaze and position. If anything, it tells too much, for a careful perusal of it would require considerable time and a comprehensive knowledge of mechanics in general. But it is thorough. Its illustrations show a lady under all the varying conditions of wheeling and gives her facial expressions from the moment she first thinks of buying a wheel to the proud day when she can ride as well as the best of them. With this book and a wheel and an open lot or roadway, any lady can learn to ride a wheel independent of the rest of the world. And a woman does like to be independent. The book is published by Brentano, and book-sellers offer it for $1.50.

IT HARDLY ever happens that there is an impending crisis but what some one comes along and "shoos" it away. Lots of people have been wanting to go wheeling through France, but have hesitated about doing so because they cannot talk French. And well they may falter, for it's a sad thing to ask for a loaf and get stone in a strange land, where one is sometimes compelled to say his prayers and go to sleep without knowing the points of the compass. It is rather difficult for a stranger to find his way about a foreign country merely by the sense of smell. An American travelling in Europe misses half the fun if he can't tell the natives about the

A Hundred Dollars for a Wheel!

... NONSENSE!!

The man or woman who pays that amount for a bicycle, no matter what the name, or who the maker, when for $75.00 he can buy the **ENVOY,** or she can buy the **FLEETWING,** might as well throw $25.00 into the ocean.

We have made bicycles for 10 years, and know whereof we speak. So will you, if you will send for our Catalogue.

BUFFALO CYCLE CO.

364 Mass. Ave., Buffalo, N. Y.

The Spencer Brake ✦ **Solves the Problem**

...IT...

Weighs only a few ounces.
Applies at the Crank Axle.
Operates by turning the Grip.

IT IS INVISIBLE **IT IS UNBREAKABLE**

Wonderful! Yes, but thoroughly practical and strictly mechanical—proven by a season's use. It is now recognized by experts as revolutionary, and certain of universal adoption.

SEND FOR CATALOGUE.

You can get it now without extra charge, but only by buying your wheel from us. Do not buy before investigating.

◆◆◆

THE SPENCER BRAKE CO.

140 Chambers Street, NEW YORK.

Prices quoted to cycle makers.

awful defects of the countries through which he is passing. An average American wishing to ask, "Where can I find a bicycle repair shop?" would forget all about saying, "*Ou puis-je trouver un atelier ou l'on repare les bicyclettes?*" unless he had this new booklet, "Handy English-French Phrases Appropriate to Bicycling," by C. C., a member of the League of American Wheelmen. It asks in parallel columns, English and French, all the questions about wheeling, roads, hotels, etc., necessary for a tourist to make use of. Louis Weiss & Co., New York, publish it.

SOME BICYCLE HINTS.

The Buffalo *Express* prints a few words of advice as to the means to be pursued to get the fullest enjoyment from a wheel.

Don't ride with a soft tire. Keep it pumped as hard as you can; the wheel will ride easier and will last longer.

Don't ride with a loose bearing, nor yet with one too tight. Five minutes' running on a poorly-adjusted bearing may ruin the best wheel.

Don't try to do tricks in a crowd. Many a good machine has been smashed because some smart Alec thought he could ride hands off.

Don't be afraid of oil—you can't get too much of it on a bearing, or a chain, either, for that matter.

Try a little soap on your chain if it seems to run hard. It is better than graphite.

Don't drink beer. It effects the leg muscles.

Don't coast in the night—nor in the daytime, except when you have a straight road ahead with no crossings or car tracks.

Don't ride a saddle that hurts. There are good ones on the market.

Don't let rain-drops dry on your nickel. Every spot means a rust-spot.

Elbow-grease is the best nickle-polish.

Clean your wheel after every run, and at all other times when you think it needs it.

Keep to the right and avoid collisions.

Slow up when crossing a car track—your wheel will last longer.

Go slow around corners, unless you have an accident policy.

Don't ride a wheel if you cannot be a gentleman.

There are hoodlums enough in the ranks now.

Remember that women and people climbing hills have the right of way.

When riding with a female companion, keep on the outside and give the woman the curb.

Don't carry a child on a baby-carrier unless it is borrowed or you have more children than you need.

Don't make fun of a girl in bloomers. How would you like to wear skirts?

Try a cold plunge after a country run.

Don't wear a boiled shirt in hot weather.

Get your saddle high enough. If too low, your knees will get cramped.



Old Features of Standard Excellence

New Features of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES

Popular with all who appreciate superiority in bicycle construction.

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Send for No. 72 Circular.



Wheeling at night. With the "Search-Light," —is a pleasure.

No Delusion. No Snare.

Once lighted, stays so, until you are ready to put it out...

Used by experts who will have nothing but

THE BEST.

Price, $5.00...

BEWARE OF IMITATORS!

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows—always leads...

ASK YOUR DEALER OR SEND TO

BRIDGEPORT BRASS CO.

BRIDGEPORT, CONN.

Or, 19 Murray St., New York, 85-87 Pearl St., Boston, 17 North 7th St., Philadelphia.

If hands or feet get numb, change the position of your handle bars or saddle.

It isn't the scorcher that gets the most fun out of a wheel.

Don't try to ride a high gear unless you are training for a road race.

Avoid iced drinks when overheated. Cool off first. Beware of ice cream soda.

Stop riding when you get tired.

WE DON'T THINK.

Benjamin H. Ridgely, the United States consul at Geneva, has sent to the secretary of State a sketch of the wheel, with a letter describing it. The bicycle differs from the modern safety in this respect only: The pedals are placed over the forward wheel and the rider sits in a natural posture and has a support behind him like the back of a chair. The bicycle has pneumatic tires, diamond frame, sprocket wheels and chain, and all other features of a modern machine. The rider, instead of pedaling up and down, and leaning forward so that his back resembles an interrogation point, pedals forward and backward, and sits back comfortably, like a man in a reclining chair.

It is claimed for this machine that the position which the rider occupies is not only infinitely easier, but that by means of the support for the back. his forces are far more effectively utilized and with considerably less fatigue. His position is held to be the normal position of a man sitting, and the bicycle is, therefore, called "La Bicyclette Normale."

The inventor says that the principle of his machine is the utilization of the force, very little known, which is furnished by a point of support for the back. Without this support the only force a man has is his own weight. On the other hand, if his back be well supported he has in each leg a force more than treble his own weight, and which is, in fact, equal to the weight he is capable of carrying combined with that of his own body. The construction of the normal bicycle is intended to make use of this considerable amount of wasted force. The point of support is the back of the seat, by means of which the rider's body is thrown back and his legs lifted up, owing to the position of the pedals. The body is thus placed in a normal posture, hence the name of the machine; the body is upright or leaning slightly backward.

The normal bicycle, the inventor says, presents the advantages of greater safety, perfect comfort, healthy position, a greater power over the machine, greater speed, both uphill and on level ground, and less fatigue. It is also claimed for this bicycle that being much lower than the ordinary safety bicycle, it is much easier to mount.

THE NATIONAL MEET FOR 1896.

The place is Louisville, Ky. The date, August 10 to 15, inclusive. All questions sent to '96 Meet Club, room 46 Board of Trade Building, will receive prompt attention.

G. E. JOHNSON, Chairman Press Com.

THE ROCHESTER
Combination Cleaning Rack and Holder.

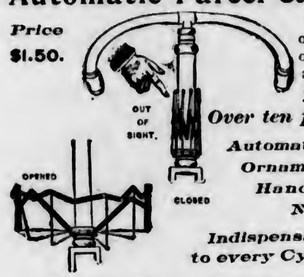


As a Cleaning or Repairing Rack. As a Rest or Holder.

Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition. **PRICE, $1.50.**

Automatic Parcel Carrier.

Price **$1.50.**



Weighing only FOUR ounces with a carrying capacity of *Over ten pounds.*

Automatic, Ornamental, Handsomely Nickeled.

Indispensable to every Cyclist.

For sale by all dealers. Carrier sent prepaid on receipt of price.

ROCHESTER BICYCLE COMBINATION HOLDER CO.
145 Power's Block, Rochester, N. Y.

PUNCTURE PROOF BICYCLE TIRE



OUR TIRE PREVENTS PUNCTURES
NO REPAIR OUTFITS NECESSARY

NO PUNCTURES TO REPAIR

Catalogue and Sample section of Tire free upon application. Address
THE PUNCTURE PROOF TIRE CO., Quincy, Ill.

WHEELMEN AND THE STREETS.

Every day there are accidents on Chestnut street, and other crowded thoroughfares growing out of the reckless riding of persons upon bicycles. When the cyclers are out in force their precipitate and noiseless movement involves serious danger, particularly for women who wish to cross the street, or to enter or get out of street cars. Several persons were run against or thrown down yesterday by youngsters on "bikes." This is outrageous. It should be understood that the pedestrian has the right of way. The "bike" has come to stay; but it must stay in its place.—*Philadelphia Record.*

True; but where is its "place?" This is coming to be an important local problem. There are, probably, not fewer than 25,000 wheels in daily use throughout Philadelphia, and their riders have as much of a right to the privileges of the highways as any other class of persons that behave themselves and observe the law. Their number is daily increasing, and the time is not far distant when it will be necessary to adopt some special code of municipal regulation for assuring them the enjoyment of their privileges, as well as for protecting the public from the didoes of the careless or the inexperienced.

It would be well if a committee of councils and a committee of the Wheelmen's Association were to put their heads together and go carefully over the whole question of adapting this great modern convenience, no longer a thing of luxury, but almost a necessity to thousands, and yet still in the infancy of its introduction, to the daily concerns of a great city.

Every principal street to be laid out hereafter should have a cycle path; so should the roads in the suburbs and those in Fairmount Park, while the streets in the populous or busy parts of the city should be so regulated as to offer them the greatest facilities compatible with public safety.

In a few years there will be more "bikes" than all other kinds of vehicles put together on our streets. —*Philadelphia Bulletin.*

"Ah, Doctor! how's business?" said an ex-patient of a well-known physician, a few days ago.

"Very good; never had so much work ahead," was the reply; "No less than seven patients down with inflammatory rheumatism."

"You don't seem to walk all right, doctor; what's the trouble?"

"Rheumatism." (Fact).

"Unless you 've a pressing engagement ——"
Her mother began to remark,
When her daughter said "Yes, but I have, I should guess,
For Charlie is coming at dark."

The Troy (N. Y.) wheelmen are elated over the assured completion of a bicycle path to Mechanicsville.

THE . . . **KI-YI!** . . . OR



Cycle Tourists' Gun.

A few drops of diluted Aqua Ammonia from the nozzle of our KI-YI will teach the bicycle chasing dog a lesson he will not likely soon forget. It works like magic. As a rider puts it, "You could hear him howl ten squares." What tourist has not wished for one of these?

Price each, 50 Cents.

Send for Catalogue of RED CROSS SPECIALTIES.

MANUFACTURED BY
ARLINGTON U. BETTS & CO.
TOLEDO, O.

Boston Branch, No. 8 Park Square.
New York & New Jersey Agents, Hartley & Graham, New York City.



Why Evans?



Because it counteracts all tendency of the blood to become sluggish, and fortifies the body against fatigue and danger of overwork.

Better than Drugs.
The Essence of Nature.

C. H. EVANS & SONS,

Brewers of the finest Ale and Stout for more than 100 years.

HUDSON, N. Y.

Riders and Repairers.



THREE-QUARTER ACTUAL SIZE.

Tapering Rubber Plugs (patent applied for) are the ideal tire menders —cannot slip or be punctured anew. Send five 2-cent stamps for assorted samples. Manufactured only by

BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.

☞ See Simplex advertisement, page 774.

THE OHIO WAY.

About the only way to do anything is to do it. This isn't a new thought, but it is just as true as ever.

The Good Roads Committee, of Dayton, Ohio, enrolling among its members the mayor of the city, the president of the city council, the president of the Board of Trade, police commissioners, Board of City Affairs, the chief of the fire department, the city civil engineer, the county treasurer, the president of the Montgomery Co. Agricultural Society, Gov. Thomas, of the Soldiers' Home, and many other prominent men of experience and travel, has presented the following petition to the commissioners of this county.

To the Honorable Board of County Commissioners.

Gentlemen:—We are aware of the fact that you need no argument to convince you that our main thoroughfares to the city, known as special pikes, need immediate attention. The question only is how and where to begin. We therefore recommend the following for immediate action: For the next thirty days that three men and one cart be put on every pike, beginning at the city limits, raking off loose stones, digging out boulders and leveling the roads. We would also recommend:

1st. That all loose stones should be raked off, and all boulders that crop up should be removed.

2nd. That the road should be leveled with the centre only slightly higher than the sides, so that all water will drain off naturally.

3d. Where chuck holes or wagon tracks have cut through the foundation of the pikes they should be opened out, cut straight, square edges, and a foundation of stone rammed in and covered with gravel.

4th. Where fresh gravel is put on it must receive daily attention with road roller and rake, removing all stone larger than a hickory nut. All new gravel should be screened from larger stones before hauling.

5th. Proper tools should be furnished by the county commissioners, road rollers, scrapers, gravel seives, hammers, rakes, picks, shovels, stone hammers.

6th. Screened gravel or broken stones should be placed along the road at intervals of not over a quarter of a mile, to be used for repairs.

7th. Aside from any additional work that may be needed on any road, every one of the fifteen special pikes entering the city should have the daily services of one man with pick and shovel, wheelbarrow or cart, to make and keep up repairs especially on the five miles of pike nearest the city, where the traffic is greatest. That the name of the section pike commissioner be placed on a sign board on each section along the pike.

The Ohio Division, L. A. W., will hold its State meet at Dayton in July, and it goes without saying, that the city streets and roads in the surrounding country will be ready to receive the wheelmen. In the meantime any other city that really desires to be bright, prosperous and happy, would do well to

BROWN SADDLES ARE ALL RIGHT.



BROWN SADDLE CO. ELYRIA, OHIO.

"WHITMAN"



Whitman $100 — Patriot $85

Best wheel that can be produced from the finest materials, scientifically and skilfully used. Embodiment of every essential feature known in bicycle construction.

CATALOGUES ON APPLICATION.

HAND MADE.
Easiest Running
Most Durable
Best Appearance

WHITMAN SADDLE COMPANY,
118 Chambers Street - - - - - New York.

THE AUTOMATIC BICYCLE BALANCE

Easy to ride with "Hands off." The greatest invention yet. Will balance wheel to perfection. Prevents accidents, as it keeps the wheel straight ahead. Greatly increases the pleasure of riding, especially on rough roads; corners and circles can be turned with steadiness and safety. Gives one confidence in their wheel. The rider does the pumping and the balance does the rest. Write for Circular and Trade Prices.



Weighs only 2 ounces.
Entirely nickel plated.
Adjustable to any Bicycle.

Price, $1.00

Single Balances mailed on receipt of price, or C. O. D., with privilege of examination.

...MANUFACTURED BY...
Bicycle Chain Lightning Co.
Office, Spalding Building, 29, 31 and 33 W. 42d St. New York.

The Craig Automatic Pneumatic Saddles Pat. June 11, 1895.

Made with two air cushions that communicate through a very small hole.

The Best Saddles Made.

It is the little hole that does the business.



Made in four styles.
No springs used.
Write for Circular A.

The Craig Cycle Saddle Co., Lawrence, Mass.

study the series of resolutions given herewith and be governed by the spirit of them.

Clean streets and proper highways, are a community's good clothes.

BICYCLISTS, FARMERS AND ROADS.

Recently *The Truth* found occasion to speak for the bicycle in cities, and especially in Scranton. It is of the bicycle outside of Scranton, in connection with the work of the League of American Wheelmen in striving to secure good roads throughout the country, that we now speak. It has been the fashion in many quarters to abuse them for this, to decry their selfishness, to declare that in asking for better roads they are adding to the burdens of the farmer — when, in truth, they are doing their utmost for his benefit.

General Miles, the commanding officer of the United States Army, in an address in Chicago some time ago, speaking of the dispatches sent by bicycle mounted soldiers from Chicago to New York in the course of experiments made to test the value of a bicycle corps in the army, said: "These young men passing from here to New York have not only been splendid bicycle riders, but they have been discoverers. They have discovered what is the trouble with the farmer. It is not the tariff or coinage, the money or the currency, the markets or the railroads. It is the roads. That is the trouble with the country. If I were in politics I would discuss that subject, and I would let the farmers in the country know what that trouble is."

He added his strong conviction of the need in this country of good avenues to afford travel and intercourse with each other, and declared that roads, good or bad, furnish an indication of respectively the better or lower grade of civilization in any country. New York and Pittsburg papers have recently been printing maps of the highways around these cities for a distance of fifty miles or more, showing the roads that have been put into good condition alike for the cyclist and the farmer. How many such could Scranton show. — *Scranton (Pa.) Truth.*

The Ruling Passion,

"I want to be an angel,"
She sang, and then thereat
I mused if when she got her wings,
She'd wear them on her hat.

THEO. J. HARDER, 1416 Hogan street, St. Louis, wishes points on best route to Chicago.

Oh, capture a millionaire's daughter,
And then at Old Time you can scoff;
Without having to wait you can then celebrate
Your big, golden wedding right off.

SHE went to see her barber, and her locks were raven black. She came, and lo! her golden hair was hanging down her back.

"Gendron" Bicycles
Truest Bearings
Most Rigid Frame

Much Hard Pedaling...

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy-Running

Gendron..

Send for Catalogue.

Gendron Wheel Co.
TOLEDO, OHIO.

McCune Cycles.....
NONE BETTER
Send for Catalogue.
EVERETT CYCLE CO.
Everett, Mass.
Agents Wanted.

A CRASH! and the front wheel is a wreck, but

The "Rigid Rialto"

Frame and Forks are not even bent.

IT PAYS to ride "the wheel with the strongest frame built."

CONTINENTAL CYCLE CO.
15th St. and Western Ave., Chicago.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896



⅔ SIZE
MODEL B.

Model A registers 1,000 miles and repeats, weight, 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight, 2¼ oz. Price, $1.50.

Model C registers 10,000 miles and repeats, weight, 1¾ oz. Price, $1.75.

TRENTON WATCH COMPANY,
TRENTON, N. J.

RECOLLECTIONS OF A VETERAN.

BY THE LATE HENRY BENTLEY.*

Second Paper.

Some of us rode hundreds of miles, across the country, in the early day, when the sight of a bicycle would bring people from their work in the fields to the road side as fast as their legs could carry them. Operatives in factories ran to the windows and doors as we passed, gazing with wonderment at such strange looking mechanism and its peculiar propulsion.

My old friend Perrigrew, his son and myself were passing through the manufacturing village of Mattawan, probably a year or so after we first "took to the road," and as my hair was entirely white at that time and I was riding slightly ahead, a "smart" girl called out from one of the crowded doorways, saying, "There goes the grandfather, the father and the son," at which we laid down on our handle bars and spun ahead, leaving the gaping and laughing crowds to their various reflections.

"Say," called out the keeper of a country tavern, who was sitting on a wooden bench on his "stoop" as I was riding leisurely by, on a much-traveled road up in the mountains in edge of eastern New York and Massachusetts one hot and sultry morning in the latter part of the summer of 1880, "do you know what I think of you?"

"No," I called back, "but while you are about it, please tell me."

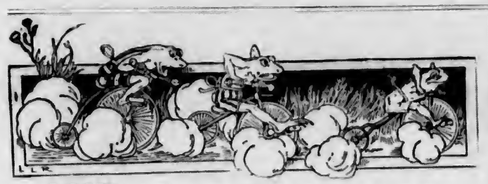
"Well, I think you are a d —— d old fool."

After having ridden what was considered at that early bicycling day "pretty considerable," that was the first time anybody had offered me anything approaching an insult, so, as two friends were with me on this trip and they happened to be slightly in the rear and not yet in sight of my hotel keeper, I speeded up a little and turning my wheel rapidly, came up along side his "horseblock," leaned my wheel up against the same, and skipping up the steps walked rapidly towards him with a frowning countenance and the gleaming eye of a first-class pirate, as if I were to engage in a first-class "bout," when he sprang to his one good foot (the other being what is generally known as a "club" foot) and, raising both hands, loudly said, "Hold on mister! I take it all back, I didn't mean any disrespect; only I never seen such a thing as you've got there before, and it kind of upsot me."

"Friend," I said, "I excuse you; we wouldn't hurt a cripple any way, and the fact is I think you are rather plucky anyway to stay here and see three such monstrosities as we are coming along the road, the like of which, you say, you have never before seen."

We all three thought, under the circumstances,

*Mr. Bentley, whose death occurred at his home in Philadelphia last year, was one of the first prominent, substantial citizens to take up bicycle riding. He was one of Philadelphia's best-known and most highly respected merchants. The several articles regarding his experiences on the bicycle, when wheel-riding was a new thing, were prepared for the editor of the L. A. W. BULLETIN a short time before Mr. Bentley's death, and were recently found among his papers.



LOOK before you leap. The bicycle built of the best material obtainable **anywhere** at **any** price, on correct lines by skilled labor, which won 5 accepted road records in 1895, is the

TRANSIT Price, $100 .·. Special, $110
Catalogue on application.

ALBERT & J. M. ANDERSON, Makers,
Salesroom, 44 Columbus Ave. Factory, South Boston.

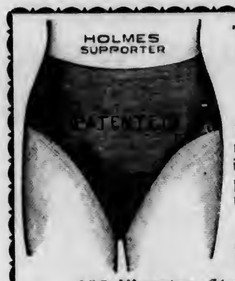
NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.
JOS. DIXON CRUCIBLE CO., Jersey City, N. J.



WATCH CHARM
Miniature Bicycle Lantern,
Set with colored stones; nickel, silver or gold plate. Watch Chain, fac-simile of Bicycle Chain. Price, each, Charm 25c., Chain 25c., complete 50c. *Stamps.*
Katalog Free.
McRAE & KEELER, Manufacturing Jewelers.
ATTLEBORO, MASS.



This Supporter...
IS ADAPTED TO USE OF BICYCLING AND ALL ATHLETIC SPORTS.
It prevents strains and ruptures and is endorsed by leading physicians. Price, $1.00, post-paid. Send waist and hip measure.
THE HOLMES CO.
109 Kingston Street, Boston, Mass.

THE L. A. W. UNIFORM.
The League Official Tailors,
BROWNING, KING & CO.
406 to 412 Broome St., New York.
Send stamp for sample of League cloth and price list of uniforms.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

that our old friend had a perfect right to be doubly surprised. He had never before seen a bicycle, and I am quite satisfied that he had seldom, if ever, seen a more disreputable-looking subject than I was, with my sweat-stained corduroy breeches, faded and dust-covered flannel shirt, a copper-colored face and badly-worn shoes,—having been "out" for some days. My two friends were a trifle more respectable looking, and they had no gray hairs.

Because of my being the "antique" of the party, it fell mostly to my lot to be spokesman and chief engineer. As the morning was warm and the road dry and dusty, it was "resolved" that we "take something" before we set out again; so I said "come in old man and get behind your bar. We propose to dampen our tonsils slightly."

Getting in his "business" place, our friend with the one short leg said, "Well, guest, what will it be?"

Said I, "have you any lemons?"

"Yes."

"Sugar?"

"Yes."

"All right; then make us three lemonades."

One of the first things our friend commenced doing was to break up some ice.

"Don't put any ice in those tumblers" we said, "only ordinary water, sugar and lemon juice." This being done, we enjoyed it very much, but the old man looked at us in such a quizzical way that I could not help saying to him, "well friend, you seem to be thinking of something again. What is your mind wondering on now?"

"Well," said he, "gents, I would n't say a word to offend you, but if you must know, it 's this: I think that d—— d weak tea to run them things on," alluding to our wheels.

"Now, friend," I said, "what would you recommend our taking?"

"Why, some whiskey, or put some in your lemonade."

"Oh," we all cried out, "why, old man, you 're crazy; we can't stay on top such things as we ride, if we did that. Perhaps before we went a mile, one or more of us would be under our wheels, instead of on top of them, and then what? Why, a coroner's inquest, of course, held at your hotel; you, the cause of the disaster, followed by a law suit probably; you mulcted in damages, etc. Without doubt, there will soon be many riders on this pleasant and picturesque route, but, old man, don't recommend anything to our fellows stronger than coffee, tea, milk, chocolate, lemonade or good spring water!"

"See here, now," said our hotel keeper, "what kind of a set of fellows are you, anyway? Is this some kind of a temperance racket, or what? May be you 're agents or something of some temperance concern; anyhow I hope it won't get to be fashion to ride on such things if people that rides 'em can't take anything but temperance drinks." And so we left our old friend, I fear with a heavy weight on his mind regarding this, possibly, new factor which was to interfere with his future profits, by compeling countless numbers of people to imbibe such fluids as would leave their brains both level and

Clean and Polish Your Wheel
With the
Only Perfect Polish.
It contains neither acid or alkali. Will not injure finest metals. It will polish any metal that will take a finish. Put up in Paste and Liquid form.
If you cannot get it from your dealers, send 10 cents for 2 ounce box paste.
J. L. ROBINSON & CO.
1127 Penn Avenue., Pittsburgh, Pa.

The Orange Universal Supporter.
THE BEST IN THE MARKET.
Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.
PRICE, 50 Cts. Sent upon receipt of price.
AGENTS SHOULD SEND FOR SPECIAL PRICES.
The H. A. & W. C. KEITH CO., Providence, R. I. Brockton, Mass.

ODORLESS AND CLEAR AS CRYSTAL.
CYCLOIL *The Best Lubricant. The Best Lamp Oil.*
Prevents rust, cannot gum, burns brilliantly, does not jar out.
25 cents per 8 ounce bottle.
Ask your druggist for it, or write to
McKesson & Robbins, 91 Fulton St., New York.

An Aluminum Souvenir Watch Fob
Mailed for 26 cents. The phenomenal and unprecedented success of Indiana Chain is certainly due to merit. Write for prices.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Kindly mention L. A. W. Bulletin. M. & M. W. Co., Chicago.



SCARF OR STICK PIN.
Sterling Silver Bicycle.
Send 15 Cents in Stamps.
Cat. of Jewelry FREE.
McRae & Keeler, Attleboro, Mass.

3 IN ONE COMPOUND
FOR BICYCLES AND GUNS

LOEW 10,000 MILE CYCLOMETER,
With Independent Trip Dial.
Price, 40 cents each.
CAPITOL MFG. CO., Chicago, Ill.

SCORCHER GRIP
The only bag **For Touring.**
Stock size, $2.50. Lightest and Strongest.
Made to fit your frame, $3.00.
STOCK SIZE
DET. CLEAT CO., 302 Washington St., Boston.

logical instead of muddled, distorted, and quite unable to guide the uncertain and treacherous steed rolling underneath.

Once, in the early days of wheeling, I was riding south of Hudson, N. Y., on the road from the "Blue Store" to Red Hook on my way south, and the "going" being mighty rough and clayey north of the first-named place, I got behind and was obliged to ride late. As lamps were not as common among "us fellows" as they are to-day, it was tough and slow getting along over those miserable highways in the dusk.

Just as the darkness became quite positive, I was straining every nerve to "make" a steep knoll ahead of me and, with head down and body thrown well forward, I had just reached the summit when I saw an old horse jumping aside in the road-side ditch, and attached to him a rickety wagon, and in the same a regular "haggard," whose alarm was fully as great as that of his horse. Coming upon this horse and his equally old driver, (who I am confident was pretty "full,") it may be imagined that our surprise was mutual. The old man straightened himself up as best he could and pulled away on his disconcerted beast, while I had already dismounted and stood in the ditch on the other side of the road and called on my old friend to go ahead.

After getting his horse quieted down he sang out, "Who be you?" I replied that he ought to be able to see that I was a man.

"No, you ain't any man, either. You 're the devil you be, for nothing short o' that 'ud scare that old mare."

"Well," said I, "old, man go on." "Go on, yourself," he sang out. So away I went down the road, and as I wheeled by the hind wheels of his wagon, I heard him say in a subdued tone, "Well, I'll be d——d." And so darkness separated us, but I doubt not that the old man had a tale to unfold when he reached his quiet little domicile.

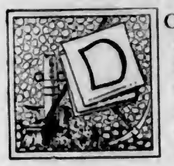
The reader must not forget that the things I am chronicling occurred in parts of the country rather remote from large towns or cities; but, for that matter, when one looks back fifteen years the wheelman, in the "back country" especially, was equal to the passing of an old-fashioned caravan. What a crowd of people from the little village, gathered about the country inn, when weary and dust-covered we "tied up for the night" there, and how everything was criticised and how many questions asked! And then in the morning, when we were preparing to start out, all other business seemed to be suspended for the time. Glorious days those! How many reminiscences of jolly times and pleasant recollections, even though the very wayside cur howled and yelped at our phantasmagoria of gyrations, and the very children ran away in fear!

A PHILADELPHIA member writes, that in the early part of January, this year, Director of Public Safety Beitler appointed a number of riders to act as special wheelmen police, and they are now riding in that capacity daily.

THE wise man sits in the corner; the fool in the centre of the room.



A PRETTY PICTURE.



DOUBTLESS the reader has already paused to admire the illustration on the front cover of this number of the L. A. W. BULLETIN. A League member, in sending it says, "It is an amateur photograph of a little piece of road in front of my house, in Dutchess County, N. Y. It is a fair sample of our roads. We have a wheel club of twenty riders, ten of which are of the fair sex."

Every one is lived upon by his surroundings. Tennyson says, "I am a part of all that I have met." It is worth while to think of the difference in the influences exerted by such a beautiful road as the one above referred to or a mudway of grief on the minds of children who grow up beside such highways.

To be reared in a home beside a good, broad and beautiful thoroughfare, where the world goes happily by is a real heritage. The dweller by the muddy way must have muddy thoughts.

The community immersed in mud is a good one for a youth to get away from and stay away from. But a pleasant home by a smooth, shady highway is a thing of beauty and a joy forever.

GOOD ROADS SUGGESTIONS.

Mr. Gustav Kustermann of Green Bay, Wis., proposes to have the State Legislature follow the plan whereby $600,000 is raised annually for educational purposes by a mill tax. He would have a quarter of a mill added to this, which would provide $150,000 annually to be devoted to the construction of roads. Figuring the cost of roads at $1,000 per mile, of which sum the State would contribute one-half and the town the most benefited the other half, there would be 300 miles of good roads built every year in Wisconsin. Even if the cost per mile should be greater than $1,000, a very considerable number of miles would be built each year, so that at the end of ten years Wisconsin might have a very greatly improved system of roads. Mr. Kustermann's suggestion seems to be a practical one that would accomplish the end proposed as well if not better than any yet offered. Not the least meritorious part of it is that the taxation proposed is so small that it would not weigh on any one.— *Milwaukee Sentinel.*

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AGENTS AT ALL IMPORTANT POINTS.

GOOD ROADS MOVEMENT.

The wheelmen of Montgomery county seem to be leading the van of the Good Roads movement. They are organizing now in plenty of time to make that a leading issue in the county political campaign. As they will have with them not only their own important voting strength, but the assistance of all owners and drivers of teams who appreciate the value of Good Roads, they will probably get what they want without much loss of time.— *Lebanon (Pa.) News.*

MASSACHUSETTS has appropriated the sum of six hundred thousand dollars to be expended on the highways this year.

DURING the recent session of the Maryland Legislature a law was passed making it a misdemeanor to throw anything that would injure a pneumatic tire in any street or road, the fines, ranging from five to fifty dollars, to be paid into the road or street fund.

THE wheel is recommended for convalescents. Lots of men ride who do not appear to be able to sit up.

League of American Wheelmen

.. Official Department ...

Boston, June 5, 1896.

LEAGUE HEADQUARTERS,
12 PEARL STREET, - - - BOSTON, MASS.

Officers for 1896 and 1897.

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2d Vice-President, A. CRESSY MORRISON, Milwaukee Club, Milwaukee, Wis.

Treasurer, E. S. HARTWELL, 247 West 12th Ave., Denver, Col.

Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

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Executive and Finance.

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W. A. HOWELL, Rockville, Conn.
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Racing Board.

GEO. D. GIDEON, 17 N. 7th St., Philadelphia, Penn.
H. W. ROBINSON, 89 State St., Boston, Mass.
A. D. WAIT, Cohoes, N. Y.
E. H. CRONINGER, 153 West St., Cincinnati, Ohio.
FRED. GERLACH, Montauk Building, Chicago, Ill.
D. W. ROBERT, Laclede Building, St. Louis, Mo.
R. M. WELCH, 532 California St., San Francisco, Cal.

DIVISION OFFICERS.

Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA. Chief Consul, M. T. Stradford, Box 268, Birmingham.

ARIZONA. Chief Consul, W. L. Pinney, Phœnix. Secretary-Treasurer, T. E. Irvine, Phœnix.

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NORTH CAROLINA. Chief Consul, P. Heinsberger, Jr., Wilmington.

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OHIO. Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

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WEST VIRGINIA. Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling.

WISCONSIN. Chief Counsul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne.

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Mailed to any address for twenty-five cents. The same button with catch pin for ladies' use. This button sent free to members in States where the League has no organization.

Send orders for the above to

ABBOT BASSETT,
12 Pearl St., Boston Mass.



Postage stamps above the two-cent will not be received.

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A W., 12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached.....

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, A. W. BULLETIN AND GOOD ROADS, and re-authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and re-quest that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club..... Write references on margin below.

☞ If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $3.50. Members holding numbers less than 2480 may place orders for the bar with their renewals.

RACING BOARD.

Bulletin May 9, has C. F. Wilmans, Dallas, Tex., transferred to professional class at "own request." This should have been Lloyd Wilmans.

Transferred to Professional Class.

Clarence S. Woodward, Nashville, Tenn.—Own request.
Ed Jackson, Omaha, Neb.—Clause (a).
L. Malone, Omaha, Neb.—Clause (a).
W. Jackson, Omaha, Neb.—Clause (a).
C. R. Hall, Omaha, Neb.—Clause (b).
C. W. Miller, Chicago, Ill.—Clause (b).
Charles H. Werick, Buffalo, N. Y.—Own request.
Harry C. Clark, Denver, Col.—Own request.
Frank E. Shaw, Joliet, Ill.—Own request.
James B. Bowler, Chicago, Ill.—Own request.
Samuel C. Cox, Chicago, Ill.—Own request.
Joe Barry, Demopolis, Ala.—Clause (b).
Claude Anderson, Memphis, Tenn.—Clause (e).
C. T. French, Memphis, Tenn.—Clause (e).
C. S. Wells, San Francisco, Cal.—Clause (a).
Newton Ackerman, Petaluma, Cal.—Clause (a).
Fred Hicks, Bay City, Mich.—Own request.
Walter C. Schrader, Milwaukee, Wis.—Own request.
W. J. Helfert, Utica, N. Y.—Own request.

Suspended.

For competing in unsanctioned races the following are suspended for sixty days from May 20, from all track racing:
Frank H. Hertzler, Wilbur Horn, Parks, '98, Clippinger, '99, Dickinson College, Carlisle, Pa.
For competing in unsanctioned races, the following are suspended from all track racing for thirty days, from May 21:
Edward Gerdes, J. B. Coppin, Cincinnati, O.
For competing in unsanctioned races the following are suspended from all track racing for sixty days from May 20:
H. T. L. Fallon, Stephen H. Quigley, Jerome F. Blome and Irving Spear, City College, Baltimore, Md.
For competing in unsanctioned races the following are suspended for thirty days from May 22:
J. Eggers and E. S. Rosenthal, Cincinnati, O.

Sanctions Granted.

June 17—Alpha Wheel Club, Norwalk, Conn.
June 6—Riverside Wheelmen, Westerly, R. I.
June 6—Y. M. C. A., Bridgeport, Vt.
June 20—Y. M. C. A., Lowell, Mass.
July 4—James Halliday, Taunton, Mass.
June 13—F. H. Berry, Rockland, Me.
July 4—Meriden Cycle Club, Meriden, Conn.
Aug. 27 and 28—Vermont Wheel Club, Brattleboro, Vt.
July 4—Cycle Supply Co., Waco, Tex.
July 4—Rovers' Wheel and Athletic Club, Pueblo, Col.
Sept. 7—Rovers' Wheel and Athletic Club, Pueblo, Col.
June 19 and 20—Denver Wheel Club, Denver, Col.
July 4—Riverside Wheelmen, Riverside, Cal.
Sept. 9—Santa Rosa Cycle Park Association, Santa Rosa, Cal.
July 4—Mt. Clemens Cycle Club, Mt. Clemens, Mich.
June 12 and 13—Clayton, Lambert & Co., Ypsilanti, Mich.
June 6—Des Moines L. A. W. Club, Des Moines, Ia.
June 13—Des Moines L. A. W. Club, Des Moines, Ia.
June 20—Des Moines L. A. W. Club, Des Moines, Ia.
June 29—Des Moines L. A. W. Club, Des Moines, Ia.
June 3—Wayne Cycle Club, Wayne, Ia.
June 4—Knights of the Maccabees, Battle Creek, Mich.
June 16—Protestant Episcopal Hospital Mission, Neshaminy Falls, Pa.
July 4—William L. Bear, Manheim, Pa.
June 22—Camden Turn Verein, Camden, N. J.
June 5—Friends' Central School, Philadelphia, Pa.
July 3—St. Louis Bicycle Club, St. Louis, Mich.

To New Orleans riders: Notice is hereby given that the Fair Grounds track at New Orleans, La., is barred from sanction privileges.

Suspension placed upon Samuel T. Goldberg, Kalamazoo, Mich., has been reduced to expire June 1.

NEBRASKA.

Additional local consuls: E. G. Lloyd, Gothenburg; C. F. Calhoun, Springfield.

A. R. EDMISTON, Chief Consul.

OMAHA, May 21, 1896.

WEST VIRGINIA DIVISION.

I have this day appointed the following local consuls for '96:

Martinsburg,	Chas. O. Weaning
Phillipi,	Geo. D. Woodford
Parkersburg,	E. E. Woodward
Elk Garden,	T. A. Quinnsenberry
Hinton,	R. H. Smith
Ansted,	Rauleigh Tayler
Sistersville,	J. M. Blake
Charleston,	Bernard Fishback
Berkley Springs,	T. S. Coughlan

LEAGUE HOTELS.

Martinsburg,	Continental
Phillipi,	Tygarto
Sistersville,	Globe

CHAS H. GEIGER, Chief Consul.

WHEELING, W. VA., May 18, 1896.

ANNUAL MEET OF THE TENNESSEE DIVISION.

The annual meet of the Tennessee Division, L. A. W. will be held under the auspices of the Nashville Athletic Club at Nashville, on July 4, 1896. A grand parade will be held in the forenoon through the principal streets of the Centennial city, and in the afternoon, races will be run on the beautiful mile race course at Cumberland Park. At night races will also be run at the track in the Nashville Coliseum. A grand display of fireworks at night will precede the races at the Coliseum. A good programme and liberal prizes have been offered. All inquiries addressed to racing board, Nashville Athletic Club, will receive prompt attention.

TENNESSEE DIVISION.

The following local consuls have been appointed for Tennessee:

Memphis,	T. S. Ford, care W. U. T. Office
Nashville,	T. A. Fuller, care N. A. C.
Union City,	Frank O. Watts
Ripley,	J. W. Hedgepath
Murfreesboro,	Chas. Brady Jordan
Chattanooga,	Frank Stiffner
Lebanon,	Charles Gerhardt
Columbia,	Ashley Wilkins
Springfield,	H. T. Stratton, Jr.
Jackson,	R. H. Stovall
Knoxville,	John B. Henneman

CHARLES J. SCHERER, Chief Consul.

May 27, 1896.

TENNESSEE DIVISION.

A business meeting of the executive board, Tennessee Division is called to meet at the rooms of the Nashville Athletic Club at Nashville, Tenn., July 4. Hoping there will be a good attendance for such business as may properly come before us.

CHARLES J. SCHERER, Chief Consul,
E. L. Menager, Sec.-Treas.

MONTANA CONSULATE.

The following is the result of the election in Montana:

Whole number	17
Theo. H. Emery, Helena	15
W. C. Bardoin	1
H. G. Duerfeldt	1

Theo. H. Emery is elected and will enter upon his duties at once.

ABBOT BASSETT, Secretary.

MINNESOTA.

Our supply of road maps is nearly exhausted, and it will be impossible to get out another edition before next spring. It will not, therefore, be safe to promise maps to new members after this date, but so long as they last each new member will receive one and those who come in later will be supplied as soon as a new edition is published.

M. L. KNOWLTON, Chief Consul.

IOWA DIVISION.

The annual championships of the Iowa Division have been assigned to the Cedar Rapids Cycling Club, and will be run at the State meet, July 3 and 4. These races consist of the quarter mile, half mile, one mile and two miles, and are open only to the members of the Iowa Division. The prizes are medals, gold, silver and bronze, for first, second, and third place respectively. No entry fee will be charged for these races.

F. B. THRALL, Chairman.

ARIZONA.

I have this day made the following appointments of local consuls: J. Abraham, Clifton; L. L. Ferrall, Williams; C. L. Porter, Mohave; Dr. L. A. Hawkins, Jerome; John Wright, Yuma; H. J. Temple, Huachuca.

W. L. PINNEY, Chief Consul.

PHOENIX, May 19, 1896.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article 111 of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

BOSTON, June 5, 1896.

Total, 1,449—49,810.

Over 111,000, ARIZONA, 1—124.
C. C. C.
480 Baty, G. N., Flagstaff
Over 111,000, ARKANSAS, 1—232.
Unattached
481 Fordyce, J. B., Palace Bath House, Hot Springs
Over 111,000, COLORADO, 5—557.
G. J. W. C.
482 Keene, Chas. F., Grand Junction
3 Struthers, W. G., 7th and Ute "
Unattached
4 Maxwell, Wm. J., Castle Rock
5 Arnet, C. L., 459 Ogden st., Denver
6 Konrad, Albert, 232 Agate ave., "
Highlands
Over 111,000, CONNECTICUT, 21—910.
I. W. C.
487 Chapman, R. M., Box 56, Ivoryton
8 Gates, Edward F., "
9 Parmelee, David R., Box 211, "
A. C. C.
490 Reynolds, C. K., 58 Division, Danbury
Y. M. W.
1 Kelly, Henry G., Box 583, Winsted
2 Wooster, F. A., 246 Sub-office "
Unattached
3 Thompson, C. M., Box 1237, Ansonia
4 Hunt, Fred S., Box 631, Bridgeport
5 *Babcock, Miss Addie S., Essex
6 French, G. B., Ivoryton
7 Converse, Dr. Geo. F., 1 Whalley ave., New Haven
8 Upham, L. W., Jr., 88 Clark st., "
9 Cosier, Charles, box 193 Stratford
500 Fairchild, Harry L., box 196 "
1 Stagg, W. A., box 133 "
2 Dawson, Henry S., 226 N. Main st., Waterbury
3 Lathrop, Harry L., 49 Johnson st., "
4 Swick, Charles, 53 Cottage pl., "
5 Lasuer, E. A., box 196, Winsted
6 O'Leary, John M., box 288, "
7 Langan, T., box 204, West Winsted
Over 111,000, ILLINOIS, 53—1839.
Bloomington B. C.
508 Baird, Watson, 602 N. West, Bloomington
9 Hengren, E. T., 811 S. Mason st., "
510 Sanders, Royal W., 521 E. Chestnut, "
1 Thompson, S. H., 112 N. Center, "
C. & C. C. C.
2 Forbes, C. W., 113 N. Walnut st., "
Dixon C. C.
3 Smith, Clyde, 150 Galena ave., Dixon
P. C. C. C.
4 Montelius, G. D., Main and Green, Piper City
5 Montelius, J. A., Jr., "
6 *Montelius, Miss M. G., "
Unattached
7 Gosch, H. P. Bunker Hill
8 Matthews, J. P. Chillicothe
9 Freeman, C. E., 3636 Indiana ave Chicago
520 Glover, Benj. H., 6538 Stewart ave "
1 Holbeck, E. C., 186 Superior "
2 Hamilton, G. A., 5725 Rosalie ct "
3 Howard, H. D., State and Adams, "
4 Tully, Dr. A. M., 205 N. State "
5 Gilmore, Thomas W., 225 State "
6 Sherman, E. B., Grays Lake
7 Foster, W. H. Geneseo
8 Weidlein, L. A. "
9 Stromberg, Olof "
530 Bradley, Bert "
1 Wells, Bert "
2 Waterman, Sam "
3 Berner, F. E. "
4 *Berner, Mrs. F. E. "
5 Blazo, A. C., (P. O. 10 E. Lake st., Chicago), Highland Park
6 Prior, H. M. "
7 *Prior, Mrs. H. M. "
8 Schaumler, C. E. "
9 Denslow, W. W. Highwood
540 Ball, Wesley M. Kewanee
1 Smith, E. W. "
2 Smith, F. F. "
3 Hill, W. R. "
4 Sherman, C. R. Libertyville
5 Thomas, M. B., University, Lake Forrest
6 Norton, C. G., box 369, Orion
7 Ough, Geo. H., box 12, "
8 Easton, Geo. B. Peoria
9 Eppy, Geo. W., 1106 N. Monroe "
550 Grant, R. A., 1515 N. Adams "
1 Gregory, W. A., 925 Fifth "
2 Gardner, H. H., 228 S. Adams, "
3 Hardin, R. H., 216 N. Adams "
4 Jennings, F. H., 1003 Fourth ave "
5 Spaulding, F. M., 412 Monson "
6 *Wetherell, Miss Jessie D., 1702 N. Madison ave "
7 *Wetherell, Miss Edith M., 1702 Madison ave "
8 Weast, P. A., 116 S. Jefferson "
9 Webster, Lee F. Salem
560 Lord, Robert, 231 E. Jefferson Springfield
Over 111,000, INDIANA, 10—669.
T. C. C.
561 Hass, Phil E., Fort Wayne
2 Hadley, H. L., 174 W. Creighton ave. "
3 Rosenthal, Samuel, 60 W. Main, "
4 Rosenthal, Chas., 60 W. Main, "
5 Shepard, Wm. S., "
6 Thieme, J. G., 12 Berry, "
Unattached.
7 East, Will C., 609 W. 6th, Bloomington
8 Gregg, George M., 106 N. Water st., Crawfordsville
9 Seidel, Wm. Elkhart
570 Moellering, A. F., 57 E. Lewis, Ft. Wayne
Over 111,000, IOWA, 10—1062.
C. R. B. C.
571 Hedges, H. T, 1200 3d ave., Cedar Rapids
Unattached.
2 Cooper, W. L., 1016 N. 6th, Burlington
3 Foote, A. H., Cedar Rapids
4 Kurtz, W. H., McCarthy & S., "
5 Moyer, C. P., box 558, "
6 Reed, John A., box 434, "
7 Dresser, F. H., 526 W. 8th, Davenport
8 Metcalf, P. H., 727 W. 3d, Des Moines
9 Slater, O. E., Ottumwa
580 Snider, C. W., Stuart
Over 111,000, LOUISIANA, 3—39.
Southern Wheelmen.
581 Graham, E. M., 417 Camp. New Orleans
Unattached.
2 Bernard, G. R., 320 Chartres, "
3 Gillis, A. B., 185 Carondelet, "
Over 111,000, MAINE, 10—403.
Unattached.
584 Drake, J. E., 972 Wash. st., Bath
5 Harriman, Chas. A., "
6 Douglas, Milton H., 76 Front st., "
7 Rogers, L. D., Box 676, "
8 Staples, Everett M. Biddeford
9 Staples, Lyton, "
590 Traynor, Chas. "
1 Chadbourne, Harry "
2 Sawyer, Fred W. "
3 Trull, J. Frank "
4 Evans, Henry "
5 Evans, Thomas L. "
6 Thornton, Frank C., 97½ Exchange Portland
7 Leighton, Ora L., 185 Newbury "
8 True, Eben P., 113 Oak "
9 Smallidge, Warren Seal Harbor
Over 111,000, MARYLAND, 5—758.
Unattached.
600 Bahlke, Geo. W., 624 Aisquith Baltimore
1 Russell, A. Harry, 428 N. Pine "
2 Crulkshank, Ward La Plata
3 Owen, Thomas S., M. D., "
4 Sherwood, Clark H. "
Over 111,000, MASSACHUSETTS, 208—7015.
Cyclone C. C.
605 Brooks, H. Maxwell, box 489, Arlington
6 Willard, Geo. B., Warren Waltham
Berkeley C. C.
7 Allen, W. A., Bellows blk. Beachmont
Boston Coll. W.
8 Kelly, J. R., 822 Washington Boston
9 McDermott, M. H., 16 Longmeadow "
610 Ober, Ramond A., 748 Tremont "
Mass. Bi. C.
1 Margot, Fred S., 11 Franklin "
B. A. C.
2 Filene, A. L., 165 Huntington ave "
Metropolitan W.
3 Bultekan, Nathan, 30 Sharon "
4 Campbell, Frank H., 1766 Wash "
D. A. C. C.
5 Taylor, W. M., 403 Washington "
Press C.
6 Bedlow, J. J., 174 Congress, Boston
7 Trowbridge, F. P., 16 Elm, "
8 Warren, G. W., 1901A Washington, "
9 Hartigan, M. Lyon, Danvers
Middlesex C. C.
620 Shaw, E. Minot, 426 Putnam ave., Cambridgeport
1 Burdett, W. F., 192 Holland st., W. Somerville
Charlestown C. C.
2 Sutton, Percy L, 14 School, Charlestown
Review Club Cyclers
3 Curry, F. H., 4 China st., Chelsea
Tiger Roadsters
4 Webber, W. S., 6 Grand st., Dorchester
5 Hatch, F. O., 667 E. 6th, S. Boston
6 Setchell, H. L., 189 I st., "
Noddle Island W.
7 Browne, R. W., 483 Sumner, E. Boston
Crescent C. C.
8 Bliclffe, F. H., 153 Snell st., Fall River
Arlington Boat C.
9 *Buker, Edith M., 188 W. River, Hyde Park
Jamaica C. C.
630 Watson, J. F., 12 Hall, Jamaica Plain
Intervale C.
1 Clark, E. O., 51 Collins Av., Lynn
Lynn C.
2 Maxwell, Henry M., 94 Federal, Lynn
Newton Bi. C.
3 Fuller, Herbert A., Newton
Mona Road C.
4 Rooney, Wm. F., 51 Taber, Roxbury
Conn. V. W.
5 Ladd, Lucius E., Jr., 127 Spring, Springfield
6 Pierrepont, H. M., 31 Bancroft, "
7 Rogers, Arthur H., 22 Temple, "
Y. M. C. A. C.
8 Lemaire, Jos. E., 216 Bay, Taunton
Taunton C. C.
9 Robinson, Wm., 11 Dean st., "
Commonwealth
640 Hubbard, A. W., Tewksbury st., Winthrop Beach
Unattached
1 Churchill, Chas. E., 33 Pratt, Allston
2 Hicks, Chas. H., 38 Pratt, Allston
3 Bemis, H. H., Atlantic
4 Brown, Geo. H., Ayer
5 Carman, L. A., "
6 Sabine, E. C., "
7 Curtis, F. L., 25 Railroad av., Beverly
8 Ober, Chas. E., box 4, Beverly Farms
9 Abramson, L. A., 259 Hanover, Boston
650 *Bacon, Miss M. E., 1901 A Wash., "
1 Bacon, Chas. T., 1901 Wash., Boston
2 Bemis, H. H., 295 Commonwealth av., Boston
3 Bradford, E. F., 248 Wash., "
4 Cook, J. B., 179 Tremont, "
5 Currier, W. T., 560 Tremont, "
6 Harper, Robarts, Box 1733, "
7 Kilham, Roscoe G., 117 Falmouth "
8 Morey, W. G., 151 Franklin "
9 Mackie, J. McOuat, 236 Congress, "
660 Morss, C. A., Jr., 75 Cornhill, "
1 Murphy, M. J., 206 Kneeland "
2 Nichols, L. H., 2 Hayden Terr., "
3 Nelson, J. W., 3 Pine, Suite 2, "
4 Tyler, A., 205 Sears B'l'd., "
5 Henry, J. J., 11 Otisfield, "
6 Dorrance, Wm. T., 35 St. James av., Boston
7 Ehrlich, A., 48 Summer, "
8 Fairbrother, H. L., 194 South "
9 Farrington, C. K., 111 Falmouth "
670 Graham, F., 265 Columbus av., "
1 Gross, H. I., 44 Winter "
2 Hutchings, Dr. C. W., 41 Mt. Vernon, Boston
3 Lowe, G. H., 509 Tremont "
4 Lowell, J. A., 18 Pemberton sq., "
5 Prescott, J. C., 117 W. Newton "
6 Strauss, Benj., 44 Winter, "
7 Turner, E. T., 38 Peare "
8 Twombly, E. L., M.D., 406 Mass. av., Boston
9 Witter, A. L., 157 Warren av., "
680 Greer, David, 157 Warren av., "
1 Gaul, G. F., The Globe, "
2 Fish, A. L., 9 Upton st., "
3 Treat, J. E., 149 A Tremont, "
4 Hesseltine, F. T., 10 Tremont, "
5 Leland, Royal P., Brookfield
6 Morse, Henry L., "
7 Austin, W. W., 43 Harvard, Brookline
8 McNell, Frank, Longwood Av., "
9 Starr, Chas. P., Gardner Road "
690 Williams, Arthur, Jr., "
1 Burgess, F. M., 39 Maple Av., Brockton
2 Adams, W. O., 11 Shepard, Cambridge
3 Cogswell, G. P., 12 Berkeley, "
4 Frye, Francis C., 50 Wendall, "
5 Furniss, Wm. E., 4 Brattle Sq., "
6 Gwynne, Wm. H., Harvard sq., "
7 Gilereas, Walter F., 235 Harvard st., "
8 Hovey, Richard W., 29 Lancaster "
9 Nelson, Jesse L., 10 Brattle st., "
700 Norris Wilfred A., 400 Mass. ave., "
1 Patchett, Clifford, Coolidge av., "
2 Paisley, J. O., 38 Highland av., "
3 Ramsden, S., 1,444 Mass. av., "
4 Shepherd, H. M., 6 Brattle st., "
5 Whittemore, Wm. R., 36 Irving st. "
6 Prune, Edward, "
7 Dow, F. E., 77 Austin, Cambridgeport
8 Howlett, Horace B., 649 Mass ave "
9 Locklin, Frank D., 208 Pearl "
710 Dorman, R. E., 11 Lynboro Charlestown
1 *Looker, Jeannette, 458 Bunker hill "
2 Mendum, Geo. B., 5 Monument "
3 Sternberg, Horatio, 59 Lexington "
4 Davy, Chas. J., 145 Winnisimmet Chelsea
5 Lougee, Chas. S., 86 Chester ave "
6 *Maguire, Miss Margaret R., 40 Beacon "
7 Browne, Frank W., box 425 Cohasset
8 Dudley, Henry G. Cochituate
9 *Swinscoe, Mrs. H. K., cor Bourne and Cedar Clinton
720 Haines, C. C., 42 Talbot ave Dorchester
1 *Laus, Miss Georgie C., 35 Wheatland ave "
2 Spinney, J. F., 10 Thetford ave "
3 Young, Elmer L., 36 Tuttle "
4 Hallett, Warren C., 5 Meridian E. Boston
5 Marshall, H. E., 272 E. Eagle "
6 Molloy, John A., 1 Neptune ave "
7 Washburn, Prescott E. Bridgewater
8 Fox, S. Dearborn, 175 Pearl E. Somerville
9 Craig, Rudolph, 396 Bradford ave Fall River
730 Cummings, Jas. P., box 744 "
1 Abbot, Chas. K., box 415 Fitchburg
2 Hemenway, Fred A., Cross Framingham
3 Tapley, J. Harry, 66 Pecker Haverhill
4 Bowditch, Ingersoll, Pond Jam. Plain
5 Newsom, J. F., 652 Centre "
6 Aines, Jas. H., 158 Shaw st., Lowell
7 Blodgett, M. S., 19 Grove st., "
8 Jones, S. H., 549 Westford, "
9 Kennedy, F. B., 24 S. Loring, "
740 Leithead, A. J., 734 Dutton st., "
1 Lynch, John H., 96 Marginal, "
2 Palmer, G. Buel, 220 Westford st., "
3 Thompson, Wm. N., 229 Pine st., "
4 Jarvis, C. Edwin, 158 Allen ave., Lynn
5 Maxwell, Geo. A., 65 Kirtland st., "
6 Newhall, B. G., 150 Munroe st., "
7 Pillsbury, Geo. E., 189 Lewis st., "
8 Pillsbury, Perley P., 28 Sachem st., "
9 Tripp, T. N., 11 Baltimore st., "
750 Patterson, S. G., 94 Beacon Hill ave. "
1 Andrew, Fred M., 420 Main, Malden
2 Sylvester, Harry E., 519 Pleasant, "
3 Rice, C. Herbert, box 4, Marston's Mills
4 Crocker, Foster, "
5 Capen, C. G. W., Darling st., Mattapan
6 Crooker, Stephen B., box 332, Medfield
7 Baker, Wm. A., 136 Salem, Medford
8 Day, Hiram R., 10 Cottage st. Mt. Auburn
9 Gildden, George F., 6 Cottage st., "
760 Goerke, Chas. J., Woods Block, Natick
1 Griffith, Norman, 11 Albany av., Newton Centre
2 Vachon, Louis A., box 534 "
3 Dimock, Jos. B., box 498 Newtonville
4 Howell, Adelbert, Orange
5 Coburn, H. W., 161 Wash. st., Quincy
6 Seavey, Wm. M., 93 Winthrop st., Roxbury
7 Chapin, Chas. W., 9 Ellis st., "
8 Hemman, Oscar, Cornell st., Roslindale
9 Andrews, H. N., 49 Boston, Somerville
770 Baldwin, Fred C., Sycamore, "
1 Cook, Frederic W., 81 Benton ave., "
2 Doane, Geo. B., 99 Hudson, "
3 Palmer, H. P., 25 Aldrich, "
4 Pestell, H. A., 246 Pearl, "
5 Shattuck, Fred W., Boston st., "

6 Wadsworth, Geo. M., 41 Boston, "
7 *Wood, Sadie E., 13 Oak, "
8 Doliber, P. Elmer, 22 Orne sq., Salem
9 Hutchinson, Frank, 134 Essex st., "
780 Noyes, Chas. H., 134 Essex st., "
1 Pineau, Thos. O. H., 78 Wash. st., "
2 Washburn, Walter S., 25 Linden st., "
3 Darling, G., 2 Onslow terrace, S. Boston
4 Dariole, E. J., 322 E. 5th st., "
5 McCormick, M., 851 E. 4th st., "
6 Paritt, F. W., 317 Dorchester ave., "
7 Senna, Chas. E., Emerson st., "
8 Swasey, Chas. H., 764 E. 5th st., "
9 Sullivan, John E., 11 Springer st., "
790 Whitman, Bret Harte, 97 State, Springfield
1 Anthony, Ralph, 73 Summer Taunton
2 Bowser, E. K., 27 Yale ave Wakefield
3 *Dimmick, Miss Sarah F., 566 Main Waltham
4 Mahr, Irving O., Centre W. Roxbury
5 Young, Carroll A., Centre "
6 *Davies, May Ethel, 102 Willow ave W. Somerville
7 Douglass, John, 330 Summer "
8 Marston, G. Warren, 380 Elm Winthrop
9 Wood, L. J., Seafone ave Waverly
800 Manson, D. A., Box 193, "
1 *Manson, Miss N. F., Box 193, "
2 Vandermace, A., Box 310, Westboro
3 Bates, E. C., "
4 Gilmore, H. A., "
5 Hadley, E., Jr., Box 64, W. Medford
6 Elliott, F. H., 17 Green, Woburn
7 Adams, Chas. B., box 458, Webster
8 Emerson, E. S., Box 59, "
9 Elliott, C. M., Box 619, "
810 Holmes, Wm. W., High st., "
1 Trask, Merton, School st., "
2 Wharton, J. A., Mechanic st., "

Over 111,000, MICHIGAN, 6—403.

Detroit W.

813 *Palmer, Mrs. M. A., 416 E. Cross Ypsilanti
B. C. B. C.
4 Smith, Frank O., 125 Frelinghusen ave., Battle Creek
J. W.
5 Carter, Byron J., 338 W. Washington Jackson
Unattached
6 Johnson, J. B., 21 N. State Ann Arbor
7 Dolson, D. Elmore Charlotte
8 Paddock, Lewis H., 569 Congress Detroit

Over 111,000, MINNESOTA, 1—317.

Unattached

819 *Brazee, Katherine L., 155 Nina ave St. Paul

Over 111,000, MISSOURI, 2—1808.

Unattached

820 McCue, I. T., box 21 Aux Vasse
1 Humphrey, Frank W. (P. O., 33 Geary, San Francisco, Cal) St. Louis

Over 111,000, NEBRASKA, 1—256.

Unattached

822 Pope, O. G., 318 1st Nat'l b'k bl'dg, Omaha

Over 111,000, NEVADA, 2—30.

Unattached

823 Batchelder, C. S., Eureka
4 Hjul, C. C. H., Main st., "

Over 111,000, NEW HAMPSHIRE, 19—265.

Unattached

825 Couch, John H., 8 Essex st., Concord
6 Colby, Geo. H., 4 Wall st., "
7 Derby, J. C., 30 N. Main st., "
8 Dole, Arthur E., 77 Pleasant st., "
9 Hall, Harry W., 13 Capitol st., "
830 Shepard, Frank E., 114 School st., "
1 Hoddon, Chas. E., Central av., Dover
2 Cobb, Walter Davis, Hanover
3 Barker, Davis P., 43 High st., Manchester
4 Blanchard, Harry E., 46 Spring "
5 Clement, E. H., 45 Pennacook st., "
6 French, Chas. B., 39 Water st., "
7 French, C. H., 39 Water st., "
8 Newton, J. E., 20 Vine st., Manchester
9 Greenlaw, Walter, 7 Water st., "
840 Silver, Charles W., 38 Water st., "
1 Sweatt, Fred A., 84 W. Merrimack, "
2 Gay, Henry, 7 Water st., "
3 *Jennings, Amy W., Walpole

Over 111,000, NEW JERSEY, 89—3368.

Hackensack W.

844 Beyers, Geo. T., 135 State, Hackensack
5 Van Buskirk, J. L., Main st., "
6 Gedney, A. W., Clinton pl., "
7 Linn, W. A., "
8 Schaaf, Wm., "
9 White, Dr. F. H., Main st., "
850 Wells, J. Howard, Union st., "

Hudson Co. W.

1 Schaefer, Wm. A. P., 71 Gardner ave., Jersey City

Business Men's C. C.

2 Fischer, Lewis, Jersey City
3 Heck, John W., "
4 Higgins, Frank J., "
5 Kent, Wm. A., "
6 Mesler, Abram A., "
7 McLoughlin, John, "

Jersey C. C. W.

8 Clark, F. L, 76 Montgomery, Jersey City
9 Case, E. A., 9 Mandeville ave., "
860 Price, F. E., 47 Clinton ave., "
1 Young, John Alvin, 59 Astor pl., "

Vim B.

2 Meier, Wm. C., 291 Market st., Newark

Essex C. W.

3 Radford, Dr. S. R., 159½ Mulberry, "

O. B. C.

4 Bollschweiler, A., box 33, Perth Amboy

South Orange F. C.

5 Ward, Robert, South Orange

Essex B. C.

6 Runyon, Fred T., 40 Park pl., Newark

Keystone B. C.

7 White, W. F. J., 85 Beach st., Paterson

Unattached

8 *Hart, Miss M. D., Atlantic Highlands
9 *Rohde, Christina, "
870 Snyder, Chas. R., "
1 Vroom, P. G., 746 Avenue A., Bayonne
2 Barratt, W. C., Church st., Beverly
3 Roberts, Howard, Bellemead
4 Sorter, Frank W., "
5 Worthington, Chas. L., "
6 McPherson, C., Bridgeton
7 Reeves, H. L., 25 N. Pearl st., "
8 Curren, A. B. 37 State, Bloomfield
9 Oliphant, L., 640 Berkeley, Camden
880 Vroom, G. A., 415 Market "
1 Craft, W. T., Walnut av., Cranford
2 Doering, M. V., Walnut av., "
3 Wiley, Wm. H., 73 Halstead st., E. Orange
4 Armstrong, R. H., 31 State st., E. Orange
5 Clark, C. H., 502 Jefferson av., Elizabeth
6 Coe, A. E., Demarest av., Englewood
7 Bates, F. V., Hackensack
8 Harper, I. V., "
9 Knapp, W. T., Main st., "
890 *Kirby, Miss E. L., 145 Park st., "
1 Meeks, S. A., "
2 Moore, G. E., Hohokus
3 Ege, Louis K., Hopewell
4 North, C. E. (P. O., Dobbs Ferry, N. Y.) Montclair
5 Wells, W. C. Moorestown
6 Barker, Erastus B., 243 Roseville ave Newark
7 Geissler, J. W., 18 Cedar "
8 Littell, W. F., Jr., 470 Broad "
9 Mead, Robert D., box 77 "
900 Manger, Nicholas, Jr., 111 Morris ave "
1 Price, Dayton K., 13 Chestnut "
2 Stucky, Geo., 147 Somerset "
3 Sweet, Fred W., 227 N. Fifth "
4 Sweet, Howard, 227 N. Fifth "
5 Ward, Henry C., 330 Clinton ave "
6 James, W. Q., 11 Mt. Pleasant ave "
7 Hepple, Hermann, box 170 Nutley
8 Jones, Dr. H. S. Oradell
9 Everett, John F., Cleveland Orange
910 Rockwell, E. G., Jr., "
1 McClaughry, A. C., 100 Main "
2 Vanhorne, D. A., Jr. "
3 Weber, Jacob, Main "
4 Walmsley, H. E., box 49 Orange Val.
5 *Hogarth, Miss Jessie M., 338 Chestnut Passaic
6 Cole, F. J., box 213 Paterson
7 Hartman, Robert, 125 Front st., Perth Amboy
8 Olsen, Henry M., 54 Smith "
9 Pope, Albert A., N. Chestnut, Roselle
920 Lippincott, A. C. Tenafly
1 Bamford, Wm. B., W. State, Trenton
2 Slack, W. W., Parkside and Carteret "
3 Stokes, Edward A., 539 Warren, "
4 Smith, C. W., 496 Stuyvesant av., "
5 *Lolber, Miss Antoinette, 25½ Zabriskie st., Jersey City Heights
6 Riley, John J., Maplewood Hotel, Maplewood
7 Harris, John W., Mt. Holly
8 Bachmann, H. S., box 33, Roselle
9 Hoffman, Chas., 4th st., Union Hill
930 Rawlings, Edw. R., 415 High st., West Hoboken
1 Juillerat, Eugene, 15 Palisade av., "
2 Mathey, Emanuel, 15 Palisade ave., "

Over 111,000, NEW YORK, 375—14,952

Ai. Co. W.

933 Staats, Harry C., 544 Broadway Albany

Fox C.

4 Franks, Ernest R., 163 52d, Brooklyn

K. C. W.

5 Pretz, Fred, 833 Butler "

P. C. C.

6 Adams, Edward J., 529 Hancock "

Reereation W.

7 Locke, John N., 365 12th "
8 *Locke, Mrs. John N., 365 12th "

Bedford W.

9 Swift, Robert P., 511½ Greene ave "

O. P. W.

940 McKeag, Shepherd H., 371a 12th "

Gilbert Wheelmen

1 Lehrenkrause, C. H., 166 Livingston "

Brooklyn Bi. Club

2 Hutchinson, Henry, 110 Prospect pl., "

M. Cyclers

3 Coyle, Wm., J., 355 Fifth ave "
4 Cusack, T. J., 153 President "
5 Gough, Wm. H., 312 President, "
6 Macauley, John J., Jr., 320 President "

Imperial C. C.

7 Dort, W. C., 260 Shumway, Buffalo

C. S. B.

8 Van Dyne, H. J., Clifton Springs

Hudson Bi. Club

9 Granger, Wm. E., Hudson
950 Lawson, James W., "
1 Parker, B. Frank, "
2 Parke, Byron, Jr., "

E. W.

3 Davis, J. E., Maspeth

New Rochelle W.

4 Botelle, W. L., 249 Main New Rochelle
5 DeVean, Joseph, H., 74 Church "
6 Davis, G. M., 200 Huguenot, "
7 Kuchler, E. M., 103 Woodland av., "
8 Kuchler, G. W., 43 A Main "
9 Kerwin, J. T., 229 Huguenot, "
960 Orcutt, A. C., 208 Main "
1 Scott, Henry, Main st., "
2 Whitley, R., 37 Westcastle pl., "

A. W.

3 McBride, T. J., 1532 3rd av., New York

University B. C.

4 Rexford, W. ... 116 East 28th, New York

Calumet C. C.

5 Seymour, H., 425 4th av., New York

Century W.

6 Libby, E. G., 347 West 14th, New York

Criterion C. C.

7 Offenheimer, A., 981 Madison av., "

Elite C. & B. C.

8 Rottmann, Wm. J., 414 W. 51st, "

Michaux C. C.

9 Childs, C. A., 223 Pearl, New York

Rover C. C.

970 Cohn, S., 266 Fourth av., New York
1 Shaffer, J. G., 266 4th av., "

Tiffany W. C.

2 Burkhardt, P. F., 725 8th av., "

Ogdensburg B. C.

3 Musgrove, J. W., 16 Ford, Ogdensburg
4 Tyo, H. C., 18 New York av., "

Patchogue W.

5 Carman, A. H., Patchogue

Red Star W.

6 Hippold, Joseph, West Amityville

Unattached

7 Denison, F. P., 106 State Albany
8 Pauburn, Wm., DeW., 178 Jay "
9 Shier, C. A., 62 Chapel, "
980 Milks, R. G. W., 46 Myrtle av., "
1 McClumpha, Geo., 2 E. Main, Amsterdam
2 Snyder, Byron J., 29 Market, "
3 Wardle, Thomas, Amityville
4 Patterson, J. J., 102 Main, Batavia
5 Clark, A. W., 40 Liberty, Binghamton
6 Stanley, Arthur E., 41 Charlotte, "
7 *Pelton, Miss Alice E., box 187, Belmont
8 Mable, H. R., 91 State, Binghamton
9 Bultman, Henry D., 144 Hewes, Brooklyn
990 Bergen, Jno. W. H., 82nd st., and 2d av., "
1 Bennett, William F., 98 S. 9th "
2 Brandt, Wm. A., 552 Willoughby av., "
3 Bolger, James P., 417 6th st., "
4 Dewey, George E., 651 Putnam av. "
5 Evans, Fred E., 1,089 Hancock, "
6 Graff, George A., 41 Jefferson av., "
7 Henry, Alfred, 567 10th st., "
8 *Irwin, Mrs. Robert E., 936 St. Marks av., "
9 Kerr, Jno. F., 156 S. Portland av., "

Over 112,000.

000 Knox, Walter, 208 S. Oxford, "
1 Leavitt, Edward M., 9 Cranberry, "
2 Loudon, Howard C., 161 Keap, "
3 Miles, L. J., 36 Lee av., "
4 McGeehan, Frank V., 55 Williams av, "
5 Naumann, Charles A., 380 Nostrand av., "
6 Nuhn, Frederick A., 104 Nassau av "
7 Nathan, Martin, 332 Franklin av., "
8 *Pratt, Mrs. E. L., 25 S. Elliott pl. "
9 Parish, John L., 333 45th st., "
010 Rouillion, Louis, Pratt Institute, "
1 Risch, Henry F., M. D., 521 3d st., "
2 Rogers, Charles D., 790 Lafayette av., "
3 Sloan, Clifford A., 240 Garfield pl., "
4 Stout, W. C., 250 Prospect av., "
5 Seaver, Benj. F., 111 Pierrepont, "
6 *Sutliffe, Miss Ida L., L. I. college hospital, Henry st., "
7 Tuthill, Alex H., 296 Halsey "
8 Van Riper, H. C., 565 Willoughby av., "
9 Wardner, Wm. K., 459 1st st., "
020 Zanes, Geo. F., 1402 Dean st., "
1 Mott, John W., 725 Greene av., "
2 Brown, Richard F., 689 Macon, "
3 Beebe, George P., 350 Fulton "
4 Brown, A. S., 636 Flatbush av., "
5 Chapman, Edwin N., 95 Pierrepont, "
6 Carracash, John, 91 N. 3d st., "
7 Carruthers, F. W., jr., 115 McDonough, Brooklyn
8 Collins, J. J., 163 Prospect pl., "
9 DeForeest, Wm. E., 13A Third pl., "
030 Hennessy, C. O'C., 248 Vanderbilt av, "
1 Heyer, Herbert W., 628 Halsey, "
2 Hall, A. M., 448 Lafayette ave., "
3 Kellogg, Ernest D., 440 Halsey, "
4 Lanman, David H., 241 Carroll, "
5 Meyer, J., 306 Carleton ave., "
6 Paul, Thomson, 98 Ross, "
7 Quinn, Richard J., 53 Dupont, "
8 Reid, Alex. S., 115 Reid ave., "
9 Roessel, Otto, 319 Lafayette ave., "
040 Shimer, Wm. J., 58 St. Marks ave., "
1 Somers, E. E., 58 St. Marks ave., "
2 Smith, Charles, 393 Fulton, "
3 Snyder, A. C., Union st. and 3d av, "
4 Thayer, Wm. A., 137 St. James pl., "
5 Vancamper, O. W., jr., 95 Taylor, "
6 Ware, Chas., 118 Joralemon, "
7 Miller, Charles I., Brookview
8 Reedy, James, "
9 *Gillen, Miss Belle, 1305 Main, Buffalo
050 *Grenier, Kate A., 31 Hodge ave., "
1 Heatley, Wm. R., 6 16th st., "
2 Iggulden, H., 206 Prospect ave., "
3 McLaughlin, A. E., 285 Franklin, "
4 Oliver, John A., 299 Herkimer, "
5 Palmer, Wm., 1088 Elmwood ave., "
6 Pierce, D. C., 355 Penn st., "
7 Rhodes, Oscar S., 999 William, "
8 *Rosenberg, Harriet, 625 Breckenridge "
9 Root, F. B., 50 Johnson park, "
060 Slayton, W. H., 54 Niagara, "
1 Stillman, C. O., 619 Auburn ave., "
2 Tracey, Chas. D., 258 Franklin, "
3 *Tilden, Miss C. S., 198 Franklin, "
4 Tilden, Hyde F., 198 Franklin, "
5 Tilden, Geo. T. M., 198 Franklin, "
6 Tenbee, S. C., 414 Delaware ave., "
7 Thurston, Arthur N., 174 Morgan, "
8 Gleraus, W. M., 513 Delavan, "
9 Atkins, Arthur R., 330 Linwood ave "
070 Colt, George, 33 Linwood ave "
1 Davie, H. G., 129 Erie Co. Bank Bldg "
2 Downer, W. H., 567 Main "
3 Feth, Alfonzo G., City Treasurer's Office "
4 Hands, W. H., 401 Niagara "
5 Kirby, Joseph A., 360 Main "
6 Klinck, John, Jr., 246 Watson "
7 Letchworth, William C., 98 Anderston pl "
8 *Letchworth, Laura C., 98 Anderston pl "
9 Laughlin, Martin F., 85 Erie Co. Bank "
080 Lusk, Charles B., 379 Plymouth ave "
1 Mynter, Dr. Herman, 566 Delaware ave "
2 O'Leary, M. J., 351 Herkimer "
3 *O'Leary, Mrs. M. J., 351 Herkimer "
4 O'Leary, F. P., 351 Herkimer "
5 Stenberg, David G., 150 Prospect ave "
6 Smith, Edw. J., 11 Real Estate Exchange "
7 Tolton, W. C., 129 Erie Co. Bank Bldg "
8 Williams, Arthur H., 221 North "
9 Williams, Frank F., 54 Irving pl "
090 Wilcox, John G., Mayor's Office "
1 Wanenmacher, Frank X. 202 Richmond ave "
2 Wayland, John L., 1132 Delaware ave "
3 Disbrow, C. H., Jr., 254 Saratoga Cohoes
4 Mott, George F., 72 Oneida "
5 Marshall, A. E. Cazenovia
6 McGuire, Michael Chester
7 Pohl, Henry F. Cuba
8 Wilde, R. L. Dobbs Ferry
9 Cleveland, Ralph W. Dongan Hills
100 Hall, Henry "
1 Hudson, Van B., box 40 Fort Hunter
2 Key, E. H., "
3 Martin, C. H., box 76 Ft. Wadsworth
4 Winans, Ernest J. Franklin
5 Raynor, J. B., Box 175, Freeport
6 Lynch, E. F., Garretson
7 Kyne, Thos. Z., Gloversville
8 Diffily, John J., Greycourt
9 Chamberlin, George F., Harrison
110 Johnson, J. A., Herkimer
1 McManus, B. F., Highland Falls
2 Merritt, E. G., 1 Richmond av., Hoosick Falls
3 Schaaf, N., Ackerman, Kings Bridge
4 Brown, G., 122 Jackson ave., L. I. City
5 Bennett, J. H., Rockaway rd., Jamaica
6 Dalley, Orien F., Larchmont
7 Jaques, H. R., Box 21, Lynbrook
8 Shaw, H., State Hospital, Middletown
9 Kelley, W. H., 16 Union, Newark
120 Warren, Aldred K., New Brighton
1 Waldo, Horace, Jr., New Brighton
2 Shipp, S. E., Grand st., Newburgh
3 Locke, J. Vinton, 32 Linden pl., New Rochelle
4 Amstead, D. C., 229 East 14th, New York
5 Blumenthal, G. J., 516 Broadway, "
6 Bradley, D. J., 104 W. 55th, "
7 *Burch, Mrs. A. M., 3 W. 29th, "
8 Barton, J. L., M.D., 57 E. 55th, "
9 Burnett, J. G. D., Rider ave., "
130 Buel, O. P., 261 Broadway, "
1 Bates, H. G., 18 Cortlandt, "
2 Bermingham, Dr. E. J., 6 E. 47th, "
3 Castagueri, F., 977 8th ave., "
4 Dolan, R. J., 245 E. 58th, "
5 Dearborn, G. S., 104 Wall, "
6 Donvan, Paul P. J., 306 W 19th "
7 Dinsmore, Fred. H., 82 W 103d "
8 Davis, Charles, 20 W 52d "
9 *Davis, Mrs. Charles, 20 W 52d "
140 Duer, Wm. A., 115 Broadway "
1 Eisenlohr, Otto, 795 Lexington ave "
2 Einstein, Sol., 93 Franklin "
3 French, Samuel E., 65 E. 11th "
4 *French, Mrs. F. A., 65 E. 11th st., "
5 Grant, Hugh J., 261 W. 73rd, "
6 Foorman, John, 61 Chrystie "
7 Gladwin, Ellis W., 256 Broadway "
8 *Herterich, Marie, 126 W. 44th "
9 Herterich, Herminie, 126 W. 44th "
150 Haschek, Adolph, Jr., 531 5th "
1 Haight, C. Sidney, 111 Broadway "
2 Haines, Fred M., 464 W. 23d "
3 Haywood, D. Howard, 32 Park pl "
4 Johnston, Walter R., 118 W 101st "
5 Jiran, Charles, 222 E. 3d "
6 Leary, Sidney J., 104 W. 55th "
7 Mohr, Wm. F., 155 W. 55th "
8 Murphy, W. G., 426 Pearl "
9 Moran, Daniel E., 26 W. 13th, "
160 Mead, A Lincoln, 167 E. 112th "
1 Munnichs, C., 177 Willis ave "
2 Meyer, Leo. B., 2065 Madison ave "
3 *Moore, Helen L., 301 W. 72d "
4 Morton, Henry, 204 Greene, "
5 Nisbet, Geo. A., 39 Cortlandt "
6 O'Conor, Mr., 24 E. 33d, "
7 Palmenberg, Edw. C., 107 W. 70th "
8 Platz, C., Jr., box 738 "
9 Paterson, W. M., 136 W. 104th "
170 Pinkney, Frank M., 111 Broadway "
1 Preston, Robert M., New Pier 25, N. River "
2 Plummer, Harold H., 139 Liberty "
3 Recht, R., 338 E. 69th "
4 Read, J. B., 320 E. 95th "
5 Sweetser, Samuel, Pier 11, N. R. "
6 Smith, David A., 61 Leonard "
7 Smith, Rev. Wilton M., 34 W. 39th "
8 Scheffler, George E., 330 St. Nicholas ave "
9 St. Jacques, Eugene, M. D., 128 E. 22d "
180 Stewart, James E., 123 W. 11th "
1 Smith, George R., 202 W. 103d "
2 Stolle, Charles, 454 E. 119th "
4 *Van Santvoord, Miss Anna T., 38 W. 39th "
5 Williams, Samuel, 64 Reade "
6 Wolff, Wm. F., Manhattan ave. and 106th "
7 Wait, William B., Jr., 412 9th ave "
8 Williams, Charles M., 322 W. 53d "
9 Wheeler, G. W., (P. O., Milford, Penn.) "
190 Day, Franklin, 23 Malden lane "
1 Murchison, Kenneth, M., Jr., 46 W. 57th "
2 Sothern, J. W., 251 W. 91st "
3 *Sothern, Mrs. J. W., 251 W. 91st "
4 *Wells, Miss J. L., 16 W. 17th "
5 *Wells, Miss E. S., 16 W. 17th "
6 *Wells, Miss K. R., 16 W. 17th "
7 McKoon, D. Gilbert, 291 Broadway "
8 Baumann, Jacob, 49 W. 89th "
9 Ahrens, H. A., box 3215 "
200 Allen, Thomas, 1278 3d ave "
1 Byron L. Olwell, 24 State "
2 Bijur, Nathan, 34 Nassau "
3 Childs, Samuel S., 45 Coilland "
4 Clotz, Henry, box 999 "
5 Durshang, A. C., 122 2d "
6 Falk, Geo. W., 518 5th ave "
7 *Franklin, Miss Charlotte J., 341 W. 34th "
8 Garmang, Dr. Jasper, 40 W. 40th "
9 *Green, Miss J., 100 E. 83d "
210 Goldsmith, Mo., 1 W. 114th "
1 Haviland, Frank B., 142 W. 103d "
2 Henry, Wm. B., 108 Fulton "
3 Henry, Howard H., 72 Broadway "
4 Hessel, Sidney T., 21 White "
5 Huber, John B., M. D., 238 W. 44th "
6 Humphrey, Harry W., 550 W. 41st "
7 Mittel, S., 136 Greene "
8 Massey, Henry, 200 8th ave "
9 O'Connor, Michael P., 669 Lexington ave "
220 Pond, Harry T., 311 Washington "
1 *Popper, Miss Minnie, 14 E. 78th "
2 Rosenberg, Joseph, 76 Orchard "
3 Rosenstock, Paul, 1231 Madison ave "
4 Ross, Albert A., 3 Washington sq., "
5 *Sharp, Miss Evelyn S., 15 Prospect pl "
6 Schmitt, Jacob, 116 2d "
7 Schoonmaker, Richard V., 51 E. 23d "
8 Schlussel, S., 37 W. 74th "
9 Smith, Augustine J., 132 Nassau "
230 Stockvis, Ezra B., 413 W. 18th "
1 Walden, Daniel T., jr., 54 William "
2 Wagner, Dr. A., 1065 Lexington ave "
3 Williams, Thomas, 326 W. 25th "
4 Wobbe, G., box 2715 "
5 Cuenin, Wm., 200 W. 101st "
6 Cuenin, J. J., 200 W. 101st "
7 Horton, Roy C., 1251 Park ave "
8 Irvine, Wm. H., 317 W. 121st "
9 Kuh, Chas. E., 1126 Park ave "
240 Miller, Jas. W., 1151 Broadway "
1 *Rushmore, Mrs. M. S., 107 W. 72d "
2 Sheldon, W. C., 4 Wall "
3 White, Chas. B., 107 W. 72d "
4 White, Hubbard W., 166 E. 127th "
5 Day, A. C., 539 Main, Niagara Falls
6 *Goodman, Isadore, 106 Falls st., Nyack
7 Osborn, Robert, "
8 *Atcheson, Mary L., 27 Pickering, Ogdensburg
9 Brashaw, Melvin, 39 Covington, "
250 *Corry, Anna, 93 Ford, "
1 Dow, Charles B., 134 Ford, "
2 Leahy, Wm. H., 86 King, "
3 *Proctor, Miss G. E., 223 Ford, "
4 Wells, Isaac L., 9 Gates, "
5 *Lord, Miss Jennie, 28 Pickern, "
6 Meagher, J. E., 119 Knox, "
7 Borsteen, H., L., 57 E. Utica, Oswego
8 Brown, C. W., 58 Ford ave., Oneonta
9 Dickinson, C. M., 216 River, "
260 Mayham, C. F., "
1 McCune, Ralph, "
2 Moore, Geo. E., 205 Main st., "
3 Rogers, J. E., box 287, "
4 Smith, H. M., box 1223, Penn Yan
5 Rawson, E. G., 60 Montgomery, Poughkeepsie
6 Bartlett, J., Riverview Mil. Ac'my, "
7 Gurney, H. R., 7 Garfield pl., "
8 Carey, Lemuel H., box 146 Phelps
9 *Latham, Carrie L., Porters Corners
270 Sheridan, E. A. 39 Bond, Port Richmond
1 Bull, G. A., 388 Central ave., Rochester
2 Fenucane, T. W., 22 Portsmouth ter. "
3 Holt, Willis C., 129 University ave., "
4 Mercer, Wm. L., 3 Granger pl., "
5 Meade, Charles E., 32 Selye ter., "
6 Zeeveld, Peter W., 23 Peck, "
7 McGuire H., Wildes bldg., "
8 *Whitney, Mrs. W., 22 S. Goodman, "
9 Burchell, B. B., box 99, Rockaway Beach
280 Davie, John W., Salamanca
1 Doheny, Richard, Spuyten Duyvil

2 Marshall, F. A., Syracuse
3 Pattee, Ernest N., 503 Van Buren, "
4 Sanford, Emmons H., 216 Kirk bk., "
5 Cluett, Geo. B., 2nd st., Troy
6 *Cluett, Mrs. Geo. B., 2nd st., "
7 Cluett, Geo. B., Jr., 2nd st., "
8 Cluett, Alfonso R., 59 2nd st., "
9 Cluett, E. Harold, 59 2nd st., "
290 *Cluett, Miss Nellie A., 59 2nd st., "
1 Hudson, Harry W., 155 1st., "
2 McCarthy, John, 246 River "
3 Richmond, Wm. I., 155 1st., "
4 Sim, Moray G., 246 River, "
5 Clark, C. B., 145 Park ave., Utica
6 George, Wm., box 393, Waterford
7 Handley, Frank L., 6 Burdrick blk., Watertown
8 Hungerford, Orville E., 3 Ten Eyck, "
9 Horton, A. H., 9 Washington, "
300 Paddock, Oscar M., 15 Sterling, "
1 Peltier, R. J., 66½ Public sq "
2 Robbins, C. D., 15 William, "
3 Williams, Arthur J., 49 Bradley "
4 *Handley, Mrs. Frank L., 6 Burdick bl'k, "
5 Dams, John J., Country Club, Westchester
6 Post, Peter L., box 46, Willard
7 Bacon, Henry, Armours Villa park, Yonkers

Over 112,000, NORTH CALIFORNIA, 42—1361.

Bay City Wheelmen.

308 Leavitt, J.W, 308 Larkin, San Francisco
9 Poulin, H. L., 534 Bush st., "
310 Sager, E. F., Lyon and Geary sts., "
1 Poulin, H. P., 534 Bush st., "
2 Johnson, W. T., 42 Sacramento st., "
3 Howatt, W. J., 42 Sacramento st., "
4 Pike, J. M., 42 Sacramento st., "
5 Sellers, E. F., 18 Fremont st., "
6 Cooper, J. B. R., 1926 Octavia st., "
7 Cooper, A. E., 1926 Octavia st., "
8 Herrick, F. C., 1124 Guerrero st., "
9 Wallace, A. W., 120 Cumberland st., "
320 Haswell, F., 853 Golden Gate ave., "
1 Taylor, H. P., Jr., 1719 Geary st., "
2 Sheldon, Geo. E., 309 California st., "
3 Frisbee, G. G., 2425 Sutter st., "
4 McNamara, J. A., 227 Seventh st., "
5 Meighan, T. P., rm. 27, 320 Sansome "
6 Dixon, G. E., 112 Devisadero st., "
7 Cofer, L. R., 1830 Turk st., "
8 Bocarde, J. B., 36 Market st., "
9 Moody, W. R., 23 Geary st., "
330 Mendell, John, 205 Sansome st., "
1 Nye, J. M., Jr., 728 Bush st., "
2 Davidson, J. L., 137 Montgomery st., "
3 Reid, Robert, 724 20th st., "
4 Volz, F. W., 919 O'Farrell st., "

Olympic C. W.

5 Edwards, E. E., 17 Davis, San Francisco
6 Edwards, L. B., 317 Lyon, "

Unattached.

7 Salazar, Juan R., Mission San Jose
8 Lowell, John D., box 208, Sacramento
9 Babin, Herbert C., 2,415 Wash. st., San Francisco
340 Cumming, Jos. M., 20 Fell "
1 Farnsworth, E. P., 3,019 Wash. st., "
2 McLean, Robert C., 1,015 Market st "
3 Neal, Robert W., 320 California st., "
4 Klink, Wm. Marcy, 403 Market st., "
5 Klink, Geo. T., 4 Montgomery st., "
6 Rogers, C. S., 227 Chattanooga st., "
7 Russell, H. A., 15 1st st., "
8 Speyer, Walter M., 324 California, "
9 Toy, Geo. D., 209 Central ave., "

Over 112,000, NORTH CAROLINA, 1—37.

Unattached.

350 White C. H., box 47, Wilmington

Over 112,000, OHIO, 80—1,806.

W. W. & A. C.

351 *Tilden, Mrs. G., 474 N. Market, Canton

Dayton B. C.

2 Aull, J. W., 217 N. Jefferson, Dayton
3 Anderton, J. W., 215 N. Salem ave., "
4 Blessing, H. K., 323 E. Second, "
5 Bunstine, E. H., 116 N. Jefferson, "
6 Berk, L. F., 107 E. Van Buren, "
7 Brandenburg, E. B., 31 N. Williams, "
8 DuPuy, T. V., care Hotel Cooper, "
9 Dowling, J. H., 561 W. Fifth, "
360 Dwyer, A. J., 17 N. Roe st., "
1 Farrell, T. J., 137 W. Third st., "
2 Grimm, Chas. S., 32 Jones st., "
3 Hassler, C. U., 607 N. Main st., "
4 Hall, D. P., N. Ludlow st., "
5 Holmes, V., E. Warder st., "
6 Huffman, F. T., 330 W. First st., "
7 Huffman, Geo. P., Huffman ave., "
8 Johnson, W. C., 112 S. Linden ave., "
9 Irvin, Obed W., 395 W. 1st st., "
370 Latin, A., Browne and Buckeye sts. "
1 Lowes, Dr. J. E., 35 W. Fifth, "
2 Kline, Robert E., 1227 W. Fifth, "
3 Kreitzen, H. E., 104 W. River st., "
4 Hall, Chas. S., 62 S. Perry st., "
5 McCann, E. F., 108 N. Ludlow st., "
6 Messner, C. F., 22 N. Jefferson st., "
7 Newcomer, F. W., 7 E. 2nd. st., "
8 Hardy, E. T., 325 W.Monument av., "
9 Hochwalt, E. A., cor. Salem and River sts., "
380 Ohmer, A. A., 4th and Wilkinson "
1 Kaiser, H. W., 144 E. Buckeye st., "
2 Parmlee, J. B., 44 S. Huffman ave "
3 Knecht, Chas. F., 381 W. 1st st., "
4 Shroyer, G. W., 6 S. Quitman st., "
5 Stark, W. H., 2,425 E. 5th st., "
6 Soehner, H. A., 25 W. Ziegler, "
7 Selz, Thos. A., 240 S. Montgomery "
8 Staniland, Frank T., 230 S. Main "
9 Sullivan, Will, 25 N. Boulevard, "
390 Thresher, A. A., 131 W. Monument "
1 Weed, George, 523 W. 3rd. st., "
2 Whiteside, A. S., 3d and Jefferson sts., "
3 Weidner, Harry, 28 E. Garden st., "
4 Wing, E. E., Phillips House, "
5 Wall, J. H., (P. O., Elkhart, Ind.) "
6 Schwab, M. J., 410 W. 4th st., "
7 Shoemaker, W. H., 141 S. Williams "
8 Sells, C. J. "
9 Schieble, B. B., 318 E. 2nd st., "
400 Hardie, Wm., 323 W. Monument ave, "
1 Craighead, R. G., 5 W. Monument ave., "
2 Weston, E. B., Sunset ave., "
3 Sander, Charles W., E. 3rd st., "
4 Dodds, Orion, 114 W. 5th st., "
5 Schenck, J. G., 228 N. Ludlow st., "
6 Pollack, G. I., 319 W. 3rd st., "
7 Loy, Harry N., Main st., "
8 Raybould, D. J., "
9 Ferguson, R. H., 25 W. 6th st., "
410 Schaefer, Jos. J., 215 Warren st., "
1 Porter, D. G., Oakwood.

Cincinnati B. C.

2 Reich, Emil, 818 Everett Cincinnati
3 Snyder, G. M., 24 Pike bldg "
4 Wright, Rogers, 42 Wiggins Block "

Cary C. C.

5 *Gilbert, Mrs. C., Henrietta flats, W. 4th "

Association Wheels.

6 Lihme, I. T., 27 5th ave Cleveland

Chillicothe W.

7 Best, J. W. Chillicothe
8 Waddle, Chas. C. "

L. A. C. W.

9 Smith, Joseph M., 1131 Columbus Lancaster
420 Rising, Geo. P. "
1 Lewis, Wm. C., "

Lobdell C. C.

2 Fuller, O. J., 142 Front Marietta

Willard C.

3 Colander, John A., 1637 Broadway Toledo
4 Saul, G. J., 116 Broadway "

Unattached.

5 Fosdick, Philip, 616 Culvert Cincinnati
6 Schmieder, Frank J., 423 Vine, "
7 Yost, W. B. Bedford
8 Dillin, Dudley Francis, 1235½ Euclid ave Cleveland
9 Baehr, Ph., H., 35 Cory ave "
430 Seeley, M. T., box 549, Cygnet
1 McFarland, F. R., Eris
2 Roberts, Ellis E. Palestine
3 Ross, Charlie D., 116 N. Main, Findlay
4 *Smith, Miss Lucy O., 1131 N. Columbus Lancaster
5 Reid, David J., 221 N. Main Lima
6 Rampe, John P., Leipsic
7 Kelly, William, 1489 Oakwood ave Toledo
8 Frees, Orva M., 341 Sandusky Tiffin
9 Bancroft, Geo. Urbana

Over 112,000,OREGON, 15—226.

O. R. C. C.

440 Giltner, R. R., Strowbridge bldg., Portland
1 Simon, Jos., Abington bldg "
2 Wheeler, E. N., 73 1st, c.o. Goodyear Rubber Co. "

Multnomah W.

3 Barton, T. D., Portland Flouring Mills Co. "
4 Goldsmith, Melvin, drawer 30 "

Unattached.

5 Callender, C. H. Astoria
6 Hamakar, J. W. Klamath Falls
7 Nail, W. L. "
8 Pierce, Joseph G. "
9 Stahlman, F. E. "
450 Terrill, Wm. "
1 Appelgren, C. A., 79 Park st., Portland
2 Kraemer, O. J., Abington bldg., "
3 Walton, M., 714 Chamber of Com., "
4 McCully, A. D., box 367, The Dalles

Over 112,000, PENNSYLVANIA, 316—5,734.

Allegheny C.

455 Frend, T.W., 14 Lincoln ave., Allegheny
6 Parke, W. Howard, Beach ave., "

Berwick B. C.

7 Laubach, H. C., Front, Berwick

U. W. of the B.

8 Foering, H. A., 26 S. New, Bethlehem

Y. M. C. A. W.

9 Ford, Bruce, 413 Grove ave., Johnstown
460 Geer, Frank, 431 Somerset, "
1 Morgan, Thomas, 118 Market, "

Lewisburg C. C.

2 Hoffa, W. F., Lewisburg
3 Whitman, E. O., "

Meadville C. C.

4 Anderson, T. K., post office, Meadville
5 Bragg, Jas. T., "
6 Bulger, J. F., 156 Poplar, "
7 Cutter, E. S., 157 Poplar, "
8 Davis, H. C., Park ave. and North, "
9 Dreutlein, G. H., 268 Park ave., "
470 Graham, W. O., 704 Park ave., "
1 Lowman, M. A., 367 Poplar, "
2 Miller, Chas. N., 939 Water, "
3 Ohlman, A. N. "
4 Pratt, Geo. R., 219 Chestnut, "
5 Richmond, G. W., "
6 Roha, J. C., 441 Pine st., "
7 Schreiber, Geo. D., Chestnut, "
8 *Schoenfeld, Mamie, 940 Water st., "
9 Stern, Sol, 994 Water st., "
480 Veith, Chas. E., 943 Water st., "

Phila. and C. F.

1 Smaltz, Henry N., 223 S. 16th st, Philadelphia

P. B. C.

2 Irwin, L. G., 5,551 Jefferson st., "
3 Mayer, Otto C., 3,829 Baring st., "

Century W.

4 Fretz, E. B., 1427 N. 17th st., "
5 Gibb, Jos. B., 520 N. 18th st., "
6 Duffield, Josiah R., 623 W. 12th st., "
7 DaCosta, M. R., 2,111 N. 20th st., "

N. Y. A. C. and N. Y. Y. C.

8 Parker, T. B., 415 Chester ave., "

Westmoreland W.

9 Earnest, Charles W., 5,990 Center ave., Pittsburg

Lincoln C. C.

490 Crawford, J. B., 155 Luna, Pittsburg
1 Crawford, C. C., 155 Luna, "

Keystone B. C.

2 Roberts, James A., 1,430 S. 3rd st., Philadelphia

Flying Dutchman.

3 Deadey, John B., 1634 Walnut, "

Centaur Bi Club.

4 Thompson, Paul, Bourse bldg., "
5 Drayton, Robert C., 104 S. 5th st., "

Penn. Wheelmen.

6 Archer,John M., 542 Court st., Reading
7 Derr, Cyrus G., Esq., 147 N. 6th, "
8 Harris, D. P., 1,354 Mineral Spring R'd "
9 *Seifert, Miss Elizabeth, 40 S. 5th, "
500 *Archer, Mrs. J. M., 245 S. 5th, "
1 *Seifert, Mrs. Wm., 216 S. 5th, "
2 Bingaman, Thomas, 544 Court st., "
3 Bushong, P. A., 340 N. 5th st., "
4 Earnshaw, L. A., 327 S. 4th st., "
5 Stutzman, Selas, Franklin ave.,W. "
6 Quier, Edwin A., 302 S. 5th st., "
7 *Quier, Mrs. Edwin A., 302 S. 5th. "

P. A. C. and B. V. C.

8 Fry, Harry C., Box 404, Rochester

Towanda Cycle Club.

9 Ochs, F. J., 518 Main Towanda

W. B. Wheelmen.

510 Baer, Joseph J., 232 E. Market, Wilkesbarre

Williamsport W. C.

1 Miller, E. C., 440 Wash. Williamsport
2 Zerbe, H. Roy, 17 E. Third, "

Unattached.

3 Friend, C. W., 14 Lincoln av., Allegheny
4 Hammer, A. H., 29 Palo Alto, "
5 Miller, H. J., 75 Lincoln ave., Allegheny City
6 McClure, Wm. L., 9 Brick st., Allegheny
7 Stewart, J. F., 1,213 14th, Altoona
8 Joseph, S., 160 Locust, Allegheny
9 Marshall, M., 161 Federal, "
520 Strassburge, H. S., 161 Federal, "
1 Reineman, C., 190 Ohio, Allegheny City
2 Shields, Wm. J., 71 Lacock Allegheny
3 Scott, S. B., 185 Ridge ave., "
4 Carlin, J., 28 Lithgow ave., "

5 *Martin, Miss M. R., Box 125, Ardmore
6 Boyce, Henry S., "
7 Parry, Chas. K., Bradysville
8 Strait, E. G., Emporium
9 Fuller, J. W., Catasauqua
530 Fuller, J. W., Jr., "
1 Salada, Dr. L. A., "
2 Tait, L. E., "
3 Frederick, C. E., "
4 Stuart, John, Jr., "
5 Evans, W. J., "
6 *Fuller, Mrs. J. W. "
7 *Peckitt, Mrs. Leonard, "
8 Bloom, Arthur H., Farmers' National Bank Bloomsburg
9 Eschbach, Daniel G. Barto
540 Griffith, W. T., 804 Talbot ave Braddock
1 Brown, F. Zeban Burlington
2 *Lindsay, Mrs. W. B., N. College Carlisle
3 Hall, Robert Cartwright
4 Rhodes, E. C., Clayton
5 Stewart, James C. Clagsville
6 Passmore, J. W. Chatham
7 Cratty, Oscar R. Crafton
8 Milton, Charles Dalton
9 Sowell, Rev. W. H. "
550 Hart, Prof. Edward Easton
1 *Vogdes, Mrs. J. W., box 95 Edgewater Park
2 Livengood, P. L., box 238 Elk Lick
3 Van Dyke, C. H. Freeport
4 Heins, Warren, Eschbach
5 *Heins, Miss Mary "
6 Bellows, John F., 326 Earlham terrace Germantown
7 Moorhouse H. W., 5520 Morris "
8 Moorhouse, W. L., 5520 Morris "
9 Ross, Henry A., E. Wash lane "
560 Schoettle, Edwin J., 417 Wister "
1 Schaeppi, Charles, 110 Apsley "
2 Carlile, Henry C., 145 Harvey "
3 Gleason, James Gleasonton
4 Barney, W. A. Gold
5 Gross, Josh. W., box 338 Harrisburg
6 Mardersteck, Hugo, 4442 Wood Manayunk
7 Mardersteck, F., 4442 Wood "
8 Clark, C. E., box 3 Mauch Chunk
9 Northstein, E. O. "
570 Lenher, Victor, box 53 Mechanicsb'gh
1 Edgell, Alfred F. Norwood
2 Cox, Fred Y., box 25 Morrisville
3 Kreider, Charles D. Nazareth
4 Leche, W. N. "
5 Booth, Henry D., c.o. Midvale St., Co. Nicetown
6 Petre, Axel, c.o. Midvale St. Co. "
7 Cotton, B. M., box 147, Linesville
8 Lacey, D. G., box 134, "
9 *Ballinger, Mrs. A. L., 460 Walnut, Meadville
580 Kirkpatrick, G. W., 212 Chestnut, "
1 Potter, M. R., 217 Pine st., "
2 Gordon, E. A., 230 Walnut st., "
3 Bullock, D. J., 1738 Pine, Philadelphia
4 Lazarus, Jas. T., 914 S. 47th, "
5 Laird, W. P., 1610 Chester ave., "
6 Swoyer, A. P., 17 N. 7th, "
7 Schell, G. M., 776 N. 25th, "
8 Battles, Frank, 505 Chestnut, "
9 Kelly, P. F., 5th & Chestnut, rm. 50, "
590 *Paulson, Mrs. E., 2938 Waterloo, "
1 Atkins, Geo., 1530 Tiernan, "
2 Beard, W. K., 927 Chestnut, "
3 Buehler, R. L., 905 N. 43d, "
4 Buck, Frank, 1432 Franklin, "
5 Baker, T. M., 421 N. 32d, "
6 Barrett, Wm., 1917 Buttonwood, "
7 Bogan, John C., 400 Chestnut, "
8 Buckley, R. N., Jr., 1937 Spring Garden st., "
9 Bradford, J. M. M. D., 36 S. 21st "
600 Corish, Wm., 1725 Girard, "
1 Crane, Jno. A., 24 S. 6th, "
2 Chambers, F. J., 1132 Passyunk ave., "
3 Chrisman, F. R., 419 N. 32d, "
4 Comley, Geo. N., 3311 Arch, "
5 Chesterman, T. H., 3703 Baring, "
6 Cooper, T. G., 324 S. 19th, "
7 Campbell, Archibald, 2859 N. Front, "
8 Dos Santos, Edw. A., 2036 Race, "
9 Downes, A. J., M.D., 1725 Girard ave, "
610 *Dreka, Mrs. Louis, 2,108 Pine st., Philadelphia
1 Dickey, John R., 2,211 St. James pl "
2 Degn, Albert L., 2,014 Mervine st., "
3 Danehour, F. A., 2,811 Poplar st., "
4 Dulles, Chas. W., M. D., 4,101 Walnut st., "
5 Desch, P. N., 2,512 N. 10th st., "
6 Edmunson, John W., 2,032 N. 31st "
7 *Evans, Mrs. Howard, 2,033 Locust "
8 Edmunds, Jas. V., 226 Spruce st., "
9 Eakins, E. E., 1,727 Norris st., "
620 Ellison, Wm. R., 22 S. 6th st., "
1 Fisher, Geo. W., 1,732 N. 27th st., "
2 Fish, Albert, N. E. cor. 2nd and Callowhill st., "
3 Fox, Ernest C., 2,119 Lambert st., "
4 Fox,Uriah B., 246 N. 11th st., "
5 Gracie, Walter H., 3,829 Lancaster av.., "
6 Howe, F. P., 251 S. 17th st., "
7 Happold, F. E., 935 N. 12A st., "
8 Haguemeyer, Wm., N. E. cor. 2nd and Callowhill sts., "
9 Horner, P. B., N. E. cor. 2nd and Callowhill sts., "
630 Harris, Geo. T., 1,809 Wallace st., "
1 Hayes, E. E., 221 Evelina st., "
2 James, A. T., 4,716 Windsor ave., "
3 *Jaquith, Katie C., 1,225 W. Dauphin st., "
4 Knoll, George W., 2,620 Coral st., "
5 Kessler, J. Millard, 6,032 Overbrook ave., "
6 Kern, Walter R., 206 N. 36th st., "
7 Klund, Herbert L., 659 N. 15th st., "
8 Laughlin, Jos. H., 121 Drexel b'l'd'g, "
9 Laughton, W. A., 416 Walnut st., "
640 Leiper, Geo. Neville, 1,602 Master, "
1 *Longstreth, Miss Sarah M., 56th and Springfield ave., "
2 McNulty, Patrick, 1,001 Buttonwood st., "
3 McCloy, Robert C., 1,822 Van Pelt "
4 Murphy, John, 204 Union st., "
5 Mackey, Maurice A., 1,519 Moyamensing ave., "
6 McQuillen, Wm. S., box 1,222, "
7 Mutchler, Thomas T., 158 Adams, "
8 Naylor, Wilson H., 460 Franklin, "
9 Pavonarius, S. W., N. W. cor. 22nd. and Oxford sts., "
650 Pietz, Adam, 1,121 Chestnut st., "
1 Porter, Dr. Chas. M., 1519 Walnut st., "
2 Paterson, David, 2,949 Rosehill, "
3 Park, Alexander, 113 E. Allegheny ave., "
4 Peden, John M., 1,705 Chestnut st., "
5 Roberts, Joseph J., 1519 Moyamensing ave., "
6 Rodgers, J. G. R., 4,113 Lancaster ave., "
7 Roll, George, 1,250 N. 26th st., "
8 Renner, Albert, 313 Crown st., "
9 Reilly, P. F., 416 McKean st., "
660 Steel, Arthur J., 2,842 N. Front st., "
1 Simmonds, S. E., 3,328 Uber st., "
2 Stockhausen, P. G., 55 N. 7th st., "
3 Symmons, T. H., 701 Vine st., "
4 Swan, James E., 2857 N. Front st., "
5 Satherberg, C. H., 1,752 N. 26th st., "
6 Sharp, F. H., box 3113 "
7 *Sterling, Mrs. L. A., 3009 Page "
8 Tait, Wm. W., 1225 Market "
9 Thompson, Wm. A., 3415 Wallace "
670 Toner, John, 1413 Fitzwater "
1 Vankirk, Wm. H., 1534 S. 2d "
2 Vogdes, James W., 132 Chestnut "
3 Williams, Wm. C., 2116 E. Clearfield "
4 Ward, John D., 806 S. 3d "
5 Young, S. O., 460 Franklin "
6 Kidd, J. Towers, 4103 Ridge ave (Rorborough) "
7 Abrams, Chas. R., 2114 Woodstock "
8 Allen, Jas. J., 3916 Market "
9 *Allen, Miss Alice L., 5204 Lancaster ave "
680 Cameron, Thos. A., 425 Indiana ave "
1 Blackwell, Chas. M., 2208 Seybert "
2 Berkowitz, Henry, 2129 Gratz ave "
3 Berkowitz, Albert, 2335 N 19th "
4 Beck, John L., 1606 S. 19th "
5 Derr, A. A., 830 N. 25th "
6 Fryer, M. A., 256 S. 12th "
7 Fryer, J. D., 256 S. 12th "
8 Griffith, Warren G., 2049 Walnut "
9 Rumsey, W. A., 920 N. 41st "
690 Taylor, Bernard, 2229 Hunting Pk. ave "
1 Burnett, Jas. H., 1211 Hanover "
2 Fagen, Hugh J., 731 S. 9th "
3 Dunseith, Howard C., 1039 Walnut "
4 Van Dusen, A. S., 240 W. Logan sq. "
5 *Holtzberger, Carrie M., 1412 Snyder ave "
6 Harper, John M., 441 N. 3d "
7 Hunt, J. Jas., 530 N. 11th "
8 Lester, J. G., 33 N. 2d "
9 *McDonald, Mrs. Thos H., Oak lane "
700 Mears, Wm. A., 108 N. 34th "
1 McDonald, Thos H., Oak lane "
2 Marks, Emmanuel, 1721 Page "
3 Nass, Geo., 248 N. 12th "
4 Peoples, John, 421 Chestnut "
5 Ruger, Louis, 1434 Germantown ave "
6 Schultz, H. E., 795 S. 3d "
7 Simons, A. M., 945 N. 8th "
8 Smiley, John P., 122 N. 12th "
9 Stilz, E. H., 124 S. 4th "
710 Talcott, Lyman C., rm 163 Broad St. station "
1 Thompson, T. Mason, 1823 Spring Garden "
2 Todd, Dr. Geo. S., 539 Spruce "
3 Ward, E. S., 250 Chestnut "
4 Ward, Ellsworth L., 1721 Page "
5 Wehner, Lewis, 842 Franklin "
6 Ward, Henry B., 120 N. 16th "
7 Wyckoff, Dr. Wm. T., 2045 N. 16th, "
8 Carr, Geo. W., S. E. Cor 6th and Market "
9 Howell, W. N., c.o. Wm. Cramp & Sons "
720 Becker, C. F. W., 5,527 Ellsworth ave., Pittsburgh
1 Bennett, E. K., "Monongahela House," Pittsburgh
2 Christian, W. R., 5,426 Howe, "
3 Dravo, H. G., 4732 Centre ave., "
4 Kropff, F., 5,211 Penn. ave., "
5 McClelland, O. H., 523 Herron ave., Pittsburgh
6 Moorhead, S. W. B., 4,228 Fifth ave., Pittsburgh
7 Daub, H., Pacific ave. and Harriett st., Pittsburgh
8 Ryall, Y. W., 5,990 Centre ave., "
9 Salberg, P.R., care Westinghouse El. and Mfg. Co., Pittsburgh
730 Neale, F. C., Bidwell st., "
1 Fairman, E. W., 410 Times B'l'd., "
2 Huber, A. W., 713 Euclid ave., "
3 Parker, Chas. A., 715 Melon, "
4 Roberson, W. F., 5,519 Hays "
5 Reed, R. R., care Pa. Lines, Pa., ave., Pittsburgh
6 Wiley, W. L., Lytle, "
7 Walters, H., 2,821 Paterson, "
8 Cowher, M. B., Insurance ag't., Patton
9 Hodgkins, C. W., druggist, "
740 Parnell, J. E., Insurance ag't, "
1 Wartelsky, Ike, jeweler, "
2 Weeks, H. F., Rosemont
3 Cremack, J. T., Box 174, Rouseville
4 Day, J. W., Reading
5 *Heller, Margaret B., 409 North 4th Reading
6 Tyson, G. E., 335 South 5th, "
7 Woods, E. A., 318 Grant, Sewickley
8 *Woods, Mrs. E. A., 318 Grant, "
9 Zachman, Wm., 409 Spruce, Scranton
750 Foster, Irving L., Box 311, State College
1 Rose, Rev. F. B., Swarthmore
2 Bear, Albert J., Shoenersville
3 Wildman, W. H., box 36, Tullytown
4 Prosser, John. Venetia
5 Spear, Fred E., Wayne
6 Long, W. D., 3250 Sansom, W. Philada.
7 Bubb, H. A., 407 W. 4th, Williamsport
8 Kelchner, W. W., 230 Pine, "
9 Wilkinson, E. B., 1418 W. 4th, "
760 Sarvey, A. L., Merch'ts Nat. Bank, "
1 Miles, Noah S., 1138 Vine, "
2 Troxell, H. G., 15 Washington, "
3 Cawley, T. A., 257 Broad, Pittston
4 Durkin, Timothy A., box 221, "
5 Gallagher, P. F., "
6 Woodruff, R. W., Ridley Park
7 Warnock, Jas. T., box 54, Walnpum
8 Zeneke, H. A., Sumac, Wissahickon
9 Gable, J. Frank, York
770 Zeller, George J., "

Over 112,000, RHODE ISLAND, 25—696.

Powhatan.

771 Dillon, P. F., 68 Warner, Newport

Pawtucket C. C.

2 Dawson, Wm. H., 158 Broad, Pawtucket

R. I. W.

3 Winn, Harry E., 656 Broad, Providence

Elmwood W.

4 Babcock, Cyril A., 638 Elmwood ave., Providence

Unattached.

5 Kingsley, A. H., box 116, Bridgeton
6 Brown, Horace L., box 156, Carolina
7 Butts, F B, N. Broadway, E.Providence
8 Mowry, Leland F., box 28, Enfield
9 Canteln, John H., box 101, Niantic
780 Faverlo, Anthony, box 20, "
1 Brayton, L. A., box 5, Olneyville
2 Kilton, J. B., 31 N. Main, Pawtucket
3 Kendall, R. A., 221 Main, "
4 Burnett, C. C., 23 Chas. Field st., Providence
5 Dorrance, C. T., 98 Waterman, "
6 Fletcher, Henry, 48 Olive, "
7 Lake, Geo. W., 42 Constitution, "
8 Place, Lewis T., 13 Parkis ave., "
9 Willson, Edmund R., 88 Congdon, "
790 Morgan, Henry P., 20 Baker ave Providence
1 Armington, Francis B., 199 Lexington ave "

2 Lanphear, G. W., Mfg's Nat'l Bnk "
3 Clapp, Frederick Otis, 11 Bridgham "
4 Ferris, Wm. A., c.o. Perry House Riverside
5 Roch Tancrede, 41 Green Woonsocket

Over 112,000, SOUTH CALIFORNIA, 25—290.

S. B. W.

795 Gurr, L. W. San Bernardino
7 Hubbard, Walter "
8 Lauterborn, Geo. E "
9 Richardson, F. W. "

S. M. W.

800 Johnston, Wm. F. Santa Monica

R. W.

1 Bush, R. J., N. Y. Hotel Riverside
2 *Cornell, Mrs. M. J., box 1133 "
3 Gurdane, D. C., 639 8th "
4 Lord, Percy L. "
5 Noyes, Joseph S. "
6 Peters, Wm. L., box 823 "
7 Bowman, Leonard J. "
8 Scott, Harry E. "
9 Condee, R. A. "

Unattached.

810 Willard, C. D., Chamber of Commerce Los Angeles
1 Rich, C., 1818 S. Main "
2 Kant, C. Edward Perris
3 Endter, Will H. Redlands
4 Burgess, C. S. Riverside
5 King, Clyde A., box 600 San Bernardino
6 Knodell, Rev. J. R. "
7 Plesse, Henry "
8 *Plesse, Mrs. Carrie "
9 Staples, Robert "
820 Towne, F. W. "

Over 112,000, TENNESSEE, 23—225.

Mystic W.

821 Casteel, Y. W., 827 Highland ave Knoxville
2 Audigier, L. B., 810 Morgan "
3 Ogden, Geo. A., 508 Highland ave "

Memphis.

4 Whitehead, W. H., 11 Tate Memphis

N. A. C. W.

5 O'Callaghan, New't S. Nashville
6 Sims, Roy, N. Cherry "
7 Smith, Louis, co P & B Mfg. Co. "

University C.

8 Pepper, Geo. H., Deaderick bldg Knoxville
9 Livingston, H. T., Univ. of Tenn. "

Unattached.

330 Baldwin, H. A., Y. M. C. A., Knoxville
1 Green, J. W., Box 182, "
2 Livy, H. W., 429 Gay st., "
3 Williams, W. D., 729 Lamar, "
4 Stephenson, R. J., 613 E. 5th ave., "
5 Gaut, R. F., 709 Hill st., "
6 Carnes, S. T., 300 Second, Memphis
7 Dorlon, E. H., Memphis Grocery Co., Memphis
8 Little, Jno. G., 287 Landerdale, "
9 Turner, H., Memphis Grocery Co., Memphis

840 Andrews, E. C., care Liberty Mills, Nashville
1 Keys, G. L., 237 N. Summer, "
2 Patterson, E. D., care P. & B. Mfg. Co., Nashville
3 Strong, F. E., 208 Union st., "

Over 112,000, TEXAS, 3—201.

Unattached.

844 *Foster, Miss V., 1,015 Texas ave., Houston
5 Curry, P. B., Jr., Box 124, Orange
6 Seargent, T., Box 51, "

Over 112,000, UTAH, 5—149.

Social W. C.

847 Beatie, F. S., 65 E. First, Salt Lake City
8 Langley, J. W., 19 W. First, Salt Lake City
9 Van Voorhis, L. C., 61 E. 6th st., Salt Lake City
850 Walker, J. H., Box 130, Salt Lake City

Unattached.

1 Pierce, O. W., Box 112, Salt Lake

Over 112,000, VERMONT, 1—75.

Unattached.

852 Ide, Ernest, E. Calais

Over 112,000, VIRGINIA, 1—108.

Unattached.

853 Upshur, J. A., Box 536, Richmond

Over 112,000, WASHINGTON, 3—72.

Unattached.

854 Snyder, W. M., Snohomish
5 Campbell, J. G., 1,926 Pacific ave., Tacoma
6 Chovil, F. W., 512 South 35th st., "

Over 112,000, W. VIRGINIA, 17—133

Jeff. Co. Wheelmen.

857 Allen, A. S., box 38, Charlestown
8 Bolinger, M. E., box 26, "
9 Beall, Horace, "
860 Boyd, W. A., box 125, "
1 Hooff, Washington, "
2 Moore, Dr. H. R., "
3 Perry, Dr. V. L., "
4 Perry, Thornton T., "
5 Richardson, John Beale, "
6 Trapnell, William, box 14, "
7 Watson, H. N., box 103, "
8 Eyster, J. A., Halltown
9 Palmbaum, George, Charlestown

Unattached.

870 Thomas, Wm. M., Benton's Ferry
1 Hugh H., Fairmount
2 Peck, Dr. R. E., box 79, Hinton
3 Stealey, A., box 16, Palatine

Over 112,000, WISCONSIN, 54—1,184.

A. C. C.

874 Brunschweiter, Geo. W., box 1,227, Appleton

Beloit C. C.

5 Rhumaker, Frank W., Beloit

Cedarburg C. C.

6 Boerner, O. F., Cedarburg
7 Lehman, Paul W., box 84, "

Kaukauna C. C.

8 Hilfert, H. V., box 26, Kaukauna

Milwaukee.

9 Lawson, G. E., 2,614 Wells st., Milwaukee

Calumet Club W.

880 Bunde, Frank C., 121 Wisconsin, Milwaukee
1 Breithaupt, H. L., 2,216 Cold Spring ave., "
2 Caspari, A. B., 111 Wisconsin st., "
3 Killilea, H. J., 1,616 Grand ave., "
4 Toser, Louis, 405 Lake ave., "
5 Campbell, Dr. J. W., 114 Goldsmith b'l'd'g "
6 Meyer, Paul W., 312 W. Water, "
7 Phillips, Edward F., 81 Michigan, "
8 Schroeder, Ed., 96 Michigan st., "
9 Salentine, Geo. H., 30 Chamber of Commerce, "
890 Voss, Edw., 140 15th st., "

Ripon C. C.

1 Mattlee, W. L., Ripon
2 Schloerb, A. J., "
3 Pynch, J. W., "

Superior C. C.

4 Fanning, G. W., 1627 John, W. Superior
5 Rickert, P. J., 1719 Banks, "

Unattached.

6 Davis, T. J., Barron
7 *Davis, Mrs. T. J., "
8 Birkenmeyer, Chas. W., Edgerton
9 Babcock, C. H., box 488, "
900 Sweeney, H., Simons Hotel, Madison
1 Ellsworth, Gleason S., Marshfield
2 Hummel, J. D., 102 17th, Milwaukee
3 Alcott, F. L., 123 26th, "
4 Armitage, F., Loan & Trust Co., "
5 Buckley, W. J., Hotel Aberdeen, "
6 Best, August, 840 Booth, "
7 Chandler, Geo. W., 264 Oneida, "
8 Coke, G. C., Fuller, Warren & Co., "
9 Gregg, W. L., 682 29th, "
910 Kapps, J. L., 618 Sycamore, "
1 Johnson, A. G., 99 5th, "
2 Moscrip, Robt., 103 W. Water, "
3 Munkwitz, A. R., 469 Juneau pl., "
4 Messer, G. A., 160 New Ins bldg Milwaukee
5 Potter, J. L., 2614 Wells "
6 Rockwell, Henry H., Park cor 6th ave "
7 Schutz, Henry L., 1038 Teutonia, ave "
8 Winther, H. G., 491 S. Pierce, "
9 *Varney, Mrs. Chas. E. Monroe
920 Cheney, D. W. Sparta
1 Hirsch, Hugo, box 609 "
2 Newton, Geo. M. "
3 Moss, Geo. V. W. Superior
4 McArthur, H. J., 526 J ave "
5 Holgren, Chas. Washburn
6 Bergman, E. "
7 Perkins, Jas. J. Whitefish Bay

Over 112,000, GERMANY, 1.

Unattached.

928 Fleck, A., Einbeck, bel Hannover, Germany

New League Clubs.

698 Cocoucico Cycling Club, Phoenix, Ari.
699 Monongahela Cycle Club, Pa.
700 Monte Vista Wheel Club, Colo.

HIS REASON.

The reason I married her, said White,
Was simply this, she sat
Directly in front of me one night
At the play and removed her hat.

The act was significant to me,
And the thought possessed my mind,
That the woman who did such a thing must be,
Unselfish and good and kind. — *Ex*

The difference 'twixt a lady and a railroad 's very plain,
For the latter does n't mind it when you step upon its train.

THOUSANDS of persons hold inane conversations, who would better hold their tongues.

Whoever now a statute heaves,
At theatre hats, himself deceives;
For, while he frowns, the wily Eves
Laugh at him in their mammoth sleeves. — *Ex.*

IN GLASS HOUSES.

Maude to the theatre goes
And sits behind a hat
Which has enormous bows—
And Maude denounces that.

Meantime with rage complete
And gutturals low and flat,
The man behind Maude's seat
In cussing Maude's big hat.
—*Chicago Record.*

A maxim, on handbills, more business might draw,
And thus you 'd cut ice with a circular saw.

The preacher offered as his text,
"He giveth his beloved sleep."
His hearers proved it though they vexed
The speaker with their slumbers deep.

"Go 'round the world?" But few can do it;
The most of us, we just go through it.

World's Indoor Record broken by Jay Eaton on World Racer...

At the Chicago Meet, May 15th. Mr. Eaton also won six firsts.

IT IS, OH, SO EASY, WHEN YOU RIDE

World Cycles

Stenstrum also won the Hour Race, and two or three Amateur Events.

Champion John S. Johnson rides the World.

H. B. SHATTUCK & SON, BOSTON,

Sell them in New England.

ARNOLD, SCHWINN & CO., CHICAGO, ILL.

Make them, Agents.

Remington ... Bicycles



Are not built in a hastily equipped factory by untried artisans.

The Remington Armories were established in 1816, and for over three-fourths of a century their products have represented the highest type of mechanical perfection.

The new, practical and exclusive improvements introduced in our '98 models are masterpieces of experienced mechanics who possess the genius to originate.

Agencies arranged in unoccupied territory. Catalogue free.

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Factories, Ilion, N. Y. New York City.

BRANCHES:

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Brooklyn, 533 Fulton Street.
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QUERIES AND ANSWERS

No. 77,840:—See the New York Road Book.

G. M. W., Kansas: Some day you may visit a town where there is a theatre; then you will understand it.

"A MEMBER," New York:—It is easy for a paper having one-tenth of the L. A. W. BULLETIN circulation, to print and mail it in one day. The last of our edition is mailed Saturday P. M. Why a New York subscriber should not receive it in the first mail Monday, we cannot tell, unless it is that the mail carrier sits down and reads it, in which case we can only commend the carrier for his appreciation of a "good thing."

C. M. J., Rockford, Minn:—The weight of a rider should be distributed on both wheels of a bicycle about equally, in order to get the best results. As wheels are built, however, from sixty to seventy per cent. of the weight is on the rear wheel, except in the case of the racing man, whose weight is often more than half carried by the front wheel. By all means, sit up straight and let the weight come where it will.

E. E. M., New York: If you will send address we would be glad to write you.

J. E. H., New York: No, the theatre hat number was not of great consequence, but it was so much more interesting than the story which we had formerly been obliged to return to you that we still feel that we were fully justified in publishing the one and returning the other.

"No. 90——" Brooklyn: Your letter was very poorly written, but we were able to decipher enough to show that you were out of temper when you wrote it. You are freely forgiven so far as we are concerned, though the post-office department might not be so generous. You might do well to remember those wise words of Plutarch, "Lamentation is the only musician that always, like a screech owl, alights and sits on the roof of an angry man:" also remember that a man who deserves the name will not expect much consideration for a letter to which his personal cowardice prevents the signing of his name.

Is your bicycle a joy to you? If not, it is your fault, very likely.

Be neither profligate nor mean,
For they are counted wiser
Whose course is laid half way between
The spendthrift and the miser.

... 1896 ...
HARTFORD BICYCLES

REDUCTION IN PRICE

Patterns Nos. 1 and 2, from $80 to $65
Patterns Nos. 3 and 4, from $60 to $50
Patterns Nos. 5 and 6, from $50 to $45

This is the best value for the money offered in medium-grade machines.

COLUMBIAS

The Standard of the World

Acknowledge no competitors, and the price is fixed absolutely for the **Season of 1896** at **$100**

If you can't buy a Columbia, then buy a Hartford.

All Columbia and Hartford Bicycles are ready for immediate delivery.

POPE MFG. CO.

General Office and Factories - - - HARTFORD, CONN.

THE L·A·W·BULLETIN AND GOOD ROADS

Vol. XXIII. Boston, June 12, 1896. No. 24.

B. P. L. JUN 15 1896 A.M.



Shakespeare Answered.

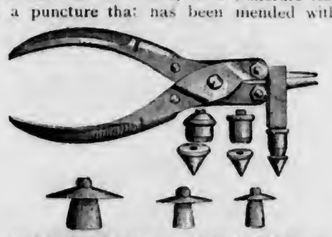
"What's in a name?" There is n't much
But what the facts explode:
For instance, some call mud-holes such
As shown above, a "road."

Subscription, $1.00 per Year. **Special Club Rate, to League Members Only, 25 cts.** **Price, 5 cents.**

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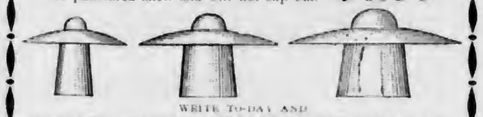
A Punctureless Tire
is a vision of the future, but a Puncture less is a puncture that has been mended with



...THE **SIMPLEX** BICYCLE TIRE REPAIR TOOL

Price, mailed anywhere, **$1.75**

Cuts a round hole that will not enlarge, and uses a tapering solid rubber plug that cannot be punctured anew and will not slip out.



WRITE TO-DAY AND
SEND FIVE 2-CENT STAMPS FOR ASSORTED SAMPLES.
MANUFACTURED ONLY BY
BICYCLE APPLIANCE CO.
1004 Walnut Street,
Illustrated Booklet Free Philadelphia.

A Cycle of Perfection is the

Manufactured by a Long-Established House, 1840

Lovell... Diamond Bicycle..

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.
BOSTON, MASS.

Makers of
Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles

Ask Your Shoe Dealer
for
"Ball-Bearing"
Bicycle Shoe
No. 972

Made from "Prince of India" leather—tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.
C. H. FARGO & CO. (Makers)
CHICAGO

CORRESPONDENCE

WEAR THE ROYAL PURPLE.

EDITOR L. A. W. BULLETIN:

Why not urge all L. A. W. members to wear the L. A. W. colors, royal purple, on their machines, and thus let non-members know the strength of the organization. The buttons are not prominent enough, and this season when every other man you meet has a political or bicycle button in his coat, it is hard to tell the difference.

H. G. BRADBURY, No. 102,372.

WHAT HE GETS.

EDITOR L. A. W. BULLETIN:

When we ask a friend to join the L. A. W., the ordinary answer is, "What do you get for your dollar?" Since last Decoration Day I have a very inducing answer, to wit: A friend and myself arrived on Decoration Day on our wheels at Port Jervis, and went to the hotel designated by the L. A. W. tour book. We had supper, a room for the night and breakfast. On leaving we were presented with a bill for $2.00 each, but upon showing our League tickets, the clerk changed the bill from $2.00 to $1.15 each. Do you see what we get for our dollar, without speaking of the other things?

NEW YORK, June 2, 1896. No. 81,308.

SHOULD INCLUDE STEAMSHIPS.

EDITOR L. A. W. BULLETIN:

I don't suppose the Armstrong, and similar bills of other States, compelling railroads to carry one wheel, if offered, for each passenger free, includes the steamship lines also; but I write to see if you can tell me through the BULLETIN why they do not or why such laws are not proposed. I've paid 65 cents extra for wheel between this city and Providence, R. I. E. T. CARRINGTON, No. 75,729.

NEW YORK CITY.

A SPECIAL TAX.

EDITOR L. A. W. BULLETIN:

The BULLETIN has propositions for a special tax on bicycles to pay for bicycle paths. Now some of your members would like to know if horse owners are made to pay a special tax to pay for the paths that have been built for their benefit. If they do not, why should bicycle riders pay a special tax? It seems a case of prejudice, to be cured by wheelmen voting in such a manner that their influence may be felt. The ordinary road, if kept in proper order, is good enough for wheelmen.

L. A. W. 50,737.

WHO'S HUGHES?

Whew!!!

HE'S ALL RIGHT.

FIRST CRACK OUT OF THE BOX.—Hughes at Denver, on May 21st, paced only by one quad team,

BROKE 5 WORLD'S RECORDS

1.	⅗ mile, paced, amateur	. . .	1.14 1-5
2.	¾ " " "	. . .	1.22 4-5
3.	1 " " "	. . .	1.50 2-5
4.	2 " " "	. . .	3.57 2-5

MOUNTED ON A RAMBLER RACER

FITTED WITH G. & J. TIRES.

It's in the running of 'em, not in the paint, that Ramblers lead.

LATER!

And on May 26th (5) 1 mile, unpaced, amateur, 2.04 1-5.

ALSO ON RAMBLERS.

At Santa Rosa, Cal. — 2 firsts, 1 second, 1 third.

At Memphis, Tenn. — 2 firsts, 4 seconds, 4 thirds and 2 fourths.

At Greeley, Colo. — Road Race. First state record.

STILL LATER!!

On Decoration Day:

The Great Denver Road Race.
The Great Indianapolis Road Race,

BOTH WON ON RAMBLERS.

Also, 4th time prize at Denver.

Gormully & Jeffery Mfg. Co.

Foreign Branch, Coventry, England.

Riding Academies:
85 Madison Street, Chicago.
174 Columbus Avenue, Boston.
1325 14th Street, N. W., Washington, D. C
939-945 8th Avenue, New York.
330 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

ROADS VERSUS PATHS.

EDITOR L. A. W. BULLETIN:

I have vivid recollections of more than one experience with "hogs" who happened to be driving horses at the time; however, their discourtesy was not due to the fact that they were horsemen, but it was simply "the nature of the beast."

In reality the word horseman includes a very large class; in fact, directly or indirectly, it is the great American public, for we are all more or less dependent upon horses to transport the necessities of life.

Possibly many are in the habit of carrying such little trifles as a barrel of flour or a ton of coal on their wheels, but down here in Jersey we are horsemen enough to let that animal cart such things for us.

The reason why owners and drivers of horses are not more in favor of better highways is mostly due to ignorance.

Wheelmen realize the condition of the roads because they are doing the work themselves, and not only see but feel its advantages and disadvantages.

A horseman must notice the condition of the road, but he don't feel how hard the horse pulls.

What is needed now is a campaign of education.

One mile of good stone turnpike in a community will do more to advance the cause of *Good Roads* than a dozen miles of cycle path, so *don't* let's build selfish cycle paths, which at best can be of use to but part of the traveling public.

The Truth in Acrostic

◆◆◆◆◆

La Jalla, Cal., May 15, 1896.

New York Standard Watch Co.
11 John Street, New York:

Gentlemen:

The new "Standard" Cyclometer, sent in exchange for my injured one, reached me this morning. The points of your unequalled Cyclometer may be summed up as follows:

S atisfactory
T rusty
A ccurate
N oticeable
D ecorative
A rtistic
R eliable
D esirable

Yours very truly,

R. C. VROOM.

Secure a Policy of the

New England Burglary Insurance Company...

OF BOSTON, MASS.

Guaranteeing you indemnity for loss of your

BICYCLE BY THEFT

The Company has a cash capital of $200,000, fully paid in, and is the only stock insurance company in the United States doing this line of business, recognized and licensed by the Insurance Departments of the various States.

Your bicycle, if lost, will be returned, replaced or money paid therefor.

Premium, $2.00 Per Annum

AGENTS AT ALL IMPORTANT POINTS.

I expect some day to "join the innumerable caravan that moves to the pale realms of shade," and when I do take to the shades, unless the motor-hearse has arrived upon the scene, I shall then be willing to plead guilty to the charge of being a horseman of the deepest die, but for the present I am satisfied to be an advocate of "Good Roads," and can get along without any dye.

Walter Stillmam.

Closter, N. J.

"What is so rare as a day in June?" We give it up.



HERE'S YOUR "WHY?"

The wheelman dearly loves the horse,
And seeks to make the road
A hard and smooth and level course,
Where he may draw his load.

"What makes the wheelman love him so?"
We answer in reply,
Just ride a wheel, and then you 'll know
The very reason why

I KISSED HER BROW.

NIXON WATERMAN.

I kissed her brow: her winsome face,
A picture of divinest grace,
Upturned to mine. Her wondrous eyes.
Like lamps of love from Paradise,
Shone through their lashes' filmy lace.

O happy time! O happy place!
I held her in my fond embrace,
And, while I heard her tender sighs,
I kissed her brow.

From brow to lip — a tiny space,
But O, 't is easy to debase
A rosy mouth that, otherwise,
My heart would, O so dearly, prize;
She 'd eaten onions — woeful case!
I kissed her brow.

W. C. Ackley, a member of the New York Division, warns riders not to try the new bicycle path (?) to Patchogue, L. I. He says citizens of Port Jefferson and Patchogue who told them the path was all right on Memorial Day had no regard for the truth, as the path consists of ploughed ground and sand dunes. It took five hours' hard work to go sixteen miles. He advises all riders not to listen to the "fairy tales" of the natives, but to stay away from the path.

"The prudent man looketh well to his going," but the foolish man has to walk back home and push his wheel.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

One Year $1.00
" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.
Associate Editor, . . . NIXON WATERMAN.

JUNE 12, 1896.

Total number printed this week, . . . 55,000
Sent to paid Subscribers,. 52,566
Samples to Advertisers, Exchanges, etc., 2,434

THE "BOGEY-MAN."

A great deal of trouble is borrowed in the United States every year, but only a small part of it ever gets ripe enough to pick.

From the bassinet to the sepulchre mankind is forever crying before it is hurt; and it is more or less that way with women.

The fierce, blood-thirsty "whifflewaffle" that hides in the dark haymow never really devours the farmer's boy when he goes up there in the dusk of the evening to throw some clover to the horses, but it scares the boy till his eyes stand out like door-knobs, and his legs are sort of trembling like.

Pinned right down to the facts, that boy knows there is nothing in the mow to hurt him, just as well as he knows where all the melon patches, for miles around, are located; but, somehow, when he goes up there in the gloaming, he begins to think how lonely his folks would be should anything awful happen to him, and he takes every precaution to keep them from being distressed.

Boys who are so brave they would just as soon sleep on the front side of the bed should be closely watched as they grow up. They are abnormal.

Captain Kidd was that sort of a kid. He died very wealthy, but with an unusually high temperature, which some say remains so to the present time. We do not assert this as a fact, however.

It looks almost ridiculous to one who has been born and brought up among cows to see a swell young lady from the city, with a prepared complexion and drugged hair, shake her skirts at the gentle kine she meets in the road, and exclaim well nigh at the top of her voice, "Lie down, sir!"

There seems to be a universal understanding and agreement among people who can't tell a bovine from a milk weed that the bite of a cow is fatal. No one will ever be able to disprove this assertion until a cow bites somebody; but a diligent inspection of over seventeen million of death certificates failed to find a single one where the cause of the taking off was attributed to a cow's bite.

All of this goes to prove that people can see danger where it isn't just as readily as where it is. It also behooves us to do all we can to prevent people from apprehending danger. To try to keep people from thinking they are suffering or are going to suffer from any cause, would be a Christian kindness. In fact, it would be Christian science. Enough of it applied with a little cold cream of reason might prove efficacious in allaying the distress occasioned by the imaginary burn of a prospective fire that, according to some writers, will be burning even after the Boston subway, and the Grant monument at New York, are finished.

And the thought should be borne home to every rider of a bicycle who goes about scaring women and children, and old and infirm persons, who are so thoughtless as to sometimes try to cross a street without burrowing through under the pavement, or waiting for the invention of a practical flying machine.

As a matter of fact, there are but few persons run over and killed on the crossings by bicyclists. But the number who are momentarily sure they are going to be is legion.

In the name of the League of American Wheelmen, ride around others as you would have others ride around you. Don't see how close you can come to them; see how far from them you can go. Try to keep them from even apprehending danger.

Don't be a "Bogey-man."

SALUTE THE FLAG.

Members of the L. A. W. are, as a rule, patriotic citizens — men and women who love the country which shelters them. This feeling of patriotism finds expression in the universal respect that is shown the "red, white and blue."

The mere mention of the old "star-spangled banner," sends the blood in a quick ebb and flow to the very finger tips. It is suggested that League members (whose head gear admits of it) should uncover their heads on passing the American flag. We second the motion. Those in favor will please "doff the cap."

George Washington knew how to make
A name to brag about;
And with his axe it did n't take
Him long to hatchet out.



STRAIGHT GOODS

To give the buyer exactly what you agree to give him — exactly what he has a right to expect from the way you present your case — and to give it to him at **one price** is **"straight goods,"** honest dealing. The maker who has a flexible price (bargains away his goods) is discriminating against one buyer in favor of another. That maker either has **no confidence in his goods,** his profits are too high, or he has n't got the courage to sell an honest article for an honest profit. More likely his goods are **not** such as would **inspire** confidence, and **he knows it.** This kind of a maker is not honest with himself, and a man who is not honest with himself might now and then "slip a cog" in his dealings with other men. **New Clippers** are honest bicycles, sold at **one price,** an **honest price,** by people who have confidence in them. No cut rates on Clippers; every one treated alike.

MADE BY THE

CLIPPER PEOPLE,

Grand Rapids, Mich.



AMERICA "TRUSS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

ONE OF THOSE TOWNS.

Reynoldsburg, O., if reports received are to be credited, is trying to write its name well toward the top of the list of fool towns. Of course such a town has mud holes in its streets, and when a visiting wheelman, in turning out for them, touches on an infrequented and weed-grown sidewalk, the excited inhabitants pounce upon him with sticks and stones, as well as with the law and its steep fines. It is like thrusting a pole into a hornet's nest.

The chief consul of the Ohio Division, L. A. W., will pay his respects to this mad, moss-back burg, and then it may afford better roads and better treatment to deserving wheelmen.

Reynoldsburg stands as a type of mean towns. Communities have their predominant traits just as individuals have. There are places whose people are looking for trouble. Their every morning prayer is, "Send us this day some mean, narrow, spiteful incidents that we may distress somebody."

They begin quarrelling at the breakfast table. They put vinegar, instead of cream, in their coffee. They try to eat something that will disagree with them. They want to feel mean. They love to scowl and sneer and scold. It's a great joy to arrest a visiting wheelman, who, not knowing the character of the town, innocently rides into it. A wheelman who would knowingly ride through such a town, should be put in jail for life.

Ever since Adam was a boy there have been little brindle dogs to chase after everything that goes by at a faster pace than the sleepy surroundings are accustomed to.

And there are little brindle men and little brindle towns that love to bark at the heels of every innovation that comes along at a smarter pace than they are familiar with.

Just now it is the bicycle they are chasing after. They want to bite it with a fine or a tax or something. They wish to find something evil in it. They are yearning for evil things. A new joy and blessing to the race would fill them with regret.

They 'll know better sometime. Even clams are subject to the law of evolution.

THE NATIONAL MEET.

The Louisville *Evening Post* has issued a neat little pamphlet giving interesting facts about Louisville parks, and how to reach them, State laws, city ordinances, etc., also pointing out a number of the principal country roads, and giving a map of Jefferson County. It contains also an application blank to be used in joining the L. A. W. It is called a "Cyclers Guide," and will be sent for a stamp by addressing the *Evening Post*, Louisville, Ky.

Now that the green apple season is here, the small boy will find his double.

THE deepest road is the longest.



Sterling Cycle Works

274-276-278 WABASH AVE.

... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Gales,
302 Broadway, New York.

HE WANTS TO HELP HIS WIFE.

A correspondent asks how he can assist his wife on heavy grades and yet ride separate machines.

We are also asked as to the advisability of coupling two bicycles so as to make a "sociable."

Two safeties may be connected side by side, and such an arrangement has the advantage, to a beginner, of eliminating the task of balancing. However, the propelling power required to drive the coupled machines is much more than if they were used separately. This is due to the fact that although the frames are coupled, the pedals are not and cannot be, and hence, the riders do not apply their force in unison.

One rider may assist another by means of an elastic cord; the process is called by sailors "towing." An ordinary non-elastic cord or line may be used, but a strong strip of rubber which will "give" a few inches, or even a few feet, is much better. The amount of strength necessary is about the same as found in a strong pair of suspenders doubled, and in the absence of anything more convenient, a husband cannot better show his devotion than by taking off his suspenders and using them for this purpose. The complete tow line should not be less than ten feet long.

Sweat, sweat, sweat,
But what is there now it can hurt,
As we sing with delight, from morning till night,
The song of the negligent shirt?

THE L. A. W. EMBLEM.

Should the League emblem be used by any one for any purpose other than the legitimate business of the League? is a question often asked. There are a number of articles in the market known as the "L. A. W." this or that, and in some instances the emblem is used on the goods or packages. We are not aware that any official permission has ever been given for such use of our winged wheel, but we do not hesitate to say that we believe it to be a good thing for the organization, when considered from an advertising standpoint.

Whether a person who is not an L. A. W. member should wear an L. A. W. badge, is another matter, though even that might be in the line of increased publicity with no resulting harm. League badges are in the market in a thousand forms, and may be purchased by anybody. Morally, however, a non-League member cannot properly wear one.

No League privileges should ever be given except on presentation of the current ticket.

THE best revolver to kill time with is a merry-go-round.

THIS nation was so hard up during the war that whenever it bought guns it had them charged.

THE man who steps on a banana peel generally tumbles to the fact.



NO MORE LEAKS

"Anti-Leak" is put inside of any tire by any rider through the valve-tube. It coats the inside of the tire and instantly closes all punctures made thereafter. Does not injure tire or impair resiliency, and when your tire is punctured **you never know it.** "Anti-Leak" sent prepaid for $2.00 per can, holding enough for two tires.

Send for Circulars.
Hustling Riders Wanted as Agents.

MIDLAND "ANTI-LEAK" CO.
MIDLAND, MICH.

Mention L. A. W. Bulletin.

THE WAY TO VOTE.

The Good Roads Club, of Atlanta, Ga., has instructed its secretary to write to all the candidates for the position of county commissioners, asking that they forward the club a written statement of their views in regard to roads.

And why not? What are commissioners for? The position is not a particularly ornate one and hence it should be of some practical use to the public.

A good system of highways throughout a county would be of more real benefit than anything else commissioners could propose.

Voters have a right to know a man's ideas concerning this important question before putting him into an office he is not calculated to properly fill.

Don't buy a pig in a poke. Don't vote for anyone who isn't willing to do all he can, within reason, to lift his community out of the mud.

Ballots make good ballast when properly utilized.

BICYCLE RACK FOR BAGGAGE CARS.

Gen. Supt. Collins, of the Wisconsin Central lines, has recently devised an arrangement for carrying bicycles in baggage cars which consists of a series of stalls in which machines are placed, and over the top of these stalls is a platform for the storage of trunks.

It is interesting to know that the principal railroads are beginning to study the question of bicycle storage and we believe, that when this question is properly understood the bicycle will cease to be the objection to baggage men that it is at present.

It will be remembered that the Wisconsin Central road is the one which recently broke away from the combine and decided to carry bicycles as baggage.

CYCLE SHOWS FOR '97.

The Cycle Board of Trade has referred the matter of shows for next winter to its executive committee with a recommendation that no show be held before February.

It seems to be generally agreed by manufacturers that the cycle show helps the local trade in the town where it is held, but that on the whole it is a disadvantage and costs a lot of money which, of course, the retail buyer must pay eventually.

YOU PUSH THE BUTTON

(IF YOU CAN).

A New Haven man has devised a "board walk," something like Mr. Bradley's board walk at Asbury Park, except that he has a straight row of electric buttons over which the cyclist may ride his wheel, the trick being to press as many as possible of the buttons. The result of the effort is shown on an indicator. The idea would seem to be an interesting one, and it will add one more to the numerous "traps to catch a dime," which are "ready set and baited all the time" at the average sea-side place.



Waverley BICYCLES.

The Pioneer High Grade at a Fair Price

Less than four years ago the first Waverley Bicycles were offered to the world at one-third less than other high-grade wheels. This was followed by yearly reductions in price of every other prominent make. Quite significant, is it not? It is a question of only a short time when there will not be a high-grade wheel sold above the price of the Waverley, for no bicycle at a higher price can successfully compete with it, because it is impossible to build better. Every part is made from the finest material, and every device is practical. Nothing has been overlooked necessary to entitle the Waverley to the distinction of highest of all high grades. Catalogue free at any of our 4,000 agencies, or from us.

INDIANA BICYCLE CO.

Eastern Wholesale Branch,
339 BROADWAY, NEW YORK.

General Office and Works, **Indianapolis, Ind.**

RULES OF THE ROAD.

Nearly all rules are subject to exceptions. Our attention is called to the fact that there is often more room to pass on what is considered the wrong side. Of course there are many cases in which the rules, if followed, might lead to trouble.

It is a good thing to be legally right, but it is a better thing to be alive. In all cases where there is a possible doubt as to which is safest, "meet to the right and pass to the left," but if to do right looks dangerous, and there is lots of room on the other side and no question about it, the rule may be violated. Such violation, however, is apt to leave the responsibility entirely on the violator in case of an accident.

L. A. W. CANADIAN TOURISTS.

The following circular issued by the Canadian government will interest our members who may want to cross the Canadian border.

No. 822 B. **MEMORANDUM.**

CUSTOMS DEPARTMENT,
Ottawa, Can., April 16, 1896.

Collector of Customs,

Port of.....

RE TOURISTS' BICYCLES BROUGHT INTO CANADA BY MEMBERS OF THE LEAGUE OF AMERICAN WHEELMEN.

Tourists, *bona fide* members of the League of American Wheelmen, who come into Canada with their bicycles (not new), may be entitled to delivery thereof without making the deposit referred to in Memo. No. 812 B., if they will produce and leave with the Collector or other Officer of Customs at the place and time of entrance, the certificate or ticket of membership for the present year, in said League, and shall fill up and sign, in triplicate, a Collector's Permission (Form C. 6) on the face of which shall be written a full description of the bicycle, stating the makers' name; the name or style, and number of the bicycle, and whether it is a man's, woman's, or boy's; the retail value of the bicycle, the full name and address of tourist, with the number of the certificate or ticket of membership; the date within which, and the Port where the bicycle will be re-exported.

One copy of the Collector's Permission shall be given to the tourist, so that in case the bicycle is exported at a Port other than the Port of Entry, such copy shall be delivered up to the Collector or other Officer of Customs at the Port of Exit, who shall endorse thereon a certificate that such bicycle has been delivered to him to be re-manifested out of Canada, or that the same has been actually exported therefrom, and then forward said Permission and certificate to the Collector of Customs at the Port where the same was issued.

In case said bicycle is exported within the specified time and the evidence thereof is furnished in manner aforesaid, to the Collector of Customs at the Port of entrance, he shall transmit to the tourist's address, by mail, the certificate or ticket of membership, so lodged with him; but in case such bicycle is not exported within the specified time or the evidence of such exportation is not furnished to the Collector of Customs at the Port of entrance within fifteen days thereafter, the Collector shall forward, without delay, to this department, one copy of the Collector's Permission (Form C. 6), together with the certificate or ticket of membership of the tourist, lodged with him.

F. E. KILVERT,
Acting Commissioner of Customs.

This concession which is made only to members of the L. A. W., was obtained through the kind offices of the Canadian Wheelmen's Association, acting on assurances which I gave, that the League of American Wheelmen would be responsible for the proper conduct of its members. In other words, should a member of the L. A. W. fail to keep his agreement with the Canadian customs authorities, this organization would be held for the amount of the unpaid duty. My confidence in the integrity of our members warranted the assurance given. Fearing, however, that unworthy persons might join the League for the sake of evading the payment of duties, and that we might thus be called upon finan-



Hartford Single Tube Tires

THE ORIGINAL SINGLE TUBES,

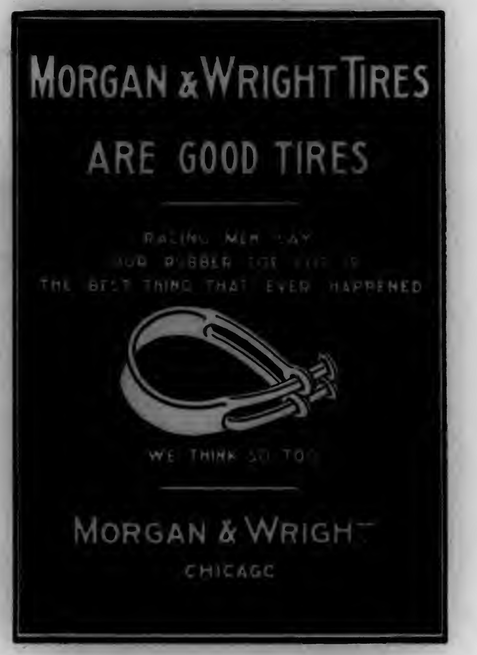
are made of proper rubber, proper fabric, properly put together — proper tires in every way — make bicycling pleasure absolute.

Hartford tires are furnished with most bicycles of highest grade; can be had on any .. .. ..

The Hartford Rubber Works Co.

HARTFORD, CONN.

New York. Philadelphia. Chicago.



cially, I made a condition that the L. A. W. may terminate its responsibility at any time, after giving proper notice.

To all members who have occasion to go into Canada, and hence are especially benefited, I would say, please do all in your power to prevent the misuse of this unusual privilege, which has been given to members of the League of American Wheelmen.

STERLING ELLIOTT.
President L. A. W

AH, THERE! "MR. LANGDON."

A gentleman of the above name (we refer to him as a gentleman to show that there is "no frost") wrote to a New York daily some very unkind things about the L. A. W. BULLETIN. In our issue of May 29th (page 780), we paid our respects to him and referred to him as "Mr." without giving his initials. This was out of respect for his family, just as Bob Ingersoll refers to the mistakes of "Mr. Moses." We have received letters from several New Yorkers by the name of Langdon, who are innocent of any offence and they think we should have given the initials.

As we are unable to find the clipping which contained the evidence of Mr. Langdon's indigestion, we cannot uncover him. Will some kind-hearted reader please forward the full name and address of the gentleman above referred to, so that we may do the handsome thing by him and at the same time relieve others of the same name from the cloud that now hangs over them.

A Form of Notice which we Hope May Become Contagious.

The L. A. W. members of Harrisburg, Pa., will meet at Wm. M. Hargest's office, Room 3, second floor Trust Building, Tuesday, June 9th at eight P. M., to organize a Harrisburg L. A. W. Asso. Highway improvement, excessive street sprinkling, etc., will be discussed.

You are invited to attend. "In union there is strength."

HARRY W. STONE,
F. P. SNODGRASS,
WM. HARGEST,
A. C. STAMM,
ANSON P. DARE.
Committee

June 4, 1896.

ROAD SIGNALS.

"Why not have a system of signals similar to those used by steamboats," writes a L. A. W. BULLETIN reader.

We see no objection to it, but as we are already past our twenty-sixth birthday, we do not hope to see such signals universally used and understood by all road users alike. However, the result would be worth the effort.

SOMETIMES it takes quite a while for a young man's lip to show up its down.

THE knave may escape punishment; the fool never can.

Room 56, Equitable Building,
BOSTON, May 22, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,791 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The Boston Woven Hose and Rubber Co.
The New York Belting and Packing Co., Ltd.
The Revere Rubber Co.
The New York Tire Co.
The Diamond Rubber Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Hartford Cycle Co.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Peoria Rubber and Mfg. Co.
The Indiana Rubber and Insulated Wire Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.



(Shows pelvis as it rests on the Christy saddle.)



(Shows pelvis as it rests on the ordinary saddle.)

CHRISTY... ANATOMICAL SADDLE

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.

Palmer... Tires

Are more easily mended than other tires, and the repairs are permanent

In the event of puncture, a plug is inserted, without letting the air out of the tube. In a double-tube tire the inner tube must first be removed from the outer casing—an undertaking impossible for anyone but an expert. But a child can repair a PALMER TIRE. Palmer Tires are expensive, but they are the most durable

"Wheel and Tire," containing all official American bicycle records, will be mailed to any address for one two-cent stamp.

The Palmer Pneumatic Tire Co.

CHICAGO.

SNOW SHOES

are worn to prevent the traveler from sinking into the soft surface of the snow.

If teamsters could prevent the sinking of their wagons by wide tires, and thus haul double the load in all cases, they would at once adopt the broad tread. The trouble is, however, that most roads will hold up the narrow tire for a time; and as the road doesn't belong to the drivers, the evil is perpetuated until the wheelmen come along and institute legislation.

A MARVEL OF ART.

The Jenkins Cycle Co., Chicago, makers of the "Napoleon" bicycle, have issued a mammoth souvenir book regarding their wheel and a few kindred interests, incidentally, but principally devoted to a history of the career of "Napoleon from Corsica to St. Helena, with an introduction and descriptions by John L. Stoddard, and three hundred and thirty reproductions of famous paintings." Those lovers of things beautiful can become possessors of one of these souvenirs—two dollars covers all the expense.

THE roads have been "worked" long enough. They should now be improved.

A SHOVELFUL of gravel in time saves nine.

A DREAM AT THE DESK.

NIXON WATERMAN.

It seems to me I 'd like to go
Where bells don't ring nor whistles blow,
Nor clocks don't strike nor gongs don't sound,
But where there 's stillness all around.

Not real *still* stillness; just the trees'
Low whisperings or the croon of bees;
The drowsy tinklings of the rill,
Or twilight song of whip-poor-will.

'T would be a joy could I behold
The dappled fields of green and gold,
Or in the cool, sweet clover lie
And watch the cloud-ships drifting by.

I 'd like to find some quaint old boat,
And fold its oars, and with it float
Along the lazy, limped stream
Where water-lilies drowse and dream.

Sometimes it seems to me I *must*
Just quit the city's din and dust,
For fields of green and skies of blue;
And, say! how does it seem to you?

TO LOUISVILLE.

It is now almost definitely understood that railroads will carry wheelmen to and from the National L. A. W. Meet at Louisville, for one fare for the round trip, and that wheels will be carried as baggage by all roads on this occasion, at least.

THE bicycle is the pace-maker for road reform.

THE ALLWOOD

Simple in Construction.

Neat, Strong and Durable connecting parts.
Aluminum Nickel Alloy.
Bearings and fittings same as a Hundred Dollar Wheel.

Price per Frame, $16.00.



Build Your Own Wheel

A COMPLETE HIGH GRADE WHEEL, $50.

Agents Wanted Everywhere.

Also Headquarters for Wood Handle Bars, Rims, Mud and Chain Guards.

We can quote Special Low Prices. Correspondence solicited.

Send for Catalogue.

Allwood Cycle Co.

Canarsie Grove,

LONG ISLAND, N. Y.

DECORATION DAY CONTESTS

led to many victories for riders who used on their wheels the

HODGMAN SINGLE TUBE TIRE.

In the vicinity of New York it secured

SEVEN FIRSTS,
FIVE SECONDS,
THREE THIRDS.

Also, in the CHICAGO 25 MILE ROAD RACE, B. F. Faulhaber won Second Time Prize. Out of the 25 men first in at this race, 5 were riding on the Hodgman Single Tube Tire.

"It's made of Rubber."

Free booklet on request. Send ten cents for Hodgman Rubber Tire Button.

Hodgman Rubber Co.,
459--461 B'way, New York,
Atwood Building, Chicago, Ill.
135 Essex Street, Boston, Mass.

THE NATIONAL MEET FOR 1896.

The place is Louisville, Ky. The date, August 10 to 15, inclusive. All questions sent to '96 Meet Club, room 46 Board of Trade Building, will receive prompt attention.

G. E. JOHNSON, Chairman Press Com.

THE wheelmen of Philadelphia are exerting their influence to bring about the exercise of more care and uniformity in the sprinkling of streets. Excessive watering is an evil many cities and towns are afflicted with. Proper organization and work along intelligent lines will overcome it.

A genius who is born without
His powers in control,
Is like a vine that spreads about,
But will not climb a pole.

GOOD roads come through education.

THE prominent place cycling has attained is made very apparent by the twelve-page section of last Sunday's Chicago *Times-Herald*, wholly devoted to wheel interests.

IT ISN'T the road's fault it is so bad. It wishes to reform, but no one will assist it.

THE BOYS KNOW WHY.

WHY do the boys all leave the farm,
To dwell in cities where
They miss the everlasting charm
Of purest country air?
Why do they throw away the bliss
Of perfect health and hie
Themselves to prisons where they miss
The open fields and sky?

Well, may be it's because the boys
Are not web-footed, so
A liquid road shuts out the joys
They really yearn to know.



A boy don't care to sit at home,
Nor does he care to swell
A crowd like this just coming from
A Baptist sociable.



In making the claim that we build

CRACKAJACK II on a GOLD BASIS

we know that we do not offend the susceptibilities of the most enthusiastic silverite. We all have a weakness to possess the greatest value at the closest price. You get it when you buy

Union Crackajack II

Its quality ignores cost. Can be purchased for $100, in silver or gold.

UNION CYCLE MFG. CO.
HIGHLANDVILLE, MASS.

A POINTER ON TIRES...



THE DEAN NO-PUNCTURE TIRE (Single-Tube).

Resilient, Fast, Light, Absolutely Puncture-Proof.

No Repair Kit.
No Walking Home.
No Special Rim Required.

SEND FOR OUR DESCRIPTIVE BOOKLET.

DEAN TIRE CO.
25 Warren Street, New York.

ONE OF MANY.

D. R. MARSHALL.

There is a little town up in New Hampshire, whose mountains, green valleys, forests, lakes and streams are all that the eye could wish. It is a place to gladden the heart of tired man. It is a gem among gems.

Its roads — How about its roads? Fortunately they are naturally rather hard, and consequently the main thoroughfares are rideable, but when they are "worked," the repairs are made by throwing on soft earth, and the soft stretches are enough to make the wheelman sit up nights and "cuss." At the foot of the hills the sand has washed down and made beds where the farmer's horse stops and groans in spirit, and the wheelman, who rides down at a good speed, lies down and vainly tries to express his feelings.

On the cross roads, where are the most charming shady nooks, and glimpses of magnificent scenery, there are long stretches where the wheel tracks are worn deep and narrow with high grass between which are impassable for bicycles.

This town is rather liberal, as country towns go, in its appropriations for roads; and if repairs were made differently; if only materials were used, at slightly greater cost, which would pack hard; if the ridges on the cross roads were cut down by the road machine, it would soon be a wheelman's paradise, and the summer girl and her best young man and her sisters, her cousins, her aunts, her parents and grandparents, would quickly find out that here is the place they have long yearned for, and they would fill up the farm houses and the hotel and village cottages until they could hold no more.

This town has already been discovered. Its fame is not world-wide, but its lovers are widely scattered. In summer they add materially to the incomes of its residents and make joyous the streets of the village. Fifty per cent. of them will ride wheels this year. Will they continue to come where they cannot enjoy their favorite pastime?

Will this little town learn the lesson in season, or will it wait until some other town with not half its natural attractions, but with better roads, wins away the summer visitors it now has? No. 88,022.

24 Park Place, New York.

IF YOU are enjoying the rights and privileges that have been obtained by the L. A. W., and yet cannot afford the small amount needed to make you a member, please write to this office.

CHIEF of police, Hayden, of Rochester, found a suspicious-looking man trying to sell a wheel he said he had ridden from another city. The chief took the man to a large hall and there found he could not ride a wheel at all, and then the thief 'fessed up.

SOME GOOD THINGS
PUSH 'EM ALONG

The "Eezy Seat"

A saddle built for comfort. Sent postpaid on on receipt of price, $3.00. If not satisfactory, may be returned.

The "Sav-yur Pacemaker"

Invaluable in training or racing. Rings a bell to indicate speed. Good in the dark or on a dusty road. Price, $1.50. Postpaid on receipt of price.

The Metzger Bike Rest

Neat, compact, light, strong. For the house or store. Don't lean your wheel against the wall. Postpaid on receipt of price, 50 cents.

VICTOR MFG. CO. DETROIT, MICH.

... THE WORLD-FAMED ...

Humber Cycles

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

"Experts go into ecstasies over this graceful, substantial, simply-constructed wheel, and even the inexperienced eye must be struck by the symmetry of its outlines and the entire absence of cumbersome trappings, for it suggests the 'thorough-bred' in every particular."—*Boston Evening Transcript.*

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ELLIOTT BURRIS, Managing Director,
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Branches in all parts of the civilized world.

NEW YORK TO WASHINGTON.

EDITOR L. A. W. BULLETIN:

Cycle tours are of interest, and the description of Mr. Townsend's tour from New York to Washington, in your issue of the 22nd, gives some good points as to change of route from that he refers to in L. A. W. Road Book. I think, however, the article is incomplete and apt to be misleading, deterring many from making the trip through to Washington, as he has overlooked that there are other routes between Philadelphia and Baltimore and between Baltimore and Washington than the most direct, which are also mentioned in the Road Book, if one would look for them.

It is another instance of the old adage, "The longest way 'round is the nearest way home." As all wheelmen who travel this part of the country know, the roads nearest the shore line between Philadelphia and Baltimore are rough or sandy, and about the worst in the State.

The route named in the Road Book through Kennett Square and Lapidum is preferred, and if a little more time can be taken, the Lancaster pike from Philadelphia to York, and thence via Hanover and pike to Baltimore, is a desirable route to take. Before reaching Baltimore, if Washington is the destination, the road from Westminster, Md., to Washington is more direct, and Baltimore can be taken in on the return.

Now as to the route from Baltimore to Washington. No one thinks of taking that Washington pike route via Columbia avenue from Baltimore, when the route via Ellicott City and Sandy Springs is very little longer, about forty-five miles only from Baltimore to Washington, and the road much better.

The much talked of boulevard between these two cities has not yet materialized, but with the completion of the Electric R. R., now being constructed by this route, will, it is thought, bring with it a nearer prospect of a good cycle road or path between the two cities.

In connection with these comments, it might be well to note that the Ericsson line boats run from Philadelphia to Baltimore, via canal from Delaware City to Chesapeake City, and can be taken from Philadelphia early in the evening or at Delaware City later. The steamers from Tolchester run twice each day from the first of June till September, carrying excursionists to and from Baltimore to this resort, so that this route can be relied on for three summer months at least. I trust Mr. Townsend will not take it amiss that I have ventured to correct the impression he gives, that the route taken by the Cycle Touring Club is the best between Philadelphia and Washington. As far as New York to Philadelphia, I have no doubt the route is most favorable, but inquiries made of local L. A. W. officers or members would have given them better roads, I think, than those described as the best afforded in Maryland.

JOHN W. TAYLOR, No. 2,924.

408 Water street, Baltimore, Md. Md. Bi. Club.

Good Roads
Good Wheels

Let the riders use every effort to obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS **2 COLORS**

The rider must be hard to please if we cannot satisfy his wants.

BUFFALO CYCLE WORKS
Buffalo, N. Y.

The Spencer Brake ✦ **Solves the Problem**

...IT...

Weighs only a few ounces.
Applies at the Crank Axle.
Operates by turning the Grip.

IT IS INVISIBLE **IT IS UNBREAKABLE**

Wonderful! Yes, but thoroughly practical and strictly mechanical—proven by a season's use. It is now recognized by experts as revolutionary, and certain of universal adoption.

SEND FOR CATALOGUE.

You can get it now without extra charge, but only by buying your wheel from us. Do not buy before investigating.

◆◆◆

THE SPENCER BRAKE CO.
140 Chambers Street, NEW YORK.

Prices quoted to cycle makers.

ROADS AND SIDE PATHS.

BY THE FIRST L. A. W. SECRETARY.

"Lo! from the tombs a doleful sound!" may be the heading which you will give this communication, from one who is proud to have been one of the founders of the L. A. W., and its first secretary, but who is probably looked upon as a "back number" now, and as too near his tomb to offer advice.

I have been a faithful reader of the League's various organs from the first, and never with more pleasure and profit than under its present management. I have often thought of writing in approval of its suggestions, but finally your editorial favoring bicycle paths in our Boston parks calls me out, showing that it is easier to oppose than to approve. (It is this that makes editorial life so pleasant! Few express their approval, but all are critics.) As a veteran wheelman of almost twenty years standing — or balancing,— I beg to remind wheelmen that special privileges are usually gained with some loss of general rights, and that absolute rights are safer to hang by than favors granted.

When we began to ride wheels (five feet high and weighing one hundred pounds, my young friends!), in 1877 and 78, the drivers of horses, feeling, as they always have, that the roads belonged to them, told us that we had no business in the road, that we belonged on the sidewalks, and it was actually an open question for a time which part of the "King's highway" we could use. Thanks to Chas. E. Pratt, Esq., the father of the League, the position was taken and maintained that the bicycle was a *vehicle*, and it was the first duty of the League,— and indeed one of its reasons for being, — to establish that it had as much right in the road as any vehicle, be it a wheel-barrow or a four-in-hand. The wheelmen of to-day little know with what labor and expense our rights to the road were established. Eminent counsel were engaged, legislative acts, city ordinances and court decisions were obtained, and circulated for the use of wheelmen whose rights were threatened, and it was by this early work of the few hundreds of cyclers of that day that the happiness of the millions who now ride the wheel was made possible.

Let your loyalty to the League to-day repay the debt you owe it for its labors then — a debt due from every person who rides a wheel. Had we taken up with any such bait then as "special bicycle paths in parks," we should have been confined to them, and the pleasures of touring, the opportunity which the wheel gives to the cramped city resident to get out into the country, and to enjoy the sweet sights and sounds and smells of nature would have been lost.

I fear, even now, that the result of obtaining special paths will be a strong feeling by drivers of horses that we do not belong *with them* on the good roads which we have done so much to create and to the extension and improvement of which we should bend all our energies, not selfishly, but for the use of everybody everywhere.



Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES

Popular with all who appreciate superiority in bicycle construction.

THE YOST MFG. CO.
New England Branch,
259 Columbus Avenue, Boston
Factory and General Offices, Yost Station, Toledo, Ohio.

Send for No. 72 Circular.



Wheeling at night, With the "Search-Light," —is a pleasure.

No Delusion. No Snare

Once lighted, stays so, until you are ready to put it out...

Used by experts who will have nothing but

THE BEST.

Price, $5.00...

BEWARE OF IMITATORS!

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows— always leads...

ASK YOUR DEALER OR SEND TO

BRIDGEPORT BRASS CO.
BRIDGEPORT, CONN.
Or, 19 Murray St., New York, 85-87 Pearl St., Boston, 17 North 7th St., Philadelphia.

I cannot but feel that this demand for paths comes largely from the few who want to "scorch" and that it will be no benefit to the many who ride for higher pleasures and who would feel as unsafe on bicycle paths as they can possibly be on crowded parkways.

The "scorchers" would make the paths a terror to all riders who ride at a legal pace and obey the laws of the road. And this brings me to the greatest danger to cycling to-day. We MUST OBEY THE LAWS OF THE ROAD or we shall lose the *right* to the road. I wish that you would print in bold faced type in every issue, "TURN TO THE RIGHT WHEN *meeting*, AND TO THE LEFT WHEN *passing* ANY PERSON OR TEAM. RIDE ON THE RIGHT-HAND SIDE OF THE ROAD." This or something like it ought to be printed on every League ticket and on its stationery and made prominent. I would like to see it made a pledge necessary to admission to the League. If the L. A. W. does not make cyclers obey the law, State law will.

If we obey the laws and stick to the road, to the *right-hand side of it*, and keep on encouraging GOOD ROADS, we shall need no special paths.

Yours for the L. A. W.,
ALBERT S. PARSANS, No. 2.

LEXINGTON, MASS., May 11, 1896.

COMMUNITIES with plenty of bad roads and plenty of tramps should arrange it somehow to have one of the evils neutralize the other.

HOW IT WORKS IN NEW JERSEY.

EDITOR L. A. W. BULLETIN:

The Penn. Central R. R. charges for bicycles; the New Jersey Central R. R. does not. These roads run parallel along the Jersey coast to Long Branch, Barnegat Bay, etc.

These tickets are interchangeable; you can take either line as you fancy. For several reasons, that is not necessary to specify, the P. C. R. R. is rather preferable to the N. J. C. R. R., but the fact that the last gives the wheelmen the privilege of carrying his wheel as baggage, has biased me in favor of going by that road, although I do not carry a wheel.

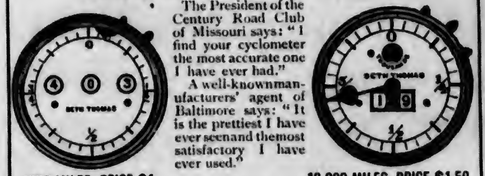
One day last week we counted eight passengers on the N. J. C. R. R, whom we knew, who were giving their preference to this road on this ground and on no other. The P. C. R. R. is generally considered the most liberal managed road of the two, but their action in the matter of wheels has induced hundreds to go by the N. J. Central road, and they give expression to their preference to the most liberal road on the Jersey coast.

The Jersey Central pursues this same policy on its other branches, — viz: The N. J. Southern by the steamboats, and on its line to Easton in Pennsylvania.

No. 84,090.

Wheelmen spin, in this hot weather,
O'er the road macadamized,
And they use most altogether
Wheels most largely advertised.
— *Exchange.*

THE ABSOLUTELY ACCURATE
Seth Thomas Cyclometers
Possessing features found in no other Cyclometer.



The President of the Century Road Club of Missouri says: "I find your cyclometer the most accurate one I have ever had."
A well-known manufacturers' agent of Baltimore says: "It is the prettiest I have ever seen and the most satisfactory I have ever used."

1000 MILES, PRICE $1 **10,000 MILES, PRICE $1.50**
Dust-Proof, Light, Strong, Accurate, Durable and Easily Read.
Registers 1,000 or 10,000 miles, and can be set at any time without the use of special tools. Will not register when motion is reversed; thus a rider can spin his wheel backward when oiling, etc., without disturbing index. The star wheel recording each revolution of wheel, is fitted to the under side of the Cyclometer, permitting close adjustment to wheel, and doing away with the objectionable side arm found in many other makes. Sold by all dealers or sent by mail upon receipt of price.
Seth Thomas Clock Co., 49 Maiden Lane, New York. 144 Wabash Ave., Chicago. 126 Sutter St., San Francisco.

YOUR LAMPS GO OUT
Because you do not use the Blue Incandescent Lamp Wick. Gives a brilliant light, **never requires trimming**, will not burn out, burns kerosene. Send five cents for sample wick, with size of burner or name of lamp. **G. W. COLE & CO., 111 Broadway, New York.**

Riders and Repairers.



THREE-QUARTER ACTUAL SIZE.
Tapering Rubber Plugs (patent applied for) are the ideal tire menders — cannot slip or be punctured anew. Send five 2-cent stamps for assorted samples. Manufactured only by
BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.
See Simplex advertisement, page 850.



The Improved Standard Rubber Cushioned Spring Saddle
Price, $4.00.
With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and and a perfect seat. Made for ladies and men, and meets all hygienic requirements.
Schlesinger & Yeomans Mfg. Co.
125-137 Rees Street, Chicago, Ill.
Mention L. A. W. Bulletin.

The Craig Automatic Pneumatic Saddles Pat. June 11, 1895.
Made with two air cushions that communicate through a **very small hole.**
The Best Saddles Made.
It is the **little hole** that does the business.



Made in four styles. No springs used.
Write for Circular A.
The Craig Cycle Saddle Co., Lawrence, Mass.

TOW-PATHS FOR BICYCLES.

Superintendent of Public Works, George W. Aldridge, who, more than a year ago, suggested the possibility of utilizing the tow-path along the line of the New York State canals for bicycle purposes, is one of the most loyal members of the New York Division, L. A. W. He still believes that the tow-path forms the best bicycle path to be found anywhere, and he believes that it can be made of practical use by wheelmen, without in any way interfering with the regular navigation.

Following up his suggestion in this matter, Superintendent Aldridge has issued orders to the superintendents of repairs along the whole line of the canals, to do what they can to place the banks in condition for wheeling purposes, without interfering in any way with their regular duties. In carrying out these orders the superintendents will be working in the interests of the regular patrons of the canals, since it means better roadways for the hauling teams. At least, that is the way Mr. Aldridge looks at the matter.

In making the extensive improvements under the $9,000,000 law, Mr. Aldridge believes that by keeping the wheeling interests in mind, the banks can be put in such shape as will make them equal to cinder paths purposely constructed for wheelmen.

This is a matter that the present experiment may have some bearing on. Heretofore wheelmen who have used the tow-path of the canals have been looked upon as trespassers. The superintendent's order to his subordinates on this point is of such a nature that the wheelmen will be looked upon as having rights. The order practically amounts to throwing open to the wheelmen six hundred and twenty-two miles of side paths.

For much of the distance these tow-paths form the only level stretch of road through that section of the State where they pass, and the country traversed by them is by far the most picturesque to be found in the State.

A GOOD ROADS PLANK.

One of the planks in the platform adopted by the Republican State Convention at Bangor, Me., June 2, is as follows: "Improved highways, a movement for which has been inaugurated by our State Board of Trade. Good Roads mean improved facilities, enlarged intercourse, increased revenue and better citizenship. We earnestly recommend such careful consideration and the passage of such laws as the importance of this matter demands."

THE better the roads the more "go" a community will have about it.

MUD is really not fit for publication, but we have to mention it occasionally.

GET out of the ruts and build roads without them.



There's a great difference between a **cheap wheel** and a **bargain**, for instance **The Orient Tandem** at $150 is a big bargain.
So is our Catalogue for 4 cents.
WALTHAM MFG. CO.
Main Office, 240 Broadway, N. Y.
Factory: Waltham, Mass.
BRANCHES: New York, Chicago, Philadelphia, Brooklyn, Boston, Denver, Detroit, Buffalo, Providence, Cincinnati, Omaha, Springfield, Mass. Waltham, Lynn, Mass. Newark, N. J. Kansas City, Mo.

The Orange Universal Supporter.
THE BEST IN THE MARKET.
Made of superior quality Canton Flannel and fastened to waist by adjustable binding, thus combining all sizes in one. The ease of putting them on or taking off, the rapidity of adjustment or loosening temporarily, are advantages found in no other supporter. All of America's prominent Foot Ball Players, Athletes, Cyclists and Oarsmen wear it.



PRICE, 50 Cts. Sent upon receipt of price.
AGENTS SHOULD SEND FOR SPECIAL PRICES.
The H. A. & W. C. KEITH CO., Providence, R. I. Brockton, Mass.

An Aluminum Souvenir Watch Fob



Mailed for 26 cents. The phenomenal and unprecedented success of **Indiana Chain** is certainly due to merit. Write for prices.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Kindly mention L. A. W. Bulletin. **M. & M. W. Co., Chicago.**

Get the NEW Improved
GLOBE VAPOR LAMP.



$3.00
The greatest advance in lamp construction in the history of cycling. The cleanest, brightest and most satisfactory Lamp yet produced. A light that has to be *put* out for it will not go out in actual use.
NOTE THE NEW FEATURES: New style prop. Everlasting spring. Hinged lens. Three new styles of attachments; for head, fork or lamp bracket.
Be sure to ask for the NEW Improved Globe Vapor Lamp—for sale by all dealers.
Controlled by HIBBARD, SPENCER, BARTLETT & CO. Chicago

RECOLLECTIONS OF A VETERAN.

BY THE LATE HENRY BENTLEY.*

Concluding Paper.

Coming down a mountainous road, some ten years since, there suddenly appeared coming toward me a poor old horse and wagon, with a sickly-looking boy of ten or twelve years, who was driving, but, who, on seeing me gliding toward him, set up a loud outcry. As the road was a lonely one and lined with melancholy hemlocks, I saw the poor little fellow was frightened, so I jumped off and, laying my wheel down, strode forward, and with gentle and assuring tones soon dried his tears.

"Mister," said the poor lad, "I'm very nervous, for I've had the fever and I ain't very strong, and seeing you on that big wheel I was afraid you might hurt me. Won't you please let me hurry home, 'cause I know mother 'll be looking out of the window for me?"

Poor child, thought I, and, putting into his hand a dime, told him to hurry along to mother. How often in past years have I thought of that pale face and attenuated form who was so alarmed at my appearance among the rocks and stones of the Fishkill mountains, and I trust he and his mother have both sought some place less infested with spotted adders and desolate surroundings.

The hills of northern and western Massachusetts were always pleasant to me, even in those days long before Good Roads preached its forcible sermons, or the average intelligent farmer had more than a dim idea of the badness of an average country road. How soon was all this to be changed by gentle, quiet, but resistless enthusiasm of the wheelman! What a change one who rode along those roads twelve or fifteen years since may see if he rides over them now, and yet how much greater the change will seem in as many years more! Because the sons of the farmer, and often the head of the family, himself, has his wheel; the daughter, who perhaps teaches some "district school" a mile or several of them distant, can, in the morning mount her wheel, and go to her daily duties and return home at the close of the day's labor, and thus possibly save the price of her board which she would otherwise have to pay out to others.

Improved roads is the order of the day all over the country, and while we old riders have long since observed a great and general improvement in them wherever we go, it will soon be the case that the grandfather, the father, and the son will all have their wheels, and probably the grandmother, the mother and the daughter, also. The mother and the daughter are already in line, and I hope the grandmother may "get there," too.

Horseback riding has always been considered as

* Mr. Bentley, whose death occurred at his home in Philadelphia last year, was one of the first prominent, substantial citizens to take up bicycle riding. He was one of Philadelphia's best-known and most highly respected merchants. The several articles regarding his experiences on the bicycle, when wheel-riding was a new thing, were prepared for the editor of the L. A. W. BULLETIN a short time before Mr. Bentley's death, and were found recently among his papers.





Good for a Century

Owing to the nourishing properties of

Evans' Ale...

the whole body is stimulated to healthful action, and the dormant powers become active and robust.

C. H. EVANS & SONS,

Brewers of the finest Ale and Stout for more than 100 years.

HUDSON, N. Y.

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & CO.

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price list of uniforms.

one of the most salutary forms of exercise, and in the far past a learned physician recommended the outside of a horse as being good for the inside of a man. As for myself, up to about the period of my taking hold of the wheel, I never thought that the back of a horse could be improved on as a means for a gentle tonic and pleasurable exercise; but after a brief interval the horse was tabooed, and ever has been since, by myself, as well as countless others, except before the family carriage or for necessary business purposes.

For health we must have both reasonable exercise and pure air. In what other manner can one so well get this combination as on one of the many kinds of safeties, and in quality beyond criticism? When I look back forty-five years, and see myself walking from five to ten miles across the country, in order to attend some little evening jollification peculiar to those days, because all the horses had to work every day and they could not be used, I wonder how we stood it. True, it may be said, that if the bicycle had then been brought out, save for three or four months of the year, the highways were in such shape that it would have been, generally speaking, useless on them, such was their horrible condition.

Even a careless observer can see what our highways are likely to be in ten or fifteen years from this time, judging by the influence the wheelmen have already exercised over even the dumbest country "road master," within five years past. This functionary, perhaps, has a son or two who have chosen to invest in a wheel instead of a horse and buggy, and so have some of their friends and neighbors, and as they grind their devious ways over and in the ruts, mud holes, gullied hillsides, and among the loose cobbles of country byways, they universally declare that this kind of road making "has got to stop!" And so it comes about that now every time a new "road master" or overseer of highways is to be selected, the "boys" see to it that he is a man who will use his best efforts to really improve the roadways; and while even the most disinterested rider may never give thought of the farmer, as he rolls by on his silent steed, nevertheless the quiet and resistless influence of the wheel is gradually and surely increasing the value of most farm land by causing a great improvement in roads, as well as promoting intercourse between families, especially the younger members of them, thereby affording a healthy and pleasurable excitement which will go very far towards making thousands of young men, and women also, more content with that lonely country life which has sent so many to our cities to their final disadvantage.

The pleasant little country inns and country cross-road stores will again welcome the bicycler, who must have calling-places, as he rides away in search of strange scenes and novelties. He must be a dull man, indeed, who, living at all remote from



...FOR PUNCTURED BICYCLES TIRES...

The Hatch Patent Patch



A STEEL SPRING WITH A RUBBER PATCH.

Price, 25 cents. Special rates to dealers.

HATCH BICYCLE PATCH CO.

If your dealers don't have them, send to us.

135 SUMMER STREET, BOSTON.

"WHITMAN"



Best wheel that can be produced from the finest materials, scientifically and skilfully used. Embodiment of every essential feature known in bicycle construction.

CATALOGUES ON APPLICATION.

HAND MADE.
Easiest Running
Most Durable
Best Appearance

WHITMAN SADDLE COMPANY,

118 Chambers Street - - - - - New York.



LOOK before you leap. The bicycle built of the best material obtainable **anywhere** at **any** price, on correct lines by skilled labor, which won 5 accepted road records in 1895, is the

TRANSIT Price, $100 ∴ Special, $110

Catalogue on application.

ALBERT & J. M. ANDERSON, Makers,

Salesroom, 44 Columbus Ave. Factory, South Boston.

active scenes cannot see how greatly to his profit and advantage, in every way, is a first-class road, and that every dollar he spends upon it judiciously will add that much or more, to the value of his acres or country home, be it ever so small or humble.

THE Maine Division L. A. W. officials have just issued a circular in which they shout for good roads. "We want good roads," is printed in every little nook and corner of this appeal to intelligent men for intelligent action in the matter of building and repairing highways. The circular also is an invitation to secure members for the League and also to renew membership and to stir up interest in this very commendable object of the League all over the country. It emphatically says: "Good roads is the League's prime object."

Ladies, only, have "changeable silk" for their dress
And thereby our feelings are hurt,
What man wants the most to relieve his distress
Is a cheap style of changeable shirt.

DON'T ride your wheel when it limps. Keep it in repair.

ALL the working joints of a bicycle work better when they have n't too much play.

THE self-repairing road is going out of style.

SACRED TO THE MEMORY
OF
A LADY

Under this cold, white stone, at rest,
Is the dust of a Lady who
Was one of the most beloved and best
This sad world ever knew.

She was n't rich nor she was n't grand
Nor she was n't fair of face;
But never a woman in all the land
Had such a comely grace.

And the people loved her, everywhere,
And cried when she went away,
For she was a Lady, and wouldn't wear
A big hat at the play.

And if you 'd have us, when you die,
Your memory adore,
Don't never wear your hat so high;
Not any, none, no more.

"Gendron"
Bicycles
Truest Bearings
Most Rigid Frame

Much Hard Pedaling...

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

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Gendron..

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Gendron Wheel Co.
TOLEDO, OHIO.

...THE RIGID RIALTO

"THE WHEEL WITH THE STRONGEST FRAME BUILT"

CONTINENTAL CYCLE CO.

15th St. and Western Ave., Chicago.

McCune Cycles.....

NONE BETTER

Send for Catalogue.

EVERETT CYCLE CO.

Everett, Mass.

Agents Wanted.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896



1/2 SIZE
MODEL B.

Model A registers 1,000 miles and repeats, weight, 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight, 2¼ oz. Price, $1.50.

Model C registers 10,000 miles and repeats, weight, 1¼ oz. Price, $1.75.

TRENTON WATCH COMPANY,

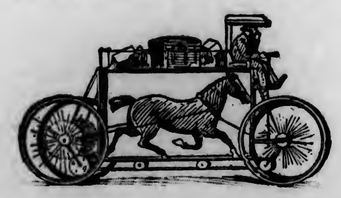
TRENTON, N. J.

A HIPPOCYCLE.

A correspondent of an English paper believes that in the hippocycle a great advance has been made toward a machine that will be to the horse what the bicycle is to man. The machine is equipped with four 40-inch rubber tired wheels, the two rear wheels being drivers, the forward wheels steerers. The machine is so designed that the horse will propel himself and the vehicle, and there will be two riders, who will do the steering and governing.

The method of transmitting the power from the horse is by a revolving endless platform built upon two chains supported by rollers, the construction being identical with that of the horse-power treadmills and with that in small flourmills and wood sawing yards.

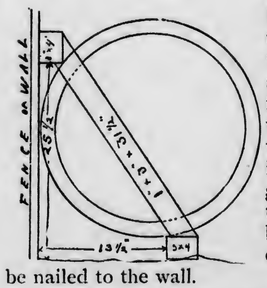
In the hippocycle the horse will be as much at rest when going down hill as if he were at home in



his stall. Over good roads a speed of fifteen to twenty miles is said to have been made by the hippocycle.

A SIMPLE CYCLE STAND.

Richard W. Jones, of Brooklyn, who is a member of Potter's loyal twelve thousand, sends us the accompanying drawing of a simple device for stabling the unstable safety. It hardly needs any explanation. As will be seen by the sketch, it holds the bicycle against "backing out" of its stall and also holds front wheel straight with the machine. We would suggest that 2 x 4 inches would do for the ground timber, while the upper one might be still smaller, or the diagonal braces might be nailed to the wall.



THE trustees of Geneva, N. Y., have appointed twenty-five L. A. W. members as special officers, whose mission it will be to put a stop to bicycle scorching. This city claims the credit of being the first to inaugurate the plan of appointing L. A. W. policemen.

GEO. REDDICK, Highland Park, Ill., wishes best route from Indianapolis to the Mammoth Cave.

DON'T let your wheel rust out. Ride it out.

ACME METAL POLISH
FOR GOLD SILVER COPPER BRASS TIN NICKEL ZINC
LUSTRE STABILITY

Clean and Polish Your Wheel

With the Only Perfect Polish.

It contains neither acid or alkali. Will not injure finest metals. It will polish any metal that will take a finish. Put up in Paste and Liquid form.

If you cannot get it from your dealers, send 10 cents for 2 ounce box paste.

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ODORLESS AND CLEAR AS CRYSTAL.

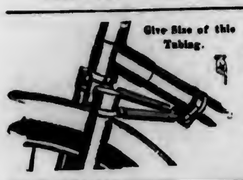
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Prevents rust, cannot gum, burns brilliantly, does not jar out.

25 cents per 8 ounce bottle.

Ask your druggist for it, or write to

McKesson & Robbins, 91 Fulton St., New York.



THE AUTOMATIC BICYCLE BALANCE.

Greatest invention yet. Balances wheel perfectly. Prevents accidents and increases pleasure of riding. Corners and circles can be turned with steadiness and safety. The rider does the pumping; the balance does the rest. Ask your dealer for it. Weighs only 2 ounces. Entirely nickel-plated. Adjustable to any bicycle. **Price $1.00**

Mailed on receipt of price, or C. O. D.

BICYCLE CHAIN LIGHTNING CO.,
Spalding Bdg., W. 42d St., New York.



SCARF OR STICK PIN.
Sterling Silver Bicycle.
Send 15 Cents in Stamps.
Cat. of Jewelry FREE.
McRae & Keeler. Attleboro, Mass.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.

PRIZE MEDALS
CLUB PINS, ETC.
SEND FOR DESIGNS
JOHN HARRIOTT, 3 WINTER ST. BOSTON, MASS.

LOEW 10,000 MILE CYCLOMETER,
With Independent Trip Dial.
Price, 50 cents each.
CAPITOL MFG. CO., Chicago, Ill.

SCORCHER GRIP



The only bag **For Touring.**

Stock size, $2.50.
Made to fit your frame, $3.00.
Lightest and Strongest.

DET. CLEAT CO., 302 Washington St., Boston.

A BICYCLE GLEE SONG.

GLORY ANNA.

I have seen the dazzling beauty of the swiftly flying wheel;
I have seen its air filled tires and its bars of brightest steel;
And I know just how its rider, as he flys along, does feel,—
As he goes riding on.

CHORUS:—Glory! glory! hallelujah! *(repeat twice)* As they go riding on.

I know that they are happy, happy, happy all the day;
I know they feel like singing "Yankee Doodle" all the way;
I know they are rejoicing that they did not stay away,—
As they go riding on.

CHORUS.

So come, my brothers, sisters, all, and let us have some fun;
Come far out in the country bright for just a little "run";
We surely shall reach home before the setting of the sun,—
As we go riding on.

CHORUS.

IF YOU are writing just for the purpose of practicing penmanship, you need not sign your communication, but it will receive no further consideration from us.

Don't mind if the baby *does* cry in the night,
Sleep on though the rafters should ring,
And remember that God, in his infinite might,
Keeps watch over each creeping thing.

IN SOME communities a rut is permitted to remain in a road for a whole season, when a few minutes' work would fix it. It should be somebody's work to look after these things.

LAST YEAR 37 towns in Connecticut began the work of macadamizing their roads, and this year it is estimated that more than 80 towns will be engaged upon such improvements. The towns begin in a small way, the average length of road reconstructed last year in each town being from half to three-quarters of a mile. The State, the county and the town each pay one-third of the cost of the work, and the State's appropriation is $75,000, while three State commissioners supervise the work. The proof of the popular satisfaction with the system is the increase this year in the number of towns adopting it.

A Matter of Form.

JOHN BECK.

The girl that scorns the bloomerite,—
The rule holds good, I reason it,—
If viewed while basking on the beach,
Would be the belle of the season (nit).

A GOOD country pike should not be wet enough for pickerel.

ALL work and no play makes a dull working-joint.

MONTGOMERY COUNTY, PA., has made free roads of three toll turnpikes within a year as a cost of nearly $25,000.

ROADS of a high grade of excellence have no high grades in them.



"LOVERS' LANE."

NIXON WATERMAN.

OUR "Lovers' Lane" is fairer far
Than all the garish highways are.
For in its shade is naught to mar
Shy Cupid's principality;
And when, upon our tandem, she
And I are there, it seems to me
Superfluous would heaven be
But for its immortality.

The mystic whisper of the breeze,
From all the clover-scented leas,
Where busy, honey-laden bees
Their winter sweets are gathering;
Tells of the cradles in the sky,
The nests amid the branches high,
That happy birds with joyous cry
Are very softly feathering.

Oh, "Lovers' Lane," oh skies of June,
Oh, blissful heart with heart in tune,
And splintered light of sun or moon
Amid the branches shimmering!
If, when the winter days are near
And fields are sad and skies are drear,
She will not then my story hear,
My dreams will all go glimmering

THIS is the month of roses and other pretty bloomers.

A STREET sprinkler is no doubt a good thing when it is 'nt a pour thing.

THE lover who with his sweetheart rides a tandem has something nice to look forward to.

A SADDLE that does n't fit is n't fit to ride.

IS A knickerbocker girl to be praised for her gentlemanly appearance on the wheel?

IF YOUR saddle is n't easy, sad 'll be your journey.

ROAD MAPS.

There can be no question that the most desirable map is the one which furnishes in the plainest manner the information required by the tourist without giving a lot of unnecessary lines and information which tend to confuse.

When the tourist wishes to travel from one point to another, the easiest map for him to understand and the one which for the time he will value most highly is the map which shows the road he should go and that only, hence such books as those issued by New York State, entitled "Fifty Miles Around New York," Buffalo or other places, are very eagerly sought for by riders. The value of such maps is coming to be appreciated by advertisers who are issuing these single route maps in connection with an advertisement calling attention to their business.

One of the latest comes to us from Lincoln Holland, local consul at Worcester, Mass., and gives the route from Boston to Worcester and intermediate points.

Maps of this kind should be made to show all cross roads, giving the names, and in many instances it is practical to say what towns they lead to.

Given a complete road map, it is a very easy matter to lay over it a piece of tracing paper or cloth and trace so much of it as is needed for a given route. From such tracing, by the photo engraving process, a plate is easily and cheaply made.

It's Full of Hats.

There 's a saying we hear, that is faulty we fear,
And we ought to permit it to drop;
For it 's false when we say while attending the play,
"There is plenty of room at the top."



WIDE TIRES.

S. M. HARRIS.

It seems to be generally understood that something must be done to improve our country roads. But the question now is, What shall we do?

I live about six miles from Rochester, N. Y., and am constantly driving between my home and the city, and so I am not only very much interested in the question of road improvement, but have also had abundant opportunity to observe the effects of weather and traffic on our present gravel and earth roads, and I have recently been very much impressed with the great improvement effected in the condition of the roads simply by the use of wide tires on loaded wagons.

The city of Rochester has adopted an ordinance compelling the use of tires four inches wide on all wagons designed to carry one ton or more. It therefore often happens that some of the wagons with wide tires that are used in the city come out a few miles into the country. The consequence is a marked improvement in the roads near the city, which, on account of the heavy traffic on them, have always been in much worse condition than those further out in the country. These wagons with



wide tires, instead of cutting into the road, leaving ruts and holes to catch and hold the water until it soaks in and softens the whole roadbed, actually improve the road by rolling it down hard and leaving it smooth, so that any water that falls on it soon runs off, and does no injury. If such is the effect of a few wagons with wide tires, what would be the result if all wagons carrying heavy loads were constructed in the same way? I am fully convinced that nothing that can be done would work so much improvement to our roads with so little expense as the use of wide tires. Where once tried, I think the wayfaring man, though he be a member of our State Legislature, could not help but see the great advantage to be derived from their use.

The idea of State aid in making road improvement is very popular among farmers, who seem to think that they will get good roads in this way without any trouble or expense to themselves. But even if expensive roadbeds were constructed they would soon be ruined unless the use of narrow tires was prohibited.

It seems to me, therefore, that the first thing that should be done is to enact State or county laws compelling the use of tires at least four inches wide on all wagons designed to carry a ton or more that is used on our public highways. After this is done we can go ahead and make all the improvements we can afford to, with the assurance that the work we do will not be rendered useless within a few years.

Objection is often made to the use of wide tires that they will not run in the ruts, and therefore make the wagon run hard. But if all wagons had wide tires there would not be any ruts. A wagon built with tires wide enough to keep the wheels from cutting into the road will obviously draw more easily than one that ploughs through the mud instead of running over it.

In England this use of wide tires has been general for a great many years, and to this fact is largely due the magnificent condition of the roads there. Why are we so slow to adopt this easy and cheap method of improving our roads?

Let us "get out of the rut," and hereafter roll over smooth roads on wide tires.

THE assessors have done the right thing in taxing the bicycles, and it meets the approval of nearly every wheelman. The board found in their rounds that there are between 600 and 700 bicycles in town which is a much smaller number than was supposed by many. A uniform tax rate has been decided upon and every wheel will be taxed for $50. As the rate is $17 on $1000 this year, it will not cost the wheelmen over 85 cents per "head." The bicyclists will feel much more independent now that they are to be taxed and the town will be more in duty bound to look out for their interests in the shape of good roads, etc. — *Westfield* (Mass.) *Times.*

WHEN it began to be apparent that the bicycle was to come into general use as a form of recreation, there were those who predicted that it would seriously injure other forms of outdoor sports. This has been proved to be a mistake. In fact just the contrary is the case and, instead of abating, it has stimulated the interest in baseball, cricket, golf and other field sports, as it has provided a pleasant and sociable way of reaching the place of contest. — *Exchange.*

League of American Wheelmen

.. Official Department ...

Boston, June 5, 1896.

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WASHINGTON. Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, Percy L. Sinclair, Tacoma.

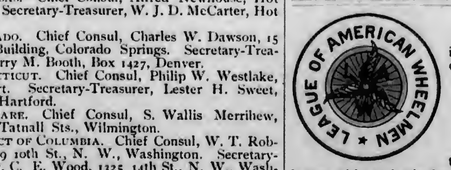
WEST VIRGINIA. Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling.

WISCONSIN. Chief Counsul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL. Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

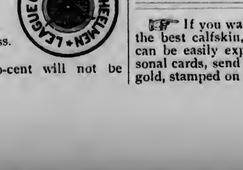
OFFICIAL CAP PIN.



Size of cut. Enameled front in colors. Mailed to any address for thirty-five cents.

OFFICIAL LAPEL BUTTON.

Mailed to any address for twenty-five cents. The same button with catch pin for ladies' use. This button sent free to members in States where the League has no organization.



Send orders for the above to

ABBOT BASSETT.
12 Pearl St., Boston Mass.

Postage stamps above the two-cent will not be received.

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... **Date of Expiration.....**

Name.....

Street and No. or P. O. Box.....

City..... **State.....**

City and Division in which my home is and to which I should be attached.....

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... **State.....**

Cycle Club..... **Write references on margin below.**

☞ If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2480 may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and moderate in price. It is of celluloid, steel bound, and it exhibits both sides of the ticket without exposing it to wear. It will be sold for ten cents.

RACING BOARD.

Suspension placed on R. B. Greenhalgh, What Cheer, Ia., has been reduced to expire December 1, 1896.

Permission will be extended to any national circuit meet to exceed the prize-value limit in professional races, on due notice to the racing board that they propose to give such excess value in their prizes.

Transferred to Professional Class.

R. M. Fonda, Luanna, Ia., and J. P. Zeaman, Prairie Du Chien, Wis., under clause (a). Also suspended from all track racing for sixty days, for competing in unsanctioned races

B. G. Goble, Pittsburg, vote of racing board.
Mike Shanahan, Ft. Worth, Tex., clause (a).
Charles Hill, Fresno, Cal., own request.
James A. Bailey, Jr., Lincoln, Neb., own request.
O. W. McIlride, Lincoln, Neb., own request.
B. H. Stowers, Attalla, Ala., own request.
R. C. Maypole, Chicago, Ill., clause (g)
George Mierstein, Sioux City, Ia., own request.
Al. C. Meyer, Jacksonville, Fla., own request.
Perley Burritt, Jacksonville, Fla., own request.
E. E. Mockett, Lincoln, Neb., own request.

Suspended.

For competing in unsanctioned races, the following are suspended from all track racing for sixty days from May 25:

L. Haefner, Girard, Ia.
H. Paulson, Clermont, Ia.
Joe A. Rammange, Milwaukee, Wis.

Samuel Scaling, St Louis, Mo., suspended from all track racing for one year, for competing in unsanctioned Sunday races, after warning.

L. V. Williams and Bud Stephenson, St. Louis, Mo., are placed upon the permanent suspension list, for competing in unsanctioned Sunday races after warning.

Suspended, pending investigation as to amateur status: Ed. Selby, Roy Price, E. M. Culpepper and Joe Brookshire, Meridan, Miss.

Sanctions Granted.

July 4 — Nashville Athletic Club, Nashville, Tenn.
July 4 — Haywood County Amusement Club, Brownsville, Tenn.
Sept. 7 — Piqua Cycle Club, Piqua, O.
June 18 and 19 — Merchants' Race Meet, Paducah, Ky.
June 16 — Westminster College A. A., New Wilmington, Pa.
July 4 — V. M. C. A., Bradford, Pa.
July 4 — Riverton Athletic Association, Riverton, N. J.
July 4 — Bradford County Racing Association, Towanda, Pa.
June 15 — Lewis B. Carter, State College, Pa.
June 20 — John C. Biggerstaff, Deer Park, Pa.

NEW JERSEY.

As our increase in members entitle us to three additional representatives, I have appointed the following gentlemen: M. B. Rudderow, Merchantsville; Walter Savage, Morristown; P. A. Brock, Jersey City.

ROBERT GENTLE, Chief Consul.
ELIZABETH, N. J., June 5, 1896.

NEW JERSEY DIVISION.

The annual meeting of the New Jersey Division will be held at the Central Parlors, Broad street, Newark, N. J., July 14, at 7 P. M. The semi-annual meeting of the Division Board of Officers will be held at 5 P. M., on same day and at same place.

JAMES C. TATTERSALL, Sec.-Treas.

STOP THIEF—$25.00 REWARD.

On Sunday, May 31, a party giving his name as George P. Monroe of 187 Clinton place, Brooklyn, N. Y., rented of the Zimmerman Cycle Co., No. 1146 Bedford avenue, Brooklyn, N. Y., one 1894 Liberty, No. 9744, weight about 32 pounds, and has failed since to put in any appearance.

Twenty-five dollars reward will be paid by the NEW YORK STATE DIVISION for information leading to the detection and conviction of the thief.

STOP THIEF—$25.00 REWARD.

The above reward will be paid by the NEW YORK STATE DIVISION for information leading to the detection and conviction of the thief.

Bicycle stolen from in front of 482 W. Boulevard, New York City, on May 27, 1896, at about 3 P. M. It was a New Warren wheel, No. 4653, black enamel, '96 model, light-wood rims, gear 70, Garford saddle, drop bars, 24-inch frame, Empire hose-pipe tires, front forks slightly bent. Property of F. B. WIDMAYER, 482 W. Boulevard, City.

TO OHIO MEMBERS.

Be ye not deceived. Township trustees when requested in a casual, friendly way to enforce the guide board law, as amended April 27, 1896, promise to do so, and when your back is turned give you the laugh. If you want guide boards in your township, send at once to W. C. Munro, Chairman Rights and Privileges Committee, 2143 Grand street, Cincinnati, for blank petitions, now being furnished by this divison. Fill them out and file them according to the printed instructions, and watch the results "He who laughs last, laughs best.

PARKER G. REED,
Chief Consul, Ohio Div.

ILLINOIS DIVISION.

Certificate of election of Frank H. Holmes, as representative to the Division Board of Officers from the Kankakee Ramblers, League Club No. 681, has been filed in this office.

GEORGE D. LOCKE, Sec.-Treas.
JERSEYVILLE, ILL., June 5, 1896.

WASHINGTON.

August Von Boecklin has been appointed local consul at Tacoma, vice P. L. Sinclair, resigned.

E. G. DORR, Chief Consul.
TACOMA, WASH., June 2, 1896.

MASSACHUSETTS REPRESENTATIVE.

Warren Bi. Club, F. L. Atwood.

A. D. PECK, Sec.-Treas.

LOCAL CONSULS OF MASSACHUSETTS.

Abington,	Geo. E. Fairbanks, 109 Brockton ave
Acton,	Frank W. Holt, box 123, So. Acton
Adams,	F. W. Roberts, box 1062
Allston,	Loring L. Wilder, 24 Aldie st
Amesbury,	Dr. H. Cooper, 16 Market st
Andover,	H. F. Chase
Arlington,	Q. W. Whittimore, 277 Mass. ave
Athol.	Fred. R. Richardson, box 977
Attleboro,	F. W. Weaver
Ashmont,	Geo. C. Kinnear, Peabody sq
Auburndale,	Chas. A. Drake, lock box 18
Ayer,	H. A. Stone, 25 Main st
Allston,—G. W. Loring;	Chas. E. Fay, 42 Hopedale st
Amesbury,	Geo. T. Thompson, 49 Main st
Beachmont,	Wm. Morris, 119 Crescent ave
Bedford,	Chas. H. Kelley
Beverly,	J. Elmer Wood 71 Rantoul st
Boston,—A. D. Peck, 727 Tremont st.; Geo. W. Tarbell, 7 Union Park; Bertram D. Perkins, 84 Mass. ave.; Chas. W. Pike, 48 Westminster st.; Jerome C. Smith, 252 Mass. ave.; J. A. R. Underwood, 110 Huntington ave.	
Boylston,	A. E. Kingsley, Jr.
Bridgewater,	Albert Cushman, lock box 25
Brighton,	Chas. W. Pierce, Nantasket ave
Brockton.	G. Edgar Russell, 23 Huntington st
Brookfield,	Henry E. Cottle, box 54
Brookline,	W. E. Ward. box 42
Cambridge,—Albert F. Amee, 5 Harvard sq.; Abraham R. Duryee, 354 Broadway	
Campello,	G. P. Spofford, 1103 Montello st
Canton,	T. Owen, box 93
Charlestown,	Frank T. Fritz, 60 School st
Chelmsford,	Henry P. Woodworth
Chelsea,	Chas. E. Bassett, 53 Broadway
Chicopee Falls,	Frank C. Flint, 203 Main st
Clinton,	C. F. Martin, 220 High st
Cohasset,	Edwin F. Souther
Concord,	W. R. Rand
Concord Junction,	Chas. Noll, box 214
Cottage City,	W. A. Dutcher, box 356
Dedham,	Wm. C. Weller, box 274
Dorchester,—Robert W. Elton, 68 Adams st.; Frank J. Karle, Washington and Norfolk sts.	
East Boston,	Geo. V. White
East Bridgewater,	Frank L. Erskine, lock box 29
East Dedham,	Wm. Dellmuth, Bussey st
Egypt,	C. M. Litchfield
Everett,	F. L. Parkhurst, 450 Broadway
Fairhaven,	H. D. Waldron, box 442
Fall River,	Frank M. Burgess
Falmouth,	C. F. Godfrey
Fitchburg,—W. D. Preston; Main st.	Thos. F. Kennedy, 81
Franklin,	Jos. T. Hutchinson, Jr., box 323
Freetown,	Jos. S. Strobridge, box 96
Forest Hills,	Dr. Wm. A. Oxnard
Gardner,	J. Myron Moore, lock box 53
Georgetown,	Frank M. Edmonds, box 747
Gloucester,	Frank H. Shute
Haverhill,	Geo. M. Richardson, 45 Merrimac st
Hingham,	Jesse W. Shaw, lock box 333
Holden,	A. S. Timme, box 88
Holyoke,—J. Howard Whitmore, Y. M. C. A. Bldg.	
Hudson,	Wm. E. Holyoke, box 117
Hyannis,	A. G. Guyer, lock box 5
Hyde Park,	F. F. Slocomb
Jamaica Plain.	Chas. A. Underwood, 656 Centre st
Lawrence,	Thos. S. Webb, 337 Essex st
Lee,	H. E. Heebner, 27 Main st
Leicester,	F. W. Trask
Leominster,	J. T. Furns
Lexington,	John T. Fiske, box 50
Lynn,	N. C. Bassett, General Electric Co.
Malden,	Irving N. Chase, 140 Mt. Vernon st
Mansfield,	F. P. Trussell, box 644
Marlboro,	Harrie P. Wood, 7 Hazelton block
Mashpee,	J. A. Peters, box 32
Mattapan,	Chas. E. Buck
Mattapoisett,	J. L. Hammond'
Medford,	Fred. A. Tucker, 2 Newcomb st
Melrose,	Chas. K. Raynsford, 139 Emerson st
Melrose,	H. C. Howes
Merrimac,	Henry H. Story, box 525
Middleboro,	W. C. Butman, 45 Centre st
Milford,	N. Y. Higgins, 30 Franklin st
Monson,	Chas. A. Bradway, box B
Nantasket Beach,—	Henry G. Andrews, Andrews Bicycle Inn
Nantucket'	John R. Bacon
New Bedford,	Dr. A. F. Wyman
New Bedford,	Ralph T. Callowhill
Newburyport,	L. W. Piper
Newton,	Edw. P. Burnham, 25 Park st
Newton,	Newton Stanley
North Adams,	Clarence H. Hubbard, 5 Church pl
North Attleboro,	Fred. I. Gorton, box 551
North Brookfield,	C. E. Brown, box 365
North Easton,	Henry A. Kennedy
North Somerville,	Geo. A. Marshall, 75 Trull st
Norton,	Walter H. Talbot, lock box 4
Norwood,	Alfred T. Harriott, box A
Oak Grove, Malden,	G. J. McArthur, 11 Horace st
Orange,	Stephen E. French, box 96
Peabody,	Ernest J. Porter, box 103
Pepperell,	H. W. Hutchinson
Pittsfield,	F. M. Miller, 71 Bartlett ave
Plymouth,	Geo. E. Rounds
Quincy,	John Odom, 12 Elm pl
Quincy Point,	F. W. Taylor, 12 Elm pl., Quincy
Randolph,	Alfred E. Nash
Revere,	F. Louis Loeffler
Rock Bottom,	Albert H. Gleason
Rockland,	Geo. S. Clapp, box 512
Roslindale,	R. E. Dimock
Roxbury,	A. R. Keltie, Gay Head st
Roxbury,	H. B. Emery, 3 Fremont pl
Salem,	Frank G. Rich, 224 Essex st
Salem,	A. W. Towne
Sandwich,	Eugene C. Bourne
Shelburne Falls,	J. F. Temple, box 539
Shirley Village,	F. A. Lawton, lock box 15
Somerville,	W. E. Brigham, Citizen Bldg.
South Berlin,	John F. Walter
South Boston,	R. Victor Hall
South Braintree,	Fred Lord
South Egremont,	C. G. Dalzell
South Framingham,	Chas. F. Whyte, Columbia st
South Medford,	W. A. Davis, 22 Edward st
South Westminster,	J. A. Baker, box 35
Spencer,	W. J. Hefferman
Springfield,	Frank H. McKee
Springfield,	Monroe W. Coburn, 480 Main st
Springfield,	Harold S. Cooke, 88 Marble st
Sterling,	Edward P. Bartlett
Stockbridge,	Stephen D. Field
Stoneham,	Harry H. Newhall, 880 Maple st
Stoughton,	Jas. Lehan, box 330
Taunton,	G. Arthur Babbitt, box 244
Templeton,	Chas. H. Lane, box 165
Tewksbury,	T. J. Carley
Topsfield,	E. O. Peabody
Turner's Falls,	C. N. B. Fournier, lock box 86
Uxbridge,	Geo. E. Talbot
Wakefield,	C. F. Gilman, 92 R. R. st
Walpole,	Thos. D. Plimpton
Waltham,	H. W. Robinson
Wareham,	Bert W. Reynolds, box 6
Warren,	John M. Campbell, box 204
Westboro,	Chas. S. Henry, South st
West Boylston,	W. Thurber Butler
Westfield,	Gilbert J. Loomis, 35 Main st
Westfield,	P. L. Montgomery
West Medford,	Geo. S. Decker, box 98
West Roxbury,—Irving sts.	W. Slack, Centre and Bellevue
West Stockbridge,	J. S. Morse, box 85
Whitinsville,	Geo. W. Russell, Pleasant st
Whitman,	Luther C. Hall, box 503
Williamstown,	R. H. Noyes, box 396
Winchendon,	Chas. A. Merrill, 56 Front st
Winchester,	Henry T. Brown, Hillcrest
Winthrop.	E. S. Freeman
Woburn,	Edw. C. Leathe, 496 Main st
Wollaston,	Geo. W. Nash, box 210
Worcester,	Lincoln Holland, 545 Main st

RENEWAL LIST NO. 7.

Including renewals from May 25 to June 5 inclusive.

Alabama	1	New Hampshire	44
Arizona	11	New Jersey	150
Arkansas	3	New York	432
Colorado	32	North California	20
Connecticut	162	North Carolina	2
District Columbia	6	Ohio	193
Florida	1	Oklahoma	1
Illinois	130	Pennsylvania	224
Indiana	7	Rhode Island	41
Iowa	44	South California	28
Kansas	20	South Dakota	1
Kentucky	43	Tennessee	2
Louisiana	1	Texas	11
Maine	38	Vermont	4
Maryland	46	Virginia	4
Massachusetts	745	Washington	3
Michigan	94	Wisconsin	80
Minnesota	11	Wyoming	6
Mississippi	1	Canada	1
Missouri	63	Mexico	1
Nebraska	12	Argentine Republic	1
			2720

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

BOSTON, June 12, 1896.

Total, 1762—52,271.

Over 112,000, ALABAMA, 2—43.

B. C. C.

929 Franks, Wyatt G., Sloss, Iron & S. Co., Birmingham

Unattached.

30 McCrossin, W. P., 1617 8th ave., "

Over 112,000, ARIZONA, 7—131.

Unattached.

931 Abraham, Sam. Clifton
2 Bunker, E. C., "
3 Castle, H. L., "
4 Docker, Ted H., "
5 Grunig, George, "
6 Hoeffer, A. H., "
7 Parsons, Cliff W., "

Over 112,000, ARKANSAS, 2—238.

P. B. C.

938 May, M. G., 1704 Linden, Pine Bluff

Unattached.

9 Crenshaw, J. T., Jr., box 46, Dermott

Over 112,000, COLORADO, 14—582.

Leadville C. C.

940 Dunn, J. H., box 718, Leadville
1 Heimberger, J. O., box 36 "
M. V. W. C.
2 Houseman, Jacob A., Monte Vista
3 Goodale, C. S., "
4 Cupples, J. W., "
5 Sayler, Harry A., "
6 Spencer, F. C., "
7 Nelson, J. W., "
8 Staley, D. H., Garrison

Unattached.

9 Driscoll, T. J., Colorado Springs
950 Edwards, P. H., "
1 Felt, Zeph. C., 207 Boston Block, Denver
2 Johnson, H. A., The Denver Club, "
3 Curtis, Geo. S., Pueblo

Over 112,000, CONNECTICUT, 18—1078.

M. W. C.

954 Watrous, Dr. O. S., Middletown
5 Williams, H. H., 231 College st., "

Torrington W. C.

6 Baker, J. C. W., Torrington

Unattached.

7 Vroom, G. B., Colchester
8 Fleming, William J., box 127, Darien
9 *Little, Mrs. Everett W., Greenwich
960 Dayton, Chas. H. "
1 Bishel, Arthur H., Main st., Middletown
2 Davis, E. S., 112 Broad st., "
3 Tarbox, Wm. G., box 16, Montville
4 Browne W.T., M.D., 347 Main, Norwich
5 Gabler, Frank, box 31, Sandy Hook
6 Getman, Fred. H., 196 Atlantic, Stamford
7 Houghton, Walter E., City Sav. bk "
8 Hurlburt, John H., South st., "
9 Lawrence, C. W., Forest st., "
970 Roberts, Rev. H.B., box 403, Torrington
1 Walsh, Edward, box 1016, "

Over 112,000, DISTRICT OF COLUMBIA, 1—142.

Unattached.

972 Wedderburn, Geo. C., Jr., Patent Office, Washington

Over 112,000, FLORIDA, 2—17.

Unattached.

973 Neff, G. Holland, Gainesville
4 Munroe, H. C., Ocala

Over 112,000, ILLINOIS, 90—2023.

Freeport C. C.

975 Dorman, H. F., Bergman & Dorman, Freeport
6 Erfert, W. B., 62 Prospect, "
7 Gilbert, W. H., 103 Stephenson, "
8 Hill, B. P., "
9 Keene, F. O., "
980 Molter, Fritz J., 47 Apple st., "
1 McCall, S. B., West st., "
2 Schrambling, A. L., "
3 Ulrich, C. S., "
4 Wolf, C. C., "
5 Wagner, Otto, "
6 Williams, R. P., "

C. C. C. C.

7 Pflug, Chas. S., box 152, Mt. Vernon

1st Reg. C. C.

8 Morey, John, 76 East 50th st., Chicago

W. C. C.

9 Allen, C. A., 300 E. 61st pl., "

I. P. C. C.

990 Kasson, C. V., 148 Astor st., "

C. & C. C. C.

1 Thompson, John G., county judge, Danville
2 Gallaher, G. P., 1st Nat. Bank, "
3 Waterman, Lee T., 515 N. Walnut st., "

D. C. C.

4 Coe, Henry M., 159 Hennepin av., Dixon
5 Jacobs, Geo. W., 55 Monroe ave., "

Elgin C. C.

6 Hanser, A. F., 439 Fulton st., Elgin
7 Hibbard, H. P., 263 Channing st., "
8 Thornton, R. W., National House, "
9 Doney, C. F., 10 So. Geneva, "

Over 113,000.

000 McKinney, J. S., E. C. Sewing Machine Co., "

Jerseyville C. C.

1 Edgar, Van, Jerseyville

K. Ramblers.

2 Radeke, E., I. E. H. I., Kankakee
3 Brown, O. E., 233 Dearborn ave., "
4 Blackwell, Geo. W., 252 Greenwood, "
5 Brouillette, Victor, 236 3d ave., "
6 Cooper, B. L., 184 Court, "
7 Cunningham, F. B., "
8 Carter, J. A., Windsor Hotel, "
9 Durand, E. M., 188 Court st., "
010 Hinchman, Ray, 199 Court st., "
1 Lee, Geo. H., M.D., 233 Court st., "
2 Messer, H. E., The Rossmore, "
3 Savoie, Fred, 245 Schuyler ave., "
4 Wolson, S. C., 301 Water, "
5 Whittemore, H. D., 226 Court st., "
6 Berns, Otto Geo., box 177, Chebanse

Joliet C. C.

7 Middleton, W.P., 115 Manning ave., Joliet

C. C. C. C.

8 Scholes, James B., 511 South 4th st., Springfield

Unattached.

9 Eells, Fred K., Bowen
020 Martin, Robert, "
1 Anderson, P. A., 4706 Prairie ave., Chicago
2 Bullen, Chas. F., 301 Rookery, "
3 Grier, H. M., 237 5th ave., "
4 King, Francis, Adams and Market sts., "
5 Parkes, C. H., 632 Monroe st., "
6 Weymouth, F. C., 32 Wells st., "
7 Jordan, Scott, 499 Jackson bldg., "
8 *Manley, Miss M. D., 872 W. Monroe, "
9 *Raybette, Miss Maggie, 853 W. Van Buren, "
030 McGraw, Edward H., 153 Fremont, "
1 Greenawalt, Hayes, 706 N. Vermillion, Danville
2 Valentine, B. F., Dawson
3 Hopkins, O. D., Elwin
4 Connard, M. E., "
5 Syme, D. A., Elmhurst
6 Grane, Wm., "
7 Burns, J. W., Highland Park
8 Denzel, H., "
9 Ellis, J. J., "
040 *Ingalls, Mrs. E. J., "
1 Gastman, F. M., Hudson
2 *Gray, Jennie V., 109 Cagwin av., Joliet
3 Kilmer, W. R., 135 So. Wash. ave., Kankakee
4 Dawson, L. M., 2 Main st., "
5 Glendenning, R. M., 207 So. 8th st., Monmouth
6 Brown, Jno. S., 620 E. Broadway, "
7 Weir, F. S., 110 West 1st ave., "
8 Shultz, Lewis L., 102 So. Main, "
9 Garrison, Harry B., 220 S. C. st., "
050 Boyd, Paul F., 311 Wall st., Morrison
1 Warner, Jay, "
2 Rattle, T. S., Oak Park
3 Block, Chas., 1323 So. Adam, Peoria
4 Philbrick, James A., box 69, Quincy
5 Bishop, H. C., 624 E. Wash'n st., Springfield
6 Blood, Fred W., 1019 E. Lincoln, "
7 Busher, C. W., 224 No. 6th, "
8 Gray, H. M., 219 So. 5th st., "
9 Reiner, F. W., 222 West Adams st., "
060 Taylor, Guy, 120 So. 6th st., "
1 Tilley, L. Arthur, 523 E. Wash. st., "
2 Fahnestock, B. W., Sciota
3 Battey, Bradford R., box 258, Tiskilwa
4 Gates, Herbert W., Wilmette

Over 113,000, INDIANA, 30—692.

B. R. C.

065 Kattman, Walter, Brazil
6 Moore, L. P., Poland

Elkhart C. C.

7 Spaldy, Frank, 417 Franklin, Elkhart

Ft. W. C. C.

8 Olds, E. H., 107 W. Berry, Ft. Wayne

H. C. C.

9 Fulton, Charles R., 77 W. State, Huntington
070 Kindig, J. H., Market, "
1 Strauss, Milton W., 87 Poplar, "

Posey County C. C.

2 Alexander, F. W., Mt. Vernon
3 Blosfield, Gus, "
4 *Cartwright, Ethel, "
5 Cohn, Mose, "
6 Dawson, Chas., "
7 Dixon, Clem, "
8 *Dawson, Miss Nellie, "
9 *Kiltz, Lizzie, "
080 Linch, Richard, "
1 Rosenbaum, Isaac J., "
2 Schnur, Louis, "
3 *Schrader, Anna, "
4 Utley, Nobe, "

Unattached.

5 Klein, H. C., box 576, Crawfordsville
6 Micks, J. F., Elkhart
7 *Preefer, Miss Lula, box 266, Jeffersonville
8 Colter, George R., 139 Virginia ave, Indianapolis
9 Webb, P. L., 822 N. Meridian "
090 Weaver, Louis B., 1,527 Mich. ave., "
1 Shelden, Walter, 304 N. 3d, Terre Haute
2 Lenning, Charles F., box 102, Warren
3 Little, F. Elmer, box 361, Washington
4 Overton, W. B., box 721 "

Over 113,000, IOWA, 38—1121.

Bohemian C. C.

095 Sohl, Rudolph, 1,213 Fifth, Cedar Rapids
6 Zbanek, Joseph, Jr., S. Second, "

C. R. C. C.

7 Swab, C. H., "

Orange Social C. C.

8 Cook, James S., Grand Mound

Leon C. C.

9 Warner, Joe S., Leon

M. C. C.

100 Townsend, Frank B., 511 N. 1st st., Marshalltown

Moulton C. C.

1 Hoffman, A. W., Moulton

T. A. A. W.

2 Hayes, J. M., A. T. & S. F. Ry., Topeka

Unattached.

3 DeWitt, E.S., 1,002 A. ave., Cedar Rapids
4 Lytle, Claud, 222 2d, "
5 Casady, Simon, 708 5th st. Des Moines
6 Begun, C. A., 724 Walnut st., "
7 Damson, P. P., 314 5th st., "
8 Johnson, A. C., 529 E. Locust st., "
9 Tuttle, R. R., Fontanelle

110 James, F. B., box 1,817, Iowa City
1 Kubik, J. R., 1,109 E. Fairchild, "
2 Thornberry, B., 411 N. Dubuque, "
3 Narrley, Geo. R., State Cen. Sav. bk. Keokuk
4 Blood, H. Boyden, State Cen. S. bk. "
5 Englehart, Chas. J., Blom Collier Co "
6 Covington, Walter, 613 Orleans st., "
7 Fulton, James M., 719 Times st., "
8 Collins, J. M., 630 Grand ave., "
9 Wolfe, Chas. H., 708 Main st., "
120 Martin, W. J., 29 S. 5th, "
1 Ulrich, Emil W., 900 High, "
2 Sitler, Howard R., 326 S. 7th "
3 Hobbs, Beverly B., 204 N. 2d, "
4 Robinson, F. A., box 24, Tripoli
5 Ball, E. C., West Branch
6 Bishop, Charles A., Winterset
7 Howell, Charles D., "
8 Hudson, Fred, "
9 Henery, Will J., "
130 Lewis, Fred A., "
1 Sumner, W. C., Dorchester
2 Whedon, Raymond, "

Over 113,000, KANSAS, 13—628.

A. A. & C. C.

133 Borserini, L., Byram Hotel, Atchison
4 Barrett, George, 713 Com'l st., "

T. A. A. W.

5 Waters, J. D., 700 Buchanan, Topeka

Unattached.

6 Gulld, W. R., Bern
7 Drought, Phil. E., 614 Wash. ave., Kansas City
8 Larrabee, Joe, 518 Freeman, "
9 Hinz, Richard, care Geo. Dorssom Lancaster
140 Freeman, Ernest H., box 900, N. Topeka
1 Stewart, Allen M., 1,404 Forest, Parsons
2 Webber, Edgar C., Pittsburg
3 Biscoe, L., box 153, Topeka
4 Sharp, Harry K., 901 Jefferson st., "
5 Stone, Robert, 105 Western ave., "

Over 113,000, KENTUCKY, 15—566.

M. C. C.

146 Albrucht, Geo. W., Middleborough
7 Anderson, T. G., "

P. C. C.

8 Hecht, Simon N., 113 N. 4th, Paducah

Unattached.

9 Offutt, M. W., Georgetown
150 Smith, Jo. Desha., "
1 Coppage, Oscar, Lebanon
2 Edelen, G. Bruce, "
3 Harron, Hal. S., "
4 Litsey, Clarence H., "
5 Myer, F. F., 744 Main st., Louisville
6 Halley, Ed. P., Jr., Mayfield
7 Osborne, Ed. J., E. 4th., Owensboro
8 Ryan, Charles H., Jr., Russellville
9 Rothchild, Leon, Shelbyville
160 Skelton, J. E., "

Over 113,000, LOUISIANA, 2—42.

C. C. C.

161 Brooks, C. M., box 105. Baton Rouge

Unattached.

2 Peirce, W. C., 843 St. Charles st., New Orleans

Over 113,000, MAINE, 6—403.

L. E. B. C.

163 Peterson, Augustus, 32 Salem, Portland
4 McKeel, A. F., Sawyer st., S. Portland

Unattached.

5 Goddard, A. M., 207 Water st., Augusta
6 Foster, D. H., 374 Plains ave., Deering
7 Lord, J. Merrill, N. Parsonsfield
8 Adams, J. R., 228 Brackett, Portland

Over 113,000, MARYLAND, 21—706.

Centaur B. C.

169 Scoggins, H. P., 129 N. Bway Baltimore

Century B. C.

170 Otto, Chas. A., 1133 N. Bond, "

C. C. C.

1 Barton, J. F., Locust st., Cambridge
2 DeReeves, A. E., Braly's B. Hotel, "
3 Joyce, H. A., Md. ave., "
4 Mace, Dr. Jno., Race st., "
5 Mohler, James E., Race st., "
6 Phelps, Wallace W., High st., "
7 Rosyell, Jno. B., Race st., "
8 Woolford, Geo. W., Glascow st., "

Unattached.

9 Bishop, H. W., 1424 Nicholson, Baltimore
180 Bramble, Arthur G., 1014 Fawn st., "
1 Coggins, F. V., 8 W. Baltimore st., "
2 Hooper, Wm. J., 110 E. Pratt st., "
3 Harwood, James G., 59 W. Mt. Royal ave., "
4 Krug, Theo. F., 415 W. Saratoga st., "
5 Poor, Harry T., 910 McCulloh st., "
6 Wyatt, Harry E., 420 N. Bdway, "
7 Williams, Jno. H., 915 McCulloh st., "
8 *DeReeves, Mrs. A. E., Braly's Brick Hotel, Cambridge
9 Hanna, John E. L., Albion Hotel, Westminster

Over 113,000, MASSACHUSETTS, 408—7698.

Wollaston C. C.

190 Stephenson, A. E., Newbury ave., Atlantic

Alpha C. C.

1 Sexton, George J., 38 Clarence, Boston

Commonwealth C. C.

2 Felkin, M. L., 114 Water st., "
3 *Kimball, Mae L., 38 Church, Dorchester

D. E. W.

4 Perkins, H. E., 560 Harrison ave, Boston
5 Thompson, Arthur R., Humboldt ave., Roxbury
6 Wells, H. S., Webster pk., W. Newton

Mass. Bi. Club.

7 Corlew, Frank S., 8 Park sq., Boston

Metropolitan Wheelmen.

8 DeVito, J. A., 896 Wash., "
9 Smith, Henry H., 53 Bowdoin ave., Dorchester
200 Gleason, C. A., 81 Pearl st., Boston

People's Inst. W.

1 MacGarvey, C. H., 183 Warren, "

Press C. C.

2 Bonnie, J. H., 65 Bedford, "
3 Underwood, J. A. R., 110 Huntington ave., "

Tiger Roadsters.

4 Wilson, W. Wirt, 16 6Mt. Vernon, "

National C. C.

5 Brodie, E. W., 7 Merrimac, Bradford
6 O'Leary, J. C., 104 Merrimac, Haverhill
7 Sawyer, Frederick, 55 Green, "
8 Smith, F. W., box 559, "

B. C. C.

9 Walsh, George, Bridgewater

Middlesex C. C.

210 Morgan, Edward T., 437 Mass. ave., Cambridge
1 Combs, Charles G., 1093 Cambridge, Cambridgeport

Suffolk C. C.

2 Eldredge, S., 108 Main, Charlestown

Review Club Cyclers.

3 Campbell, Chas. H., 4 Chestnut, Chelsea

Dead Easy W.

4 Wight, Dr. C. S., 13 Merlin, Dorchester
5 *Wight, Miss S. B., 13 Merlin st., "

Neversweat B. C.

6 Bird, Webster T., 4 Downer ct., "

Orient C. C.

7 Barlow, Fred, 32 Princeton, E. Boston

Noddle I. W.

8 Laskey, Robert, 164 Chelsea, "
9 Younie, James F., Prescott House, "

Everett W.

220 Clausen, C. E., 28 Mt. Pleasant, E. Somerville

Mystic C. C.

1 Beckwith, R. W., 5 Webster, E. Somerville
2 Christie, E. W., 59 Boston, Somerville
3 Fogg, W. A., 114 Bway, E. Somerville
4 Selig, J. T., 4 Brighton, Charlestown
5 Shepard, Ralph, 14 Melvin, Somerville

Lovell C. C.

6 Pratt, Wallace H., E. Weymouth
7 Sylvester, W. F., "

E. Y. M. C. A. C. C.

8 Jordan, P. L., 30 Sshool, Everett

Q. C. C.

9 Slack, Charles T., 4 Osborn, Fall River

Rollstone C. C.

230 Litchfield, H., 30 Myrtle ave, Fitchburg

H. P. Rovers.

1 Church, O. P., 65 Oak, Hyde Park

Boston College W.

2 Didion, Ed., 14 Highland ave., Roxbury
3 Maguire, Hugh C., 27 Egleston, Jamaica Plain

Comus C. C.

4 Wilson, W. T., 203 Lowell, Lawrence

Crescent C. C.

5 Cuttle, Francis G., 39 Powell, Lowell
6 Hard, C. Fred, 213 Gibson, "

S. C. W.

7 Brown, Edward E., 36 Worthen, "
8 Dunham, J. H., 235 Stackpole, "
9 Heselton, Wm., 23 Dodge, "
240 Lance, H. W., 143 Central, "
1 O'Heir, Oswald, 68 Lane, "
2 Smith, J. Walter, 121 Jewett, "

Lynn C. C.

3 Kelley, Walter E., 47 Newhall, Lynn
4 McConnell, Roland, 13 Grove, "

C. C. C.

5 Carman, J. S., 94 Magazine, Cambridge
6 Churchill, R. B., 41 Medford, Medford

Maspenock Club.

7 Garripy, Edward, Milford
8 Holmes, Otis W., 8 Leonard, "

Newton C. C.

9 Hammill, J. B., Newton
250 McCammon, H. J., 58 Green, "
1 McElwin, John, 12 Groton, Boston
2 Shaughnessy, John S., 667 Wash., Newtonville
3 Shaughnessy, J. A., 667 Wash., "

Newtonville C. C.

4 Sjostrom, C. G. V., 62 Parsons, "

D. A. C. Club.

5 Haughton, G. E., 9 Copeland, Roxbury

Mattapan R. C.

6 King, John Q., 285 Roxbury, "

Roxbury B. C.

7 Clements, G. F., 226 Devonshire, Boston
8 Knapp, George W., 177 Warren, "
9 Noble, F. A., 282 State, "
260 Paskell, W. F., Studio bldg., "
1 Robinson, A., 7 Appleton, "
2 Schwab, Ed., 294 State, "
3 Gibson, Wm. W., 124 Dudley, Roxbury
4 Milk, Edwin A., 243 Warren, "
5 Morrill, H. W., 124 Dudley, "

Mt. Wash. C. C.

6 Ferguson, C. H., 590 9th, S. Boston

Tremont C. C.

7 Kelly, T. L., Jr., 161 K st., "
8 Wilson, Harry B., 147M7 mbmm

W. S. C. C.

9 Hobbs, George E., 27 St. James ave., Somerville

Conn. Valley W.

270 Corkhuff, N. W., box 243, Springfield
1 Roane, Chas. W., 215 Carew st., "

Y. M. C. A. C. C.

2 Rose, Wm. F., 412 Wash., Taunton

Eclipse C. C.

3 Ryder, S. E., 416 Main, Wakefield
4 Shepard, W. P., Morrison road, "
5 West, C. C., Yale ave., "

Warren Bi. Club.

6 Hitchcock, Charles S., Warren

Diamond C. C.

7 Havey, A. E., Sycamore, Waverly

W. C. C. C.

8 Bland, G. E., 26 Mt. Pleasant, Woburn
9 Fraser, W. S., 28 Green, "
280 Rogers, Dr. G. G., 4 Church ave., "

Unattached.

1 Rice, J. N., 12 Blaine ave., Allston
2 Moody, H. S., 19 Billings, Atlantic
3 Mann, S. F., 57 West, Attleboro
4 Plummer, Mahlon H., Ashcroft
5 Tabor, J. T., 88 Bellingham ave., Beachmont
6 *Tabor, Mrs. J. T., 88 Bellingham ave., "
7 Wallis, A. C., 11 Bd'way, Beverly
8 Aldrich, A. L., 723 Wash., Boston
9 Bemis, F. W., 67 Franklin, "
290 Brown, Dr. A. R., 291 Clarendon, "
1 Bradstreet, A. B., 54 Kilby, "
2 *Bishop, Miss N. F., 157 W. Concord "
3 Bryson, T. F., 59 E. Brookline, "
4 Breding, A. D., rear 26 So. Russell, "
5 Brown, M. L., 56 Pemberton sq., "
6 *Barry, Miss M., 33 Wellington, "
7 *Burnham, Miss E. M., 222 W. Newton, "
8 *Barry, Miss Eleanor, 3 Concord sq., "
9 Brigham, Charles H., 30 Montgomery, "
300 Brown, A. M., 38 Cortes, "
1 Cornish, John, 10 Federal, "
2 Clarke, O. E., 26 Lynde, "
3 Crossland, J. F., 43 Dwight, "
4 Cunningham, Herbert J., Hotel Belvidere, "
5 Chapman, Alexander, 11 Scotia, "
6 Chisman, John, 59 Mass. ave., "
7 Carroll, M., 375 Tremont, "
8 Dobinson, W. J., 275 Wash., "
9 *Dana, Miss Martha, 300 Berkeley, "
310 Dodge, Frank, 173 Tremont, "
1 Dail, C. M., 24 Fayette, "
2 *Dearborn, Mrs. C. H., 141 Court, "
3 Ely, John B., 793 Tremont, "
4 Flanagan, Ed. A. F., 653 Mass. ave., "
5 Finnerty, D. G., Jr., 3 Oxford ter., "
6 Ferdinand, Arthur G., 27 School, "
7 Fairbanks, Wm. K., 213 Newbury, "
8 *Graves, Miss Eleanor D., 84 Charles, "
9 Horton, Walter F., 84 Appleton, "
320 Hastings, Arthur J., 75 Waltham, "
1 Horton, John W., Hotel Plaza, "
2 Kelley, F. M., 78 Chauncy, "
3 Myrick, L. H., 26 Hancock, "
4 MacGillvray, J. J., 182 Columbus ave., "
5 McCarthy, E., 301 Albany, "
6 Manfull, John S., 559 Columbus ave., "
7 Olmstead, James M., 56 Gloucester, "
8 Patten, Francis B., 16 State, "
9 *Pitkin, Belle A. F., Hotel Westland, "

330 Cotter, Charles M., 225 Commonwealth ave., "
1 Ronimus, J. D., 106 Argh, "
2 Rice, Charles F., 665 Shawmut ave., "
3 Spiegel, Louis, 368 Wash., "
4 *Stelle, Frl. A., 66 Trinity terrace, "
5 Seccomb, E. O., 139 Pembroke, "
6 Seccomb, E. D., Columbian Nat'l Bank, "
7 Seaver, Geo. F., Jr., 130 Dartmouth, "
8 Tucker, Clarence S., 122 W. Newton, "
9 *Tarbox, Mrs. O. A., The Tudor, "
340 Tucker, Alanson, 31 State, "
1 Talbot, Prof. H. P., Mass. Inst. of Tech., "
2 Waite, E. E., 4 Oxford terrace, "
3 Whittaker, Frank E., 47 Hammond, "
4 *Watson, Mrs. Mary M., 5 Hawthorne pl., "
5 *Ward, Miss Lizzie, 9 Albemarle, "
6 *Worcester, Mrs. Anne E., Hotel Wyman, "
7 Webb, D. C., 679 Tremont, "
8 Bates, R. Charles, 10A Park sq., "
9 Butler, H. J., Westland Hotel, "
350 Link, Henry, 43 Sawyer, "
1 Orpen, Edward, 7 Province ct., "
2 *Taylor, Miss Annie E., 94 High, "
3 Chase, Otis N., 23 Falmouth st., "
4 Preston, E. C., 14 St. Germaine, "
5 Fownes, Wm. C., 35 St. Botolph st., "
6 Riedel, Robert, 128 Tremont st., "
7 Lewis, Robert E., Y.M.C.A., Boylston st., "
8 Honestadt, Dr. J. F., 2 Park sq., "
9 Clark, J. B., box 288, Baldwinsville
360 Clark, Allen S., box 288, "
1 Ellis, Walter F., Braintree
2 *Davis, Mrs. E. A., 65 Chestnut Hill ave., Brighton
3 Mitchell, Fred H., 57 Dustin, "
4 Woods, Frank F., Chiswick road, "
5 Burleigh, C. E., 123 Brooks st., "
6 Henderson, Wm., Jr., 181 Pleasant, Brockton
7 Luce, Don C., 329 Belcher ave., "
8 Lyndon, W. H., School, Brookline
9 Murray, George R., 81 Sewall, "
370 *Peirce, Helen H., 234 Harvard, "
1 Swan, Clifford M., 91 Babcock, "
2 St. John, C. R., 1,842 Beacon, "
3 Wise, Arthur C., 1,795 Beacon, "
4 Wise, Stuart W., 1795 Beacon, "
5 Coudor, S., 334 Mass. ave., Cambridge
6 Haskell, F. H., 582 Putnam ave., "
7 Jacobs, George W., 3 Florence, "
8 Parker, Horace, 40 Holworthy, "
9 Tucker, Ward F., 31 Essex, "
380 DeWolf, John O., 579 Mass. ave., "
1 Brown, D., 100 Elm st., "
2 Crandall, E. D., 390 Main, Cambridgeport
3 *Crandall, Annie R., 390 Main, "
4 Ketchum, G. B., Broadway and Columbia, "
5 O'Brien, M. C., 28 Williams, "
6 Robbins, Charles H., 390 Main, "
7 *Bates, Mrs. A. R., 268 Bd'way, "
8 Briggs, G. A., 32 Canton junct'n, Canton
9 Robinson, John B., "
390 Melvin, John, box 10, Carlisle
1 Page, Ernest A., box 6, "
2 Russell, H. S., 13 Polk, Charlestown
3 *Russell, Miss Ada, 13 Polk, "
4 Hopper, R. W. E., 26 Gardner, Chelsea
5 Hayes, J. W., 12 Hawthorne, "
6 Macdonald, W. N., 680 Broadway, "
7 Winslow, Frank E., "
8 Taylor, J. E., 71 Church, Chicopee Falls
9 Bryant, John, Cohasset
400 Furber, Everett H., box 42, "
1 Small, Eugene C., "
2 Billings, L. E., 175 Hancock, Dorchester
3 *Fecitt, Mrs. J. J., 341 Freeport, "
4 Gordon, James D., 6 Howes, "
5 Logue, Karl H., Hotel Humphrey, "
6 McGeary, Charles J., 19 Elton, "
7 *Parks, Mrs. E. M., 74 Auckland, "
8 *Torricelli, Mrs. M. A., 32 Tuttle, "
9 Wing, Charles L., 23 Savin Hill ave., "
410 Wentworth, C. S., 99 Bowdoin ave., "
1 Binney, Amos, 17 Westcott st., "
2 Pope, Alexander, D'Wolf st., "
3 Pope, Samuel D., D'Wolf st., "
4 Clement, Frederick B., 9 Falcon, East Boston
5 Calpin, Wm. C., 164 Putnam, "
6 Sargent, Arthur W., 1 Monmouth, "
7 Wade, Robert H., 95 Maverick, "
8 Richardson, E. B., 4 Corey, Everett
9 Kellogg, Frank M., 14 Clark st., "
420 Wallis, J., High School, Fall River
1 Thomas, W. F., Jr., 200 Prospect st., "
2 Murch, Henry, 127 Snow, Fitchburg
3 Stone, Charles L., 93 Boutelle, "
4 *Wheeler, Genevieve N., 368 Main, "
5 Abercrombie, G. H., Crescent House, Franklin
6 Knowlton, F. G., "
7 Harriman, Hiram A., Georgetown
8 *Kroning, Mrs. Adell L., Greenwood
9 Towne, Linwood O., 21 Newcomb, Haverhill
430 Webster, W. P., 15 North, "
1 Dunbar, D. G., 3 Essex, "
2 Bean, Harry E., 46 Pecker st., "
3 Hodgman, Frank S., Highlandville
4 Buttimer, John H., Green, Hingham
5 Collins, Ulysses C., box 121, "
6 Johnson, C. W., Holyoke
7 Gleason, H. E., 26 Fairmount ave., Hyde Park
8 Lappin, Wm. J., 139 W. River, "
9 Radford, Frank H., 15 Mt. Pleasant, "
440 Batchelder, J. D., Pond, Jamaica Plain
1 *McPherson, Miss Ella, 43 Boylston, "
2 Jacobs, H., 206 Prospect, Lawrence
3 Sherman, F. F., 127 Haverhill, "
4 Tarr, Chas. W., 12 E. Haverhill, "
5 Washburn, C. R., box 230, Lexington
6 Adams, Walter A., 259 Branch, Lowell
7 Boyle, John F., 32 Whipple, "
8 Howarth, J. L., 38 Prospect, "
9 Morris, Dennis J., 143 High, "
450 Mansfield, M. M., 148 Central, "
1 Reidy, Martin H., 69 Swift, "
2 Sherwood, E. L., 30 Dutton, "
3 Woods, Charles L., 10 John, "
4 Walker, Roger L., 80 Chestnut, "
5 Walker, Thomas C., 80 Chestnut, "
6 Hazeltine, W. P., 117 Hersey ave., Lynn
7 Pilling, Alfred J., 10 Bedford st., "
8 Davis, Warren F., 176 Summer st., "
9 Kidger, Harry, 82 Commercial st., "
460 Bartlett, R., 24 Tapley, "
1 Beardsworth, James H., 4 Poplar, "
2 Connell, D., 36 Ireson ave., "
3 Clark, H. L., 149 New Chatham, "
4 Cutler, George, Jr., 1 Norton, "
5 Holmes, Benj. E., 21 Cliff, "
6 Littlefield, A. W., 33 Walnut, "
7 *Munroe, Miss E.A., 6 Shepard St.pl., "
8 Martin, G. Fred, 27 West Baltimore, "
9 Rhodes, John C., 42 Ash, "
470 Stanton, Everett, 40 Rogers ave., "
1 *Seaman, Annie M., 77 Jenness, "
2 *Hatch, Miss G. I., 23 West, Malden
3 Metcalf, A. W., Sheafe, "
4 Morse, Tenney, Ivy road, "
5 Wand, Clarence E., 74 Wash., "
6 Courtney, John, 36 Concord, Maynard
7 Courtney, Charles, 36 Concord, "
8 Hayward, Fred H., 2 East, "
9 Hayward, Frank, 3 East, "
480 Mabee, J. G., Walk Hill, Mattapan
1 Mather A. G., 42 Scuth, Medford
2 *Olson, Ada C., 245 Spring, "
3 Tucker, H. S. W., 6 Pleasant St. ct., "
4 Myrick, Geo. W., 459 Lebanon, Melrose
5 Thorndike, A. H., 26 Ashmont st., "
6 Hall, Eugene N., box 160, Methuen
7 Bump, B. W., Middleboro
8 Tripp, A. H., 64 Pearl, "
9 Stoddard, Geo. E., box 74, Nahant
490 Vose, H. A., Pond, Natick
1 *Carsley, Miss H. P., 6 Baldwin, Newt'n
2 Crafts, Gardner H., Newton Centre
3 Whitney, P. G., box 104, Newton Lower Falls
4 Ogden, Dr., J. B., Cabot, Newtonville
5 Cornish, C. H., 61 Forest, New Bedford
6 Shaw, Wm. B., 11 Homer, "
7 Fowle, D. H., Wolfe Tavern, Newburyport
8 *Maldens, Miss E., 31 Park, Northampton
9 *Watson, Miss Elia, 31 Park, "
500 Hoag, E. M., 71 Main, No. Adams
1 *Sorries, Annie F., 105 East, No. Attleboro
2 Melleher, D. P., 58 Cedar, N. Cambridge
3 Francis, John F., N. Easton
4 Perkins, J. S., 93 Main, Peabody
5 Dorr, C. E., 420 Fenn., Pittsfield
6 Macgregor, Roy A., box 1246, "
7 Welch, J. H., Winthrop pl., Revere
8 Wren, Edward, Jr., Roslindale
9 Smith, John W., 7 Brookfield, "
510 *Brock, Mrs. C. S., 1 Putnam pl., Roxbury
1 *Brock, Miss C., 1 Putnam pl., "
2 Beck, J. F., 76 Monroe, "
3 Banker, L. V. V., 83 Brook ave., "
4 Davenport, R. W., 18 Eustis, "
5 Dean, J. S., 107 Blue Hill ave., "
6 *Dean, Mrs. L. C., 107 Blue Hill av., "
7 Edson, Wm. H., 1 Mt. Pleasant pl "
8 Hoffman, T. W., 14 Willow pk., "
9 Lowe, Frank H., 10 Kearsage ave., "
520 *Parkman, Mary J., 243 Warren, "
1 Twitchell, L. U., 95 Francis, "
2 Thomas, George K., 181 Walnut ave "
3 Vosmus, A. R., 48 Hillside, "
4 Fisher, A. W., 50 Blue Hill ave., "
5 Donovan, James F., 52 Broad, Salem
6 Hallahan, Dennis F., 50 Broad, "
7 Lanctot, Alex., 16 Hancock, "
8 Bullen, H. B., 73 Concord av., Somerville
9 Dunham, M. H., 10 Stickney ave., "
530 Fraser, W. R., 43 Heath, "
1 Flewelling, Stanley E., 9 Carlton, "
2 *Foote, Miss M., 128 Sycamore "
3 Grieves, J. Edward, 57 Dartmouth, "
4 King, John W., 393 Somerville ave., "
5 MacAlman, John H., Highland ave "
6 *Pearson, Miss L. E., 31 Bonair, "
7 Withington, Walter T., 35 Montrose, "
8 Wright, Wm. J., 18 Buckingham, "
9 Thomas, W. H., 106 Cross st., "
540 Kidder, A. F., 14 Summit ave., "
1 Field, Charles O., S. Ashburnham
2 Fletcher, T. D., 381 Bdway., S. Boston
3 Hopkins, Albert H., box 27 "
4 Mansfield, Fred W., 17 Washburn, "
5 Reardon, Wm. E., 503 E. 3d, "
6 Swasey, Charles H., Jr., 764 E. 5th, "
7 Rose, E. H. 15 Torrey, S. Framingham
8 Keefe, J. B., Swampscott
9 Plaisted, Mark R., box 71, "
550 Broadhurst, Jas., Jr., 160 Bay, Taunton
1 Caswell, H. B., 16 Union, "
2 Chase, H. C., 42 Clinton, "
3 Strange, E. F., 19 Dana, "
4 Swan, H. W., 28 Jefferson, "
5 Tetlow, Albert H., box 313 "
6 Parker, O. A., D.D.S., box 23, Wakefield
7 Chaffin, F. L., 118 Chestnut, Waltham
8 Davis, H. L., 25 Curtis, "
9 Dwinell, C. H., 107 Chestnut, "
560 Drake, B. W., 210 Bacon, "
1 Fay, M. K. 19 Curtis, "
2 Fay, George H., 19 Curtis, "
3 Shakespeare, C. E., 229 South, "
4 Beamish, Geo. T., 48 Chester ave., "
5 Grotjohan, H., Watertown arsenal, Watertown
6 Ladd, Caleb, 33 Riverside, "
7 Reilly, William, Watertown arsenal, "
8 Reilly, F. H., Watertown arsenal "
9 Baker, Rufus G., box 301, Waverly
570 Edgar, John S., box 8, "
1 Sanders, Norman W., box 85, Wayland
2 Davis, Albert H., Main, Webster
3 Timmins, John B., Watertown
4 Wentzel, E. J., box 765, Westboro
5 Winott, E. W., box 98, "
6 Adams, Ernest R., box 378 W. Newton
7 Leonard, Wm. E., box 576, "
8 *Hobbs, Mrs. Geo. E., 27 St. James ave., W. Somerville
9 Whitman, E. M., 20 Appleton, "
580 Harmon, Geo. M., 114 Curtis st., "
1 Hall, Carlton H., Winchendon
2 Allen, H. N., 3 Perrington pl., Winchester
3 Bullock, James W., Williamstown
4 Caulfield, Dr. P. A., 331 Main, Woburn
5 McCormick, J. J., 60 Montvale ave "
6 Slater, W. M., 639 Main, "
7 Waldron, B. Frank, 415 Main, "
8 *Corthell, Alice E., Wollaston
9 Linnell, Arthur E. Davis st., "
590 Adams, G. E., M.D., 974 Main, Worcester
1 Bliven, C. Frank, 1 Elm, "
2 Chant, C. R., 3 Shirley, "
3 Gendron, D. J., 11 Washington, "
4 Lowell, J. H., 32 Prescott, "
5 Marble, Prescott, 55 Pearl, "
6 Ruggles, G. E., 2 King, "
7 Frissell, A. O., 9 Foster, "

Over 113,000, MICHIGAN, 35—594.

D. W.

598 Raymond, H. C., 10 W. Congress, Detroit
9 Stoll, Albert, 84 Abbott st., "
600 Beyster, Lewis H., 79 E. Elizabeth, "
1 Parent, F. J., 416 N. Huron, "

W. B. C.

2 Rothwell, H. L., 430 Brush, "

Pt. H. B. C.

3 Moss, Dr. R. E., Pt. Huron
4 McCutcheon, Herbert, "
5 West, Geo. W., "

M. C. C.

6 Harris, Fred C., Three Rivers

Unattached.

7 Stevens, A. B., 13 Oakland ave., Ann Arbor
8 *Stevens, Mrs. A. B., 13 Oakland ave., "
9 Sturgeon, W. M., 176 S. Main, "
610 Leggoth, F. J., 77 W. Main, Battle Creek
1 Peck, R. N., box 32, Bronson
2 Warne, F. L., "
3 Brown, J. H., box 16, Climax
4 Ashby, A., 76 Jefferson ave., Detroit
5 Black, Geo. M., Union Trust bldg, "
6 Clark, G. C., 92 Griswald st., "
7 Cady, E. J., 316 Greenwood ave., "
8 *Clark, Mrs. Victoria A., 92 Griswold "
9 Davis, James E., 32 E. Congress, "
620 Ducharme, C. A., 725 Jefferson ave. "
1 Kelly, M. A., 410 3d ave., "
2 Mercer, W. H., 427 Fansworth st., "

3 Menzies, Wm., 220 High, west, "
4 Mathews, W. V., 131 Lafayette av., "
5 Peckham, J. R., 564 13th st., "
6 Read, John G., 100 Griswold st., "
7 Robberts, T. R., Jr., 53 Garfield ave "
8 Wright, A. J., R. G. Dun & Co., "
9 Wheeler, Edgar S., 93 Griswold, "
630 *Logie, Miss L., 74 Adams ave., W., "
1 Peters, S. D., 1 Huron st., Flat Rock
2 Conkle, John, Three Rivers

Over 113,000, MINNESOTA, 21—344.

L. A. W. B. C.

633 Berlau, H. C., 311 Nicollet ave., Minneapolis

C. R. C. of A.

4 Mace, A. L., 254 East 10th, St. Paul

Unattached.

5 Brown, E. A., 513 3d ave., S. Minn.
6 Crandall, C. C., 104 Phoenix bldg., "
7 Chambers, F., 3113 Dupont ave. S., "
8 Daniel, T. W., 927 13th ave., S.E., "
9 Fournie, J. L., 715 Central ave., "
640 Godfrey, Fred B., 715 Central ave., "
1 Leavitt, H. H., M.D., 911 4th st., S.E., "
2 Purple, Chas. W., Court House, "
3 Paul, R. T., 2632 14th ave. S., "
4 Thompson, C. W., 2012 Chicago ave., "
5 Woodworth, J. E., 715 Central ave., "
6 Chadbourne, G. W., Staples
7 McDowell, Geo. K., M.D., box 164, "
8 McMullin, C. E., "
9 Ritler, A. L., "
650 Schmelz, J. M., box 82, "
1 Sponsel, J. M., box 265, "
2 Clemmons, F. S., Mer. Nat. Bk., St. Paul
3 Everett, Guy W., Waseca

Over 113,000, MISSISSIPPI, 5—44.

Unattached.

654 Armstrong, C. E., Vicksburg
5 Lowry, E. B., Forest
6 Colbert, W. D., Water Valley
7 Rose, J. N., "
8 Brown, G. D., "

Over 113,000, MISSOURI, 49—1921.

M. W. C.

659 Hess, John P., Monett

K. C. C.

660 Bodine, Stacy, 2607 N. Taylor, St. Louis
1 Bowman, A. P., 2639 Pine St., "
2 Potter, Geo. B., 3059A Glasgow pl., "
3 Seymour, Wm. M., 3603 Palm st., "

Star C. C.

4 Wright, Ralph G., 3008 Lucas ave., "

S. C. C.

5 Carson, R. L., Ilgenfritz bldg., Sedalia
6 Dobbin, Walter R., 227 Ohlo, "
7 Goodfellow, J. D., 514 West 6th, "
8 Highleyman, W. H., Union depot, "
9 Hoffman, H. J., 500 Ohio, "
670 Holliday, H. H., 237 So. Prospect, "
1 Latour, Ira H., 402 Ohio st., "
2 Porter, Damon L., 404 Ohio st., "
3 Selby, J. E., 1006 E. 4th st., "
4 Waddell, Frank S., 9th and Grand ave., "
5 Wilson, Chas. H., Y.M.C.A., "
6 Wehrmann, G. H., 511 Ohio st., "

S. C. C.

7 Wood, Isaac, Vernon ave., Springfield

Unattached.

8 Horton, H. G., Birch Tree
9 Harvey, Fred W., Edina
680 Coates, J. L., Coates House, Kansas City
1 Peppard, J. G., 1704 Jefferson, "
2 Velie, S. H., Jr., 1710 Jefferson st., "
3 Davis, Paul R., Kirksville
4 Brewster, Wm. J., Memphis
5 Durkee, E., "
6 Wagner, Frank, "
7 Abington, E. P., 1006 Water, St. Joseph
8 Dixon, I. M., 5886 Von Versen ave., St. Louis
9 Anheuser, Fred, 2125 Lafayette ave., "
690 Brooks, Dr. S. D., U.S. Marine Hospital, "
1 Buch, Frank M., 4256 Easton ave., "
2 Cantwell, Frank, 4th and Elm, "
3 Crabb, Robert A., 3121 Sheridan ave., "
4 Crunden, F. M., Public Library, "
5 Crulkshank, W., 4212A Evans ave., "
6 Ernst, Otto H., 4484 Delaware ave., "
7 Hunt, Paul C., 302 Wash. ave., "
8 Stannard, S. B., 4210 N. Grand ave., "
9 Spaunhurst, H. E., 1327 14th st., "
700 Turner, C. H., 4241 Westminster pl., "
1 Winter, Gottfried, 1326 Laml, "
2 Averill, W. H., 5740 Cabane pl., "
3 Coles, John, 6 Laclede bldg., "
4 Landenberger, Rev. L. G., 1113 No. Grand ave., "
5 Williams, D. E., 22 Custom House st., "
6 Lineberger, H. L., 420 Winfield st., Springfield
7 Schuerer, H., 425 E. Com'l st., "

Over 113,000, MONTANA, 5—63.

E. C. B.

706 Waghorn, Wm. T., Great Falls

Unattached.

9 Day, R. A., box 206, Helena
710 *Hooven, Miss E., Hotel Warren, "
1 Miller, C. L., 20 Main st., "
2 Smith, Frank M., Townsend

Over 113,000, NEBRASKA, 4—270.

Omaha W. C.

713 Light, C. V., U.P.R'y.Co., Omaha

Unattached.

4 McCord, W. H., box 248, Omaha
5 *O'Brien, Mrs. D. J., Drexel Hotel, "
6 Hall, Ray, box 120, Plainview

Over 113,000, NEW HAMPSHIRE, 7—200.

Unattached.

717 Prescott, Dana G., Concord
8 Prescott, Henry, "
9 Roberts, Fred R., Jr., "
720 Renfrew, Irvin C., box 162, Littleton
1 Dow, Frank P., 54 Water, Manchester
2 Murkland, Wm. E., 2 Prout's blk., "
3 Mygatt, Hiram G., 14 Hanover st., Nashua

Over 113,000, NEW JERSEY, 99—3490.

A. B. C.

724 Forest, W. M., Arlington
5 Whitfield, Geo. G., "
6 Weidland, E., "

B. C. & A. A.

7 Richardson, Lee, Maolis ave., Bloomfield

Owl B. C.

8 Hudson, Paul O., Union st., Bordentown

C. P. C.

9 Gieseske, Henry, 100 Hudson st., Hoboken
730 Schuartz, Wm., 260 7th st., "
1 Bollmann, W., 1011 Park ave., "
2 Bollmann, H., 1011 Park ave., "
3 Gundersdorf, W. G., 12 Willow terrace, "
4 Klee, M., 810 Bloomfield st., "
5 Crawford, S. W., 1124 Wash. st., "

Palma.

6 Watson, John S., 242 Pacific ave., Jersey City

Metuchen W.

7 Fanning, Wm., Metuchen
8 MacLauchlan, John, "

Montclair W.

9 Bush, J. M., 72 Forest st., Montclair
740 Spencer, R., 427 Bloomfield ave., "
1 Williams, W. B., 561 Bloomfield ave. "

Essex B. C.

2 Tuttle, M. Porter, Newark
3 Young, C. E., 14 Chestnut st., "

Passaic Y. M. C. A.

4 Post, Walter, 286 Main ave., Passaic

Pompton B. C.

5 DeMille, John C., Pompton
6 Loucks, A. C. D., Pompton Lakes

Unattached.

7 O'Connell, Jas., Bergen Fields
8 Beers, W. L., Boonton
9 Neff, R. K., (P.O., 106 S. Del. ave., Phila, Pa.), Beverly
750 Shirk, David M., "
1 Clarke, Wm. W., 27 Benson, Bloomfield
2 Dugdale, G. H., Burlington
3 Clair, E. A., 721 Clinton, Camden
4 Reeves, Chas. M., 508 Market, "
5 Dilworth, H. C., 12 Arlington ave., East Orange
6 Merriman, A., 7 N. 21 st., "
7 Parry, Joseph S., 12 Arlington, "
8 Sale, J. H., 40 N. Park st., "
9 Snideker, H., Beech st., "
760 Bomeisler, P. R., 39 Halsted st., "
1 MacKinsie, C., 565 Westminster av. Elizabeth
2 Rennsaeler, Louis A. J., Englewood
3 Stedman, Geo., M., "
4 Stack, Frank, "
5 Westervelt, J. H., "
6 Elrman, Andrew, "
7 Parker, Harry L., Glen Ridge
8 Curry T. B., Highwood
9 Edwards, Jos. W., 284 Pacific ave., Jersey City
770 McAvoy, W. E. J., 85 R.R. av., "
1 Wigham, J., 190 Sherman ave., Jersey City Heights
2 Crampton, David, box 127, Junction
3 Gould, Geo. J., Lakewood
4 Giannetti, Briat, Maplewood
5 Ball, Walter, Merchantville
6 Cooke, Geo. L., "
7 Highbee, Geo. H., "
8 Johnson, Herbert W., "
9 Stetson, D. S., "
780 Webster, Theodore L., box 297, Millville
1 Bacon, Geo. S., "
2 Bishop, F. H., 66 Greenwood ave., Montclair
3 *Farrington, Ella F., 60 Forest, "
4 Farrington, Joseph T., 60 Forest, "
5 Kynor, E. W., box 55, "
6 Lehrmann, H., Jr., 32 Lexinton ave., Montclair
7 Love, Geo. M., 117 Bloomfield ave., "
8 Moore, J. H., 368 Bloomfield ave., "
9 Murphy, S. J., 107 Chestnut st., "
790 Paxton, Wm. H., 24 Spring st., "
1 Rose, T. J., 139 Bloomfield ave., "
2 Spaulding, R., 14 Clinton ave., "
3 Trowbridge, J. W., 22 The Crescent, "
4 Tunis, F. W., 11 Friendship pl., "
5 Wichman, Geo. I., 169 Orange r'd, "
6 Day, P. M., 899 Broad st., Newark
7 Johnson, J. B., 785 Broad st., "
8 Jeffery, H. E., 16 Pine st., "
9 Kenyon, W. S., 193 Summer ave., "
800 Norman, Chas. H., box 77, "
1 Ward, Marcus L., 31 Sussex ave., "
2 Whittam, A., 319 Summer ave., "
3 Crosby, F. E., 48 Gould ave., "
4 Eichorn, A. C., 95 Baldwin, "
5 Hooper, Geo. H., Jr., 96 Spruce, "
6 Meredeth, J. E., 774 S. 19 st., "
7 Baldwin, F. W., 18 Frankfort, Orange
8 Captain, J. W., Hook and Ladder 2, Paterson
9 Jones, Wm. B., 129 Lafayette ave., Passaic
810 Hayes, James E., Princeton
1 Klouka, Rev. E., 325 W. 2d, Plainfield
2 Peterson, W., 937 Prospect ave., "
3 Nordquist, C., care H. M. Alexander, Seabright
4 Westervelt, Albert F., Tenafly
5 Fowler, A. P., "
6 *Struble, L. B., 324 Chestnut av. Trent'n
7 Bogue, F. L., M.D., Upper Montclair
8 Vough, Clark, Washington
9 Gomes, Wm. H., Westfield
820 *Armstrong, Ada, Bramhall park, W. Orange
1 Longcope, Henry, Woodbury
2 Hopkins, Fred K., Clinton ave., W. Hoboken

Over 113,000, NEW YORK, 448—15,166

A. G. C. C.

823 Best, Lyman A., 270 Monroe, Brooklyn

B. R. C. C.

4 Reilly, C. F., 1,218 Bedford ave., "

Gilbert Wheelmen.

5 DeVean, Harry B., 22 Russell pl., "

Indian C. C.

6 Baumann, D. K. P., 214 South 3d, "
7 Ernstthal, Julius, 183 Grand, "
8 Hamburger, Moses, 280 Rutledge, "
9 Schwab, Harry M., 341 Vernon ave., "
830 Davidson, S. C., 1,726 Madison ave., New York

K. C. W.

1 Graham, Wm. A., 15 Vernon ave., Brooklyn
2 Martin, Dr. F. H., 86 South 5th, "

M. T. H. S. W.

3 Robinson, J. T., 1,022 Bedford ave., "

P. C. C.

4 Jewett, Albert F., 282 Hancock, "

P. C. C.

5 Howland, George, 315 Hart, "

19th Century C. C.

6 Kelley, A. A., 106 Maryland, Buffalo

S. C. C. C.

7 Ross, T. H., M.D., 541 W. Ferry, "

Fortuna C. C.

8 Poppenhusen, H. C., box 141, College Point

Kanaweola C. C.

9 LaFrance, T. E., 375 W. Church, Elmira

Eclipse C. C.

840 Kelsey, F. E., "

U. S. C. C.

1 Webster, E., box 486, Far Rockaway

H. B. C.

2 Downs, Will A., Holley

Century Wheelmen.

3 Friedberg, P. A., 361 W. 32d, New York
4 Monahan, M. J., 852 6th ave., " "
5 Werdenschlag, S., 175 W. 78th, " "
6 Woods, J. S., 364 W. 18th, " "

C. C. C.

7 Gilroy, J. J., 502 Broadway, New York
8 Bush, L. F., 550 West 35th, "
9 Blemly, Wm. A., 430 West 33d, "
850 Bush, John L., 550 West 35th, "

C. F. N. Y. C.

1 Russell, F. M., M.D., Bellevue Hospital, New York

K. C. C.

2 Kennedy, H. Van Rensselaer, 32d st. and Fifth ave., New York
3 Tiffany, Perry, 621 Broadway, "

Florists C. C.

4 Ezechel, J. B., 918 Broadway, "
5 Guttman, A. J., 352 Union ave., "
6 Hauschilgt, T., 156 West 101st, "
7 Kern, J. H., 128 East 74th, "
8 Small, A., 1153 Broadway, "
9 Suplee, J., 829 Park ave., "
880 Schenck, C., 38 West 28th, "
1 Traendly, F. H., 38 West 28th, "
2 Warendorff, A., 1,213 Broadway, "
3 Williamson, J. E., 146 Ave. D., "
4 Warendorff, E., 1213 Broadway, "

North Side Wheelmen.

5 Beaumont, J., 556 East 158th, "
6 Dalrymple, H., 628 East 157th, "

Hickox C. C.

7 Detmoed, W. L., 60 West 11th, "
8 *Detmoed, Mrs. W. L.,60 W. 11th, "
9 Newcomb, Isaac B.,80 Broadw'y, "
870 *Newcomb, Mrs. I. B., 241 Central Park, W., New York

Rover C. C.

1 Rebman, Gus, 447 Canal, "

T. C. C.

2 Leslie, John, 138 West 15th, "

N. Y. T. V. W.

3 Eckstein, F., 1,054 Union ave., "

T. M. E. C.

4 Coit, Rev. O. B., 60 East 4th, Oswego

V. C. W.

5 Apgar, Charles S., Peekskill
6 Snowden, Thomas N., "

P. B. C.

7 Clarke, Carl G., Perry Record, Perry

L. V. C.

8 Gallery, J. F., 37 Warehouse, Rochester

M. W.

9 Elers, K., box 702, Schenectady
880 Nylen, K. A., Hotel Germania, "
1 Van Eppe, A. W., care Gen'l Elec. Co., Schenectady

Unattached.

2 Hinman, John G., Addison
3 Hinman, Guy O., "
4 Damp, B. W., 65 Hudson ave., Albany
5 Dorcey, Wm. J., 299 Orange, "
6 McNamara, T. H., Hudson ave. and So. Pearl, "
7 Stedman, F. W., "
8 Gottschalk, Alfred E., 214 Grand ave., Astoria
9 Broadbooks, G. C., box 54, Attica
890 Williams, C. A., State, Batavia
1 Posson, A., 38 Court, Binghamton
2 Summers, Arthur P., box 400, "
3 Andelfinger, Martin B., 645 Marcy ave., Brooklyn
4 Barber, W. C., 176 Lefferts pl., "
5 Boehm, George M. L., 1109 Bushwick ave., "
6 Barnes, Z. F., 189 Franklin ave., "
7 Babcock, H. A., 14 St. James pl., "
8 Bowes, Wm. M., 519 2nd, "
9 Bomeisler, L. E., 255 Hancock, "
900 *Coon, Miss Hattie R., 136 Willow, "
1 Chapman, H. W., 95 Pierrepont, "
2 Child, J. Calvin, 424 Quincy, "
3 Claflin, Fred H., 516 Nostrand ave., "
4 Eno, L. E., 444 8th st., "
5 Gilbert, J., 180 Lefferts pl., "
6 Glass, Geo. D., 41 Vernon ave., "
7 Henshaw, Wm. W., 296 Adelphi, "
8 Hill, W. G., 193 Lefferts pl., "
9 Hannah, J. G., 42 Montgomery pl., "
910 Jackson, W. R., 348A Hancock, "
1 Kernedy, Louis L., 756 Hancock, "
2 King, J. H., 543A Lexington ave., "
3 Kinne, Dr. W., 46 4th ave., "
4 Koile, John, Prospect Hall, "
5 Louis, Charles A., 455 First, "
6 Lester, F. W., Ocean and Jerome, "
7 Lee, Edw. P., 1309 Dean, "
8 Latting, B. F., 424 Quincy, "
9 Lindsay, William B., 26 Hanson pl., "
920 Malone, Dr. J. W., 8826 Bay Parkway, "
1 McDougall, Wm., 223 Columbia, "
2 *McCrae, Annie, 567 11th, "
3 Manney, C. F., 196 Berkeley pl., "
4 Munroe, Thos. W., 516 Decatur, "
5 Mygatt, D. P., 32 Sidney pl., "
6 Madden, John W., 46 Shepherd ave., "
7 Manning, David F., 222 Hancock, "
8 Moore, S. T., 211 Schenectady ave., "
9 Peters, A. F., 323 Quincy, "
930 Pidgeon, F. P., 518 Greene ave., "
1 Peck, Charles E., 72 Hanson pl., "
2 Quarles, Geo. F., 156 South 5th, "
3 Scheckel, Chas., 21 Snydam pl., "
4 Slade, E. T., 679 Vanderbilt ave., "
5 Surpless, J., Jr., 270 Throop ave., "
6 Scharmann, H. B., 404 Hart, "
7 Swaney, Dexter M., 85 Herkimer, "
8 Tripler, Fred R., 861 President, "
9 *Tagliabue, Miss L., 794 Bushwick ave., "
940 *Tagliabue, Miss A., 794 Bushwick ave., "
1 Welch, Peter R., 632 Lafayette ave., "
2 Whittlesey, Jas. T., 677 St. Mark's ave., "
3 Wilson, Harry, 486 6th ave., "
4 *Weagant, Miss J.M., 93 St. John's pl., "
5 Warner, Albert, 50 Sterling pl., "
6 Vail, Prescott B., 196 Joralemon, "
7 *Vail, Margaret B., 196 Joralemon, "
8 Van Ingen, Dudley A., 135 Henry, "
9 Watt, C. L., 352 Throop ave., "
950 Wilson, Geo. W., 23 Bond, "
1 Wilson, Arthur A., 139 South 4th, "
2 Wicher, G. M., Packer Inst., "
3 Wiepert, Geo. F., 462 8th, "
4 *Washburn, Miss E. C., 542 Pacific, "
5 Young, W. E., Jr., 47 Brevoort pl., "
6 Young, William, 58 Hancock, "
7 Zabriskie, H. Lyles, 28 Regent pl., "
8 Veitch, Charles W., 60 Bainbridge, "
9 Burr, C. A., 189 Montague, "
960 Childs, Eversley, 423 Clinton ave., "
1 Everson, G., M.D., 364 Greene ave., "
2 Hafner, William C., 830 Broadway, "
3 Monks, John, box 193, "
4 Norton, G. R. W., 498 2nd st., "
5 Perret, Charles, 490 4th st., "
6 Stanley, Chas. C., 211 St. James pl., "
7 Sturts, Dr. Thos. H., U. S. Naval Laboratory, "
8 White, Edward, 829 President, "
9 Weber, Ferdinand, 407 Wash. ave., "
970 Wentzel, A. F., 828 Broadway, "
1 Wilhelms, Fred., 356 Dean, "
2 Zimmer, Chas. A., 77 Manjer, "
3 Auld, Lucius, 277 E. Genesee, Buffalo
4 Adams, Roger C., drawer 164, "
5 Beam, W. P., 451 Elmwood ave., "
6 Bettinger, Albert A., 521 Main, "
7 Clark, Albert G., 98 17th, "
8 Cooper, Harry, Tifft House, "
9 Calkin, Frank B., 216 W. Utica., "
980 *Cary, Mrs. C. M. L., 184 Delaware ave., "
1 Clark, Chas. P., 236 E. Eagle, "
2 Dennis, Joseph M., 324 W. Ferry, "
3 Fenton, B. W., 1203 Delaware ave., "
4 *Fisher, Rev. H. S., 380 Franklin, "
5 Frederickson, Geo. L., 303 Penn, "
6 Griffis, Rev. J. K., 1767 Seneca, "
7 Harries, Edward A., 156 Bryant, "
8 Hanks, James G., 13 Franklin, "
9 Hengerer, A. W., 370 Walnut, "
990 *Luckenbach, Miss Mary, 173 Morgan, "
1 *McLeod, Miss M. S., 97 Riley, "
2 Maloney, John P., 508 Howard, "
3 Meyer, Fred. A., 53 Oxford ave., "
4 Miller, Henry M., 376 Northampton, "
5 May, Henry, 42 Woodlawn ave., "
6 Noe, Eugene, 115 Hickory, "
7 Niehaus, Herbert W., 207 7th, "
8 Norton, Herbert F. J., 403 Main, "
9 Orr, George, 237 Breckenridge, "

Over 114,000.

000 Pierce, Geo. N., 744 Main, Buffalo
1 Purcell, G. M., 621 Main, "
2 Saunders, C. E., 220 Crescent ave., "
3 Sprague, Carlton, box 164, "
4 Starks, F. E., 201 Ellicott sq., "
5 Solomon, Albert, 111 Rawlins, "
6 Smith, Winfield H., 176 Carolina, "
7 *Schmidt, Mrs. Otto, 94 15th, "
8 Sharp, Edward P., 44 Niagara, "
9 *Wade, Mrs. J. B., 133 Court, "
010 Tagg, Charles, 16 19th st., "
1 *Tifft, Mrs. Lily L., 228 Linwood ave "
2 *Utley, Mrs. Charles H., 263 Summer "
3 Vogt, Frederick A., 93 Riley, "
4 Ward, Rev. Henry, 512 Swan, "
5 *Monkel, Miss Tillie, 872 Niagara, "
6 White, Fred C., 328 W. Delavan ave "
7 Jewett, Gen. Edgar B., 210 Summer "
8 Richmond, T. L., 31 Scott, "
9 Stevens, R. J., box 544, Caledonia
020 Gorden, S. W., Cape Vincent
1 Grant, Walter H., "
2 Vincent, W. S., "
3 Lawrence, F. L.,Claverack college, Claverack
4 Batley, J. A., 122 Breslin ave., Cohoes
5 Foley, Maurice B., "
6 Stratton, G. M., 8th st. and Surf ave., Coney Island
7 McKyes, Dr. G. Y., 162 13th st., Collge Point
8 Egerton, Clarence C., Cooperstown
9 Blain, P. B., Depew
030 Hyman, Charles, Sawyer ave., "
1 Crandall, A. L., Elmira
2 Cooley, Maxwell S., 900 Lake, "
3 Freeman, W. C., 213 Columbia, "
4 Stevens, C. S., 500 E. Church, "
5 Hunter, R. B., Rochester and 3rd, Fulton
6 Hunter, James, Jr., Oneida, "
7 Hunter, John, Jr., 2nd st., "
8 Hunter, J. C., Rochester and 3rd., "
9 Hunter, William, "
040 Hunter, Thomas, 2d., 3d st., "
1 Haynes, Frederick J., box 175 "
2 White, George W., "
3 Weaver, Fred B., Gallatinville
4 Griffin, N. D., 99 W. Fulton, Gloversville
5 Colling, Wm. P., Hastings on Hudson
6 Frennd, John, "
7 Hasey, Harvey W., Fulton, Hempstead
8 Grant, Schuyler, 39 E. State, Ithaca
9 Brokenshire, William, Lancaster
050 Keefe, Thomas, box 255, "
1 Barretto, Gerard M., Jr., Larchmont
2 Johnson, Charles E., Malta
3 Coleman, Ralph B., State Hospital, Middletown
4 Gould, W. V., 41 S. 9th., Mt. Vernon
5 Jarvis, John F., Jr., 64 S. 4th., "
6 Walker, J. B., 124 S. 6th ave., "
7 White, Wm., 156 W. Lincoln ave., "
8 Albert, J., Jr., 225 1st ave., New York
9 Arnstein, Morris, 442 E. 88th., "
060 *Baker, Mrs. J. M., M.D.,272 W. 39th "
1 Bjorksten, Theo., 71 E. 52nd, "
2 *Booss, Miss Daisy E., 45 W. 51st, "
3 Bowman, Nathan, 108 E. 73rd, "
4 Bischel, H. V., 1,837 Washington ave "
5 *Bailey, M. Irene, 1,048 5th ave., "
6 Borden, B. H., box 2,894, "
7 Burghard, Milton, 129 W. 124th, "
8 Borsnot, H. S., 1,311 Broadway, "
9 Claflin, Geo. W., 207 W. 45th, "
070 Curtis, H. S., 810 Broadway, "
1 *Chamberlin, Mrs. A., 26 John, "
2 Casey, T. B., Surrogate's office, "
3 Caldwell, J. H., Jr., (P. O., Princeton, N. J.) "
4 Cardoza, W. B., box 1,510, "
5 Creighton, Wm. V., 48 W. 68th, "
6 Corney, Clarence, 20 W. 128th, "
7 D'Almaine, H., 11 E. 17th, "
8 *D'Almaine, Mrs. H., 11 E. 17th, "
9 Duffy, R. H., 37 W. 36th, "
080 Davis, H. B., 123 W. 44th, "
1 Dewing, W. W., 42 W. 22nd, "
2 Dohleo, Herman, 14 Reade, "
3 Evans, William, 418 W. 160th, "
4 Ehrlich, Charles, 2,013 7th ave., "
5 Elias, Hugo, 179 W. 73rd, "
6 Fowler, Charles, 415 Pearl, "
7 Fruham, Wm. V., 51 Sullivan, "
8 *Foster, Mrs., K. M., 254 West 34th, "
9 Frankenberg, S., 647 Madison ave., "
090 Fletcher, P. M., 138 Manhattan ave "
1 Greenbaum, A., 11 Prospect pl., "
2 Gibson, F. James, 134 E. 16th, "
3 *Gotthell, Mrs. Leon, 35 E. 74th, "
4 Glazier, Henry, 56 Exchange pl., "
5 Gerbig, Barend, 1,182 Madison ave., "
6 Griffith, Charles W., 256 W. 104th, "
7 Glaser, Fred, 307 E. 73rd, "
8 Hirsch, I. M., 647 Madison ave., "
9 Hill, Arthur G., 45 Perry, "
100 *Hasbrouck, Mrs. F. 237 Cen. pk. W. "
1 Hoagland, W. M., 106 Wall, "
2 Hoagland, John A., 106 Wall, "
3 *Hynes, Helen M., 55 W. 39th, "
4 Helm, Julius D., 26 E. 109th, "
5 Higgins, J. J., 100 E. 29th, "
6 *Hirchberg, Mrs. Hulda, 20 E. 91st, "
7 Hallagan, Albert F., 65 Broadway, "
8 Hamilton, George, 215 W. 14th, "
9 Holbrook, H. S., 119 Broadway, "
110 Herrmann, Milton C., 50 W. 49th, "
1 Jahl, Albert C. 39 Cortlandt, "
2 Kirwan, John P., 1,505 Broadway, "
3 *Lewis, Miss M. E., 20 5th ave., "
4 Lincoln, Fred. D., box 541, New York
5 Meyer, Geo. W., 42 Peck Slip, "
6 Montaut, A. P., 71 Worth, "
7 McFee, Archibald, 153 East 105th, "
8 Michels, James F., 456 West 22nd, "
9 McCue, James T., 440 West 34th, "
120 Mayer, Henry W., 22 William, "
1 Montgomery, H. P. Alan., 1189 Madison ave., "
2 McGovern, Chas., 333 9th ave., "
3 Morris, J. A., 340 East 65th, "
4 *Mayer, Mrs. Rosa, 50 West 65th, "
5 Murray, William L., 2 West 130th, "
6 Noble, Herbert, 120 Broadway, "
7 Neidlinger, Rud. G., 423 East 50th, "
8 Otto, Charles W., 577 East 152nd, "
9 Offenbach, Dr. Robt., 46 East 60th, "
130 O'Donovan, Alfred J., 37 West 36th, "
1 O'Brien, John J., 415 West 59th, "
2 Pettit, C. H., 2028 Lexington ave., "
3 Richardson, F. E., 375 W. Broadway, "
4 Rogers, Wm. H., 130 West 104th, "
5 *Russell, Josephine H., 47 Park ave., "
6 Ryan, Francis J., 269 West 10th, "
7 Rice, Dr. Geo. E., 243 West 56th, "
8 Rand, F. T., 150 Nassau, rm. 925, "
9 Solow, Leon, 105 East 88th, "
140 Stower, A. R., 23 Chambers, "
1 Schwartzkoff, D., 220 West 125th, "
2 Scott, James W., 162 11th ave., "
3 Sullivan, John T., 456 West 22nd, "
4 Shea, Joseph, 111 Fifth ave., "
5 Scheeren, H. M., 445 Willis ave., "
6 Suller, Frank P., Unionport, "
7 Salter, John W., Jr., 267 W. 139th, "
8 Stern, D. M., 104 West 55th, "
9 Shipman, O. E., 83 John, "
150 Topp, Emil, 21 West 119th, "
1 Trippe, Fred. L., 322 West 78th, "
2 Teichman, Dr. R. G., 18 East 23rd, "
3 Taussig, Joseph, 1258 3rd ave., "
4 Van Tine, J. B., 127 West 11th, "
5 Von Ulm, Ferdinand, 1818 Bathgate ave., "
6 Watson, Willis A., 476 Broome, "
7 Williams, Howard E., 130 West 70th, "
8 Woolverton, D., 18 West 130th, "
9 Weeks, J. Edw., box 389, "
160 Wildes, Clarence H., 36 Wall, "
1 Welton, F. J., 623 Amsterdam ave., "
2 Wilson, H. L., Puck office, "
3 Witmondt, J., 418 Willis ave., "
4 Weil, Harry, 163 East 72nd, "
5 Weil, Alexander, 315 East 51st, "
6 Yost, G. Andrew, 1967 7th ave., "
7 Boney, Ashton M., 101 Beekman, "
8 Foster, Charles L., 509 Broadway, "
9 Gerst, Frederick, 2263 7th ave., "
170 Huber, E. E., 545 Pearl, New York
1 *Jenkins, Mrs. S., 630 Columbus ave., "
2 Kuh, M. A., 227 W. 134th, "
3 Schrader, Frederick, Jr., Jerome ave., Woodlawn, "
4 Adams, A. T., 13 E. 16th, "
5 Bryan, Henry C., 45 Cedar, "
6 Curnen, E. C., 20 W. 87th, "
7 Curnen, Bernard V., 20 W. 87th, "
8 Curnen, James F., 537 E. 116th, "
9 Chittenden, Horace H., 11 Pine, "
180 Flanagan, Albert, 38 Downing, "
1 Field, Thomas G., 41 E. 57th, "
2 Geismar, Salomon, 719 Broadway, "
3 Gerhardt, George, 52 Macdougal, "
4 Gerrety, G. H., 158 E. 11th, "
5 Haynes, A. E., Esq., 14 E. 44th, "
6 Jacka, Edgar V., 101 W. 121st, "
7 Jeremiah, George, 29 W. 12th, "
8 Jacobus, C. C., 60 Broadway, "
9 Korth, John C., 196 2nd ave., "
190 Kortum, Louis, 235 E. 92nd, "
1 Levy, Jacob, 985 8th ave., "
2 Livingston, Dr. E. P., 12 W. 46th, "
3 Minogue, M. T., 123 W. 54th, "
4 Moos, Louis, 76 8th ave., "
5 Mora, Aurello, 214 W. 50th "
6 Murray, T. W., Jr., 737 E. 134th, "
7 Potts, W. B., 29 E. 28th, "
8 Potts, R. B., 143 Liberty, "
9 Reily, Adolf, 72 E. 124th, "
200 Roberts, Malcolm, 38 W. 9th, "
1 Roberts, S. Edgar, 38 W. 9th, "
2 *Russell, Mrs. Ottilie, 335 W. 24th, "
3 Shattuck, P. W., 35 E. 17th, "
4 Spear, Charles H., 57 W. 84th, "
5 Tangermann, August F., 107 4th ave, "
6 Vollnur, Charles F., 66 E. 92nd, "
7 Weinberger, Jos. S., 126 Lewis, "
8 Woore, John W., 263 W. 22nd, "
9 Young, Boerne, 605 Broadway, "
210 Elliott, Dr. A. H., 70 Main, New Rochelle
1 Arkush, S. F., 154 Buffalo ave., Niagara Falls
2 Owen, Sidney M., Hotel Imperial, "
3 Burleson, J. H., 606 8th st., "
4 Young, William M., 316 1st., "
5 King, R. Edward, box 56, Nyack
6 Harrison, N. W.,63 Caroline, Ogdensburg
7 Lewis, L. E., 74 Ford, "
8 Stamford, Walter V. H., 46 Ford, "
9 *Kibbe, Emily, 150 Hamilton, "
220 Hunt, George B., 119 W. 4th, Oswego
1 Allen, R. Y., 64 Bridge, Phoenix
2 Fox, Ira P., Hotel Windsor, "
3 Gleason, Fred W., Main, "
4 Loomis, Frank J., 1 Volney, "
5 Moyer, B. L., "
6 Vickery, E. C., "
7 Baker, W. G., Plattsburgh
8 Allyn, H.B., 26 Columbia, Poughkeepsie
9 *Allyn, Mrs. H. B., 26 Columbia, "
230 *Boshart, Mrs. W. H., 26 Columbia, "
1 Jackman, Allison W., 75 Market, "
2 Swartz, Rev. ——— P., 24 S. Hamilton, "
3 Seaman, Geo., Nelson House annex, "
4 *Seaman, Mrs. Geo., "
5 Scott, E. J., box 240, Port Chester
6 Redmond, John, box 315, Port Richmond
7 McKee, Frederick V., Port Washington
8 Bennett, Frank, 23 Summer, Rochester
9 Louret, John, 51 N. Union, "
240 McNeal, Percy M., 230 Averill ave., "
1 Parkhill, M. J., 17 East ave., "
2 Reed, Louis M., 151 Pearl, "
3 Shuart, W. Dean, 208 East ave., "
4 *Stillman, Miss Daisy, 22 Sumner park, "
5 *Miller, Mary, 116 W. Main, "

6 *Guy, Lucy, 24½ West, room 7, "
7 Wilson, F. F., Jr., box 222, Rockville Centre
8 Murray, S., box 222, Rockaway Beach "
9 Wolff, A. A., "
250 Barnard, James E., 306 W. Bloomfield, Rome
1 Murray, Rev. Michael J., Saugherties
2 Ashdown, Wm., 144 White, Schnectady
3 Elpeltanee, Alois, 451 S. Centre, "
4 Goddard, W.W., M.D., 210 S. Centre, "
5 Bradley, Arthur D., Sharon Springs
6 Demsey, John J., Sparkill
7 Collins, John F., Spuyten Duyvil
8 Kennedy, John F., "
9 Dowling, G. T., box 513, Tarrytown
260 Baxter, F. R., 1 Miller, Utica
1 Kendrick, T. M., 23 Deveveaux, "
2 Levey, Joe, Wellsville
3 Elwyn, W. S., Woodstock
4 Snyder, Byron C., "
5 Weeks, W. J., Yaphank
6 Condon, Richard L., 77 Main, Yonkers
7 Peck, H. F., 67 Dock, "
8 Phinney, Charles L., 145 Linden, "
9 Strong, Dr. F. H., 17 Highland ave., "
270 Tanner, H. C., 5 Livnigston ave., "

Over 114,000, North California, 23—1351.

A. C. W.

271 Bird, J. Urban, 715 R. R. ave., Alameda
2 Shedd, J. S., A. O. & P. E. R. Co., "
3 Wolf, L. H., 1815 Webster, "
4 Carroll, Paul F., 1829 Myrtle st., Oakland
5 Champion, A. B., Oakland Shoe Store, "
6 Cornell, Thomas, 520 8th st., "
7 Ruppert, F. W., box 455, "

B. C. C.

8 Congdon, H. F., Bakersfield

R. C. W.

9 Gaskill, V. W., 511 Hobart st., Oakland

Cal. C. C.

280 Bellman, E., 1217 23d st., San Francisco
1 Griffith, M. A., 935 Sanches, "
2 Melskov, Chris, 35 Langton st., "
3 Selover, S. A., 26 O'Farrell st., "

O. C. W.

4 Spellman, Wm. R., 230 Ninth st., "

UNATTACHED.

5 Slocum, Willitt, Keiseyville
6 Manuel, W. G., 1423 Chestnut st., Oakland
7 Wulzen, F. E., 686 Sycamore, "
8 Bekeart, Phil B., 150 New Montgomery, San Francisco
9 Hermanson, Herman, Good Fellows Grotto, San Francisco
290 Jung, Fred H., 310 Pine st., "
1 Morse, Wm. S., 625 Jessie st., "
2 MacLeod, Robt. F., 316 Cala. st., "
3 Mullins, Wm., 25 Cala. st., "

[Over 114,000, North Dakota, 2—52.

S. B. C.

294 Getchell, Chas. W., Valley City
5 *Winterer, Miss Louise, "

Over 114,000, Ohio, 29—1983.

C. W.

296 Auch, David, Main st., Chillicothe

A. C. C.

7 Helmen, Louis, 52 Main st., Cincinnati

C. B. C.

8 Hall, A. W., 718 Race st., "

C. Gym. C. C.

9 Kurtz, Arthur C., 1435 Main st., "
300 Rabbe, Wm. H., 455 Vine st., "

T. W. A.

1 Lewis, F. J., 1519 E. B'dway, East Toledo

Lobdell C. C.

2 Pfaff, Edwin W., 112 Putnam st., Marietta

S. C.

3 McClinton, Chas. C., 227 S. 3rd st., Steubenville
4 Fickes, Walter, 313 North st., "

Willard C. C.

5 Dick, Henry M., 309 Oliver, Toledo
6 Rotert, F. W., 618 So. St. Clair st., "

UNATTACHED.

7 Rudd, F. W., box 73, Bellevue
8 Greenslade, R. L., "
9 Uhl, Jos. A., 14 Calhoun, Cincinnati
310 *Wilson, Mrs. N. V. D., 2211 Park ave., "
1 *Weber, Mrs. Charles, Station G, "
2 Bailey, E. R., 1045 Willson ave., Cleveland
3 Ireland, Paul F., 1084 Willson ave., "
4 Crowther, H. Lindley, 26 So. Genesee ave., "
5 Stevens, F. L., 47 West Fourth ave., Columbus
6 Deiduck, James C., 115 Robinson st., East Liverpool
7 Ashley, W. F., Grafton
8 Curry, Frank, box 106, Gallipolis
9 Fleurot, Geo. G., Bay View, Put-in-Bay
320 *Fleurot, Mrs. Geo. G., Bay View, "
1 Plants, A. F., Rising Sun
2 Hoffner, Benj. C., 511 St. Louis st., Toledo
3* McCandlish Miss Grace, 100 W. First ave., Columbus
4 Andrews, Chas. B., Zanesville

Over 114,000, Oregon, 12—238.

P. B. C.

325 Folsom, Ralph, Pendleton
6 Ferguson, Chas. J., "
7 Johnson, H. F., "
8 Shiverick, Wm. L., "
9 White, T. Brook., box 184, "

R. C. C.

330 Walker, L. A., Roseburg

Coos Bay W.

1 Golden, T. T., Marshfield

UNATTACHED.

2 Davis, Ed. R., Eugene
3 McClure, John S., "
4 Hunt, J. C., Oakland
5 McClallen, Rey, box 70, Roseburg
6 Richardson, T. K., box 83, "

Over 114,000, Pennsylvania, 285—6134.

Delta W.

337 Strickler, Edward I., Camphellstown

Beacon L. W. C.

8 Dreifus, Benj., 1002 Chestnut ave., Altoona
9 Klinordlinger, Lou, 1216 12th st., "

Mason C.

340 Chollton, Isaac, 2113 Orthodox st., Frankford

Frankford B. C.

1 MacCulloch, Jas. H., Hedge & Orthodox, "

U. W. of B.

2 Nickum, E. Geo., S. Main., Bethlehem
3 O'Neil, Chas., Broad st., "

Conshohocken W.

4 McCoy, Thos. F., Fayette and 2nd ave., Conshohocken

W. W.

5 Gibson, W. C., 39 W. Duval, Germantown
6 Kooker, Geo., Rittenhouse and Green, "

H. W.

7 Russell, A. Fisher, box 547, Harrisburg

P. H. C.

8 Duffus, H. K., Emlen st., Germantown

L. B.

9 Marseilles, W. P., Latrobe

L. C. C.

350 Perry, Lewis S., Lewisburg
1 Marsh, W. B., Market st., "

L. C.

2 Atkins, W. T., Currier Office, Lebanon
3 Krause, Geo. D., 821 Chestnut, "
4 Rodearmel, John R., Currier Office, "

M. W.

5 Galbraith, Albert, Milton

Kenilworth W.

6 Powel, Jos. K., 721 N. 40th st., Phila.

St. Pauls.

7 McCormick, J., 1134 Redner st., "

Hayseed W.

8 Lindemuth, W. H., "

Credenda.

9 Wood, A. E., 128 S. Front st., "

C. C. C.

360 Boussall, Le Roy C., 4061 Sp'g Garden, "
1 Mann, Wm. L., 782 N. 33th st., "
2 Peterson, R. Walter, Jr., 421 N. 33rd st., "

Penn. W.

3 Conner, S. H., 1941 W. 23d st., "
4 Fabian, Geo., 2042 Howard st., "
5 Fisher, Christian, 2817 Susquehenna ave., "
6 Turner, Jos., 2819 Hutchinson, "

Diamond W.

7 Chevalier, J. Curby, 2248 N. 17th st., "
8 Floyd, Harry R., 2411 N. 15th st., "
9 Hatton, Franklin P., 20th and Diamond, "
370 Kirst, John M., 2208 N. 17th st., "

Keystone B. C.

1 Schmerts, E. C., 130 1st ave., Pittsburg

Sewickley Y. M. C. A.

2 George, R. A., Sewickley
3 McDonald, Joseph C., box 9, "

Schuylkill N. W.

4 Bromley, Thos. J., 3309 N. 16th st., Phila.

Century W.

5 Chase, C. C., Jr., 8 S. Broad st., Phila.

Tioga W.

6 Thompson, Wm. Burt, 1713 Tioga st., Phila.
7 Lippincott, H. C., 1327 N. 16th st., "

Cen. B.C.

8 Frazier, Geo. H., 2134 Spruce st., "

C. C. C.

9 Culp, B. C., 192 W. Spruce, Titusville

Towanda C. C.

380 Weller, Nathan V., Pres. Towanda C. C., Towanda

UNATTACHED.

1 Hoyt., Rev. Henry A. F., Academy
2 Davidson, Jas. H., 130 North ave., Allegheny
3 Stewart, Myron V., 4 Boquet st., "
4 Siemon, T. W., 227 North ave., "
5 Sproull, Theoph., 25 Union ave., "
6 Anderson, H. A., Juniata Shop, Altoona
7 Brennan, W. B., 711 18th st., "
8 Browne, T. R., Juniata Shops, "
9 Hare, Thos. C., 1400 11th ave., "
390 Henry, C. G., "
1 Strausbach, D. A., 11th ave., Barnes
2 *Barnes, Mrs. Ada A., "
3 Roberts, Heb., "
4 *Garvin, Bessie J., 11 Market st., Bethlehem
5 Beidelman, John, Bingen

6 Davis, Fred G., Blossburg
7 Rawle, Francis W., Bryn Mawr
8 Boynton, A. F., Clearfield
9 *Harder, Mrs. J. E., "
400 Smith, S. Boyd, "
1 Kurtz, Chas. T., "
2 Seitz, Chas. F., 9 Centre sq., Easton
3 Bacon, Howard B., "
4 De Mott., J. C., 20 S. State, Du Bois
5 Hollingshead, Harry, Elk City
6 Landis, A. R., box 75, Ephrata
7 Sprecher, W. O., box 49, "
8 Yeiser, J. H., box 61, "
9 Morrill, M. T., 1512 Arrott st., Frankford
410 Overington, Wm., Jr., Leiper st., "
1 Aspen, C. Herbert, 1625 Green st., "
2 Hallowell, W. Grant, 1512 Allen st., "
3 *Hartley, Emma, 613 E. Chelten ave., "
Germantown
4 Middleton, H. W., Jr., 126 E. Walnut Lane, "
Germantown
5 Nason, Harold B., 6123 Green st., "
6 Parker, Horace H., 167 E. Chelten ave., "
7 Schaefer, Chas. J., 108 E. Chelten ave., "
8 Tyson, Canby Steel, 239 Harvey st., "
9 Tilman, Geo. W., 7127 Germantown ave., "
420 Hodge, H. Bayard, 420 W. Walnut Lane, "
1 Kendall, W. T., 57 Maplewood ave., "
2 Masters, Arthur, 5001 Green st., "
3 Smyth, Calvin M., 426 Stafford st., "
4 Smith, J. Parsons, Jr., 71 W. Johnson, "
5 Wood, Rev. Chas., W. Walnut Lane, "
6 Wharton, R. M. H., 534 Woodbine st., "
Harrisburg
7 Isenberg, J. E., 608 Coleman ave., Johnstown
8 Bolton, Wilson W., 6 E. Orange st., Lancaster
9 Gingrich, Milton E., 90 Peoples Bank, "
430 Lutz, Isaac M., 48 S. Duke st., "
1 Miller, Chas. A., 23 W. Chestnut, "
2 Nixdorf, W. M., 21 W. James st., "
3 Rhoads, Godfried Z., 131 S. Prince st., "
4 Lamb, L. H., Mechanicsburg
5 Soltan, Chas., "
6 Pitts, W. A., Mansfield
7 Meyers, Geo. E., Mauch Chunk
8 Myers, W. E., 226 Whigham st., McKeesport
9 Young, J. Lawrence, Bourpan ave., "
440 McGrath, Wm. P., 1440 De Kalb, Norristown
1 Parker, A. B., 217 De Kalb, "
2 Jones, A. C., "
3 Corby, Robt. A., box 1, Nesquehoning
4 Helle, A. K., 309 Harriot ave., Oil City
5 Barton, H. E., box 375, Patton
6 Avil, David D., 4310 Market st., Phila.
7 Avil, John D., Lansdowne House, "
8 *Burnham, Ethel, 4301 Spence st., "
9 Burnham, W. N., 4301 Spence st., "
450 Burr, Walter L., 1021 Walnut st., "
1 Brighton, Clarence, 2166 Sedgeley ave., "
2 *Bosbyshell, Mrs. O. M., 4046 Chestnut st., Phila.
3 Allen, B. C., cor. 4th and Chestnut sts., "
4 *Barranger, Emma, 148 W. 13th st., "
5 Bachrach, Marcus, 1517 N. 7th st., "
6 Brown, Wm. M., 1509 N. 15th st., "
7 *Brown, Mrs. Cecilia M., 1509 N. 15th st., "
8 *Begley, Miss Katharine E., 1703 Diamond st., "
9 Blum, Geo. J., 4950 Germantown ave., "
460 Benkhardt, G. H., 11 S. 7th st., "
1 Bean, H. Edgar, 1729 N. 19th st., "
2 Brown, Wm. Findlay, 241 W. Evergreen st., "
3 Baxter, Andrew H., 1422 Christian st., "
4 Baxter, Henry, 915 S. 48th st., "
5 Bachrach, Marcus., 1517 N. 7th st., "
6 Calcutt, Vere W., Broad St. Station, "
7 *Chabut, Mlle. Noemi, 228 N. 12th, "
8 Crosby, John, Station J, Phila. P. O., "
9 Crowley, H. J., 509 Arch st., "
470 Crawford, H. E., 1628 N. 17th st., "
1 *Daubman, Mrs. B. E., 148 N. 13th st., "
2 Diesinger, Herman, 132 S. 10th st., "
3 Eisenhardt, Geo. F., 3101 Diamond, "
4 Eisenhardt, Geo. F., Jr., 2144 N. 32d, "
5 Faires, Theo W., 245 S. 13th st., "
6 Forrest, H. M., 2000 Spruce st., "
7 Frank, Abe K., 849 N. 7th st., "
8 Frazier, Chas. H., M. D., 133 S. 18th st., "
9 Fox, Alex. M., Jr., cor. Beech and Poplar, "
480 Fenimore, Walter H., 635 N. 17th st., "
1 Godfrey, Jas. D., 802 Chestnut, "
2 Gates, Richard H., 1539 Fontaine st., "
3 Goodman, Eugene W., 1518 N. 6th st., "
4 Goldstein, Siegfried, 921 N. 19th st., "
5 Green, Harry, 1511 S. 5th st., "
6 Hartley, Wm. L., 2404 Thompson st., "
7 Holzbaur, Geo., 1832 Warnock, "
8 Hinckle, H. G., 927 Market st., "
9 Houck, F. W., 1621 Mt. Vernon, "
490 Hutchinson, S. Pemberton, 32d and Market sts., "
1 Hutchinson, Jas. P., 138 S. 22d st., "
2 Harkness, S. D., 3409 Wallace st., "
3 Hallowell, Chas. E., 14 S. 5th st., "
4 Handy, Henry, 416 N. 2d st., "
5 Kane, Bayard, 323 S. 15th st., "
6 Kuemmerle, Wm., Jr., 516 N. 7th st., "
7 Klauder, S. H., 2206 Venango st., "
8 Kauch, John A., 1143 S. 26th st., "
9 Klock, G. F., 26 and 28 N. 4th st., "
500 *Langstroth, Miss Fannie, 2030 N. 12th st., "
1 Lowery, Jas. W., 1632 Sydenham, "
2 Latimer, Daniel R., 3217 Park ave., "
3 Lacy, John V., 1434 S. 15th st., "
4 Ledyard, Thos. V., Jr., 1943 N. 18th, "
5 McAdam, Jas., 1953 Stella ave., "
6 *Morris, Mrs. E. Lillie, 1703 Diamond, "
7 Matlack, E. L., M. D., 708½ N. 8th st., "
8 Nelson, Thos. T., Jr., 1924 N. 13th st., "
9 Nock, Thos. O., M. D., 2507 Brown st., "
510 Pile, Frederick M., 3821 Lancaster ave., "
1 Parker, Geo. L., 18th and Norris sts., "
2 Paxson, Chas., 829 N. Broad st., "
3 Powell, Harry W., 3410 Hamilton st., "
4 Reed, A. Graham, M. D., 228 N. 12th st., "
5 *Reed, Mrs. Anna, 228 N. 12th st., "
6 Reynolds, John B., 2000 N. Front st., "
7 Rosengarten, J. Clifford, 1905 Walnut st., "
8 Rossell, Axel, 4141 Westminster ave., "
9 Roth, W. H., 3127 Dakota st., "
520 Rogers, E. S., 1711 Poplar st., "
1 Rhodes, C., 1713 N. 15th st., "
2 Scattergood, Edw. F., 1910 Spring Garden, "
3 Stuckey, Jos. Bancroft, 13 N. 11th st., "
4 Scott, Jno. T., Jr., 1322 S. 15th st., "
5 Shober, S. L., Jr., Broad and Carpenter, "
6 Speidel, Albert, 1863 Taylor st., "
7 Stuart, H. H., 652 N. 33d st., "
8 Wright, Dr. J. E., 424 Dickinson, "
9 Wilgus, W. H., 501 Susque. ave., "
530 Ward, Jas. B., Howard and Lehigh ave., "
1 Ward, John J., Howard and Lehigh ave., "
2 Wharton, Henry, 224 S. 3d st., "
3 Weyl, Edgar, 721 Brown st., "
4 Weyl, Jacob L., 721 Brown st., "
5 Wilson, J. S., 4915 Regent st., "
6 Weston, Benj. G., 2019 N. 21st st., "
7 Williams, W. R., 434 Market st., "
8 Wallace, Chas. D., Washington Hotel, "
9 Cox, John G., 2228 N. 7th st., "
540 *Cook, Miss Maud I., 425 Arch st., "
1 Fernberg, Chas. E., 1616 Green st., "
2 Etherington, Burton H., 2410 N. 18th st., "
3 Foulkes, Edw. L., 3626 N. 15th st., "
4 Finley, Wm. H., 329 Chestnut st., "
5 *Halligan, Miss K. G., 3401 Powelton ave., "
6 *Harned, Miss Ella, 223 S. 42d st., "
7 Hagel, Adolph, 446 N. 4th st., "
8 Hagel, Edw., 446 N. 4th st., "
9 Holby, Frank S., 4410 Osage ave., "
550 Hetzel, Chas. V., 633 E. Thompson st., "
1 Hetzel, F., 633 E. Thompson st., "
2 *Hunt, Fannie B., 2315 Camac st., "
3 Irwin, Robt. S., Columbia ave. and Mauher, Phila.
4 Kirby, Dr. Ellwood R., 1202 Spruce st., "
5 Kirschbaum, Benno, 810 N. 6th st., "
6 Latta, John E., 1525 Mt. Vernon, "
7 Maurer, Harry, 3426 N. 18th st., "
8 Maurer, Jos. W., 528 Cherry st., "
9 Maurer, Alex. C., 528 Cherry st., "
560 Meyer, Alex., 2237 Fairmount ave., "
1 Mearkle, L. K., 3719 Brown st., "
2 Nanson, Rev. C. P. H., 6123 Green st., "
3 Neff, S. B., 106 S. Delaware ave., "
4 Phymister, Wm. J., University of Pa. Dental, 97, "
5 Pierce, J. D., 2151 N. 32½ st., "
6 Preager, Louis N. (P. O. Box B., Lake Charles, La.), "
7 Quintin, Thos. J., 3701 Brown st., "
8 Ragatz, Henry, 856 N. 5th st., "
9 Rhymer, J. L., 1732 N. Front st., "
570 Richardson, Henry S., 1100 Locust st., "
1 Seche, Victor L., 425 Arch st., "
2 Smith, Arthur D., 3907 Powelton ave., "
3 *Sinnott, Mrs. J. Fred, 4106 Spruce st., "
4 Smith, Stuart F., 1825 Pine st., "
5 *Smith, Miss Farrar, 1825 Pine st., "
6 Sinnott, J. Fred, 4106 Spruce st., "
7 Trimble, Wm., 11 N. 4th st., "
8 Twiford, Allen L., 1512 Dean st., "
9 Wallis, J. Edw., M. D., 2642 Richmond, "
580 Ward, Oscar B., 3224 Wallace, "
1 Welsbrod, Harry, 1924 E. Cumberland, "
2 Whitehead, John B., 4009 Chestnut st., "
3 Wilson, G. S., 4228 Walnut st., "
4 *Wood, Miss Caroline, 1313 Spruce st., "
5 Wood, Rev. Chas., Walnut lane and Green, "
6 Yetman, Wm. F., 1015 Green st., "
7 Bishop, Alfred S., box 654, Pittsburg
8 De Armit, W. P., 50 9th st., "
9 Furniss, John O., 166½ 38th st., "
590 Hary, Henry, 2714 Jane, "
1 Lyon, J. D., cr. W. B. Thompson & Co., "
2 Ronnh, Joseph C., 237 Webster ave., "
3 Williams, Edwin M. S., 237 38th st., "
4 Crooks, T. N., 613 Copeland, "
5 Simpson, Thomas, 6021 Penn. ave., "
6 Leister, Geo. E., Philipsburg
7 Zilber, Philip S., 512 Elm st., Reading
8 Salin, Chas. S., box 116, Ridley Park
9 Bacon, Chas. M., 621 Lewis ct., Scranton
600 Horton, Harry H., Sheffield
1 Clark, Walter M., E. 4th st., S. Bethlehem
2 Conard, U. W., Hellertown rd., "
3 Hays, G. A., Sewickley
4 Schoyer, R. P., Swissvale
5 Beaver, E. B., North Brown, Titusville
6 Kerr, J. N. Trainer, Trainer
7 Hoffman, Wm. E., 1334 Logan ave., Tyrone
8 Moore, J. Frank, 1550 Logan ave., "
9 Hoagland, Jas. E., Wayne ave., Wayne
610 Kellogg, Geo., West Burlington
1 Ribble, Allen, "
2 Cobb, Frederick F., 4917 Pentridge st., W. Phila.
3 Megill, Chas. H., 329 N. 64th st., "
4 Cope, Francis R., Jr., Woodbourne
5 Young, James, 200 Rochelle ave., Wissahickon
6 Hage, C. K., Park Hotel, Williamsport
7 Sallada, C. Wilbur, 429 Walnut, "
8 Reilly, J. M., 34 W. 4th st., "
9 Serrill, Joseph M., Wyncote
620 *Serrill, Mrs. I. McG., "
1 Campbell, R. C., "

Over 114,000, Rhode Island, 28—739.

N. W. C.

622 Cameron, James A., 18 Chadbrown st., Providence
3 Duhaime, Emile, 157 Public st., "

UNATTACHED.

4 Williams, H. Lewis, Auburn
5 *Williams, Mrs. Annie D., "
6 Searle, Edwin C., Barrington Centre
7 Sharpe, Wm. L., East Greenwich
8 Griswold, Walter H., East Providence
9 Perkins, Chas. H., box 741, "
630 Lewis, Wm. T., box 24, Johnson
1 Tuckerman, Felix, Mill st., Newport
2 Studley, Harry F., 175 Walcott st., Pawtucket
3 Fessenden, Edw. B., Nat'l B'k of Com., Providence
4 Baker, Sidney T., 109 Halsey st., "
5 Horsman, Francis, Jr., 240 Lockwood, "
6 Knight, R. F., 177 Linwood ave., "
7 Kinney, Percy E., 305 Point, "
8 Martin, Frank H., 355 B'dway, "
9 *Metcalf, Mrs. Stephen O., 132 Bowen st., "
640 Wilcox, Elmer A., 89 Messer st., "
1 *Pierce, Miss Clara I., 27 Hammond, "
2 Shirley, Alfred J., 202 Weybossett, "
3 Thomas, H. Howard, 67 Barnes, "
4 Thomas, Geo. E., 290 Pine st., "
5 Paxton, Harvey F., City Hall, "
6 Wilcox, Nathan H., 50 South Main, "
7 Richmond, Chas. H., 1 Lincoln ave., Westerly
8 *Wilcox, Mrs. W. W., 22 Margin st., "
9 Mignault, M. A., 62 School st., Woonsocket

Over 114,000, Southern California, 2—316.

UNATTACHED.

650 Larsen, S., 223 W. 5th st., Los Angeles
1 Schwab, G. F., 223 W. 5th st., "

Over 114,000, Tennessee, 12—232.

J. C. C.

652 Cox, W. W., Middle ave., Jackson
3 Stetzel, C. H., Lafayette st., "
4 Tuchfeld, Aaron, 111 East Main, "

Mystic Wheelmen.

5 Tripp, B. Albert, 711 Forest ave., Knoxville

UNATTACHED.

6 Jobe, A. K., Main and Liberty, Jackson
7 Zimmerman, J., 112 Liberty st., "
8 Buckwell, Edward G., 802 Clinch ave., Knoxville
9 Hudson, Henry, 506 Circle Park, "
660 Hornsby, W. H., 401 E. 5th ave., "
1 Hickman, J. E., 401 Wall st., "
2 Russell, Lewis C., 309 W. Clinch, "
3 Sullins, C. C., 309 W. Clinch, "

Over 114,000, Texas, 2—266.

E. C. T. C.

664 Carpenter, H. A., El Paso

UNATTACHED.

5 DeBlois, Chas. H., Franklin Printing House, Houston

Over 114,000, Utah, 1—134.

UNATTACHED.

666 Evans, Harry C., box 341, Salt Lake City

Over 114,000, Vermont, 3—78.

UNATTACHED.

667 Swan, Bert H., No. Shrewsbury
8 Horner, D. C., 21 Main st., St. Johnsbury
9 Clark, Phil S., box 366, Lyndonville

Over 114,000, Virginia, 1—105.

UNATTACHED.

670 Dunn, Lavier, Hot Springs

Over 114,000, Washington, 2—76.

UNATTACHED.

671 Kolb, Charles, Asotin
2 Crow, H. D., Spokane

Over 114,000, West Virginia, 2—134.

UNATTACHED.

673 Hall, Chas. W., Philippi
4 *Ross, Miss Anne R., Waverly

Over 114,000, Wisconsin, 15—1232.

C. C. W.

675 Kraatz, Emil M., 181 16th st., Milwaukee

Windsor B. C.

6 Boosted, Amel, P. O., Kenosha
7 Lane, Byron S., box 64, "
8 Lane, E. C., box 64, "
9 Surerus, A. F., P. O., "

R. C. C.

680 Du Vall, Thos., Ripon

UNATTACHED.

1 Bonini, John, 702 Col. ave., Appleton
2 Keller, L. A., Chilton
3 *Snyder, Miss L. V., cr. Rosenkrans Studio, Eau Claire
4 Shoemaker, Arthur H., 101 Kelsey st., "
5 Bruncken, Ernest, City Hall, Milwaukee
6 Bouer, E. A., 232 Prospect ave., "
7 Fitzgerald, Frank, Riverside Pr't'g Co., "
8 Finck, O. A., 58 31st st., "
9 McMillen, Robert, Jr., 621 Algonia st., Oshkosh

Over 114,000, Wyoming, 1—34.

UNATTACHED.

690 Frick, John, Jr., 315 2nd st., Laramie

New League Club.

703 Alpha Cycling Club, San Francisco, Cal.
704 Lakeside Wheelmen, Geneva, N. Y.

THE ROCHESTER
Combination Cleaning Rack and Holder.



As a Cleaning or Repairing Rack. As a Rest or Holder.

Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition. **PRICE, $1.50.**

Automatic Parcel Carrier.

Price **$1.50.**



Weighing only FOUR ounces with a carrying capacity of *Over ten pounds.*

Automatic, Ornamental, Handsomely Nickeled.

Indispensable to every Cyclist.

For sale by all dealers. Carrier sent prepaid on receipt of price.

ROCHESTER BICYCLE COMBINATION HOLDER CO.
145 Power's Block, Rochester, N. Y.

Bicycle Suits for Men...



One of the most remarkable offerings of the season.

They are made of excellent grade mixed cloths, sewed throughout with silk, and are among the most perfect fitting Bicycle Suits on the market. The bloomers have two hip, two side, and two watch pockets, and are reinforced. The coat has four patch pockets and the seams are piped.

We have made an extraordinary effort to provide an exceptionally good suit at the very low price of

$3.75 each

We will send a Booklet, containing samples of materials, to any address upon request

STRAWBRIDGE & CLOTHIER,
PHILADELPHIA.



"L. A. W. MEMBERS," Omaha:—The questions you ask are proper ones, but we are not in the habit of answering such questions for the edification of persons who conceal their identity.

IF YOU find a League hotel that does n't "tote fair," make the fact known to your division officers.

JOYS OF JUNE.

Once more the happy June is here and
folks that live in town
Will all go way from home to get their
faces burned and brown.
And lots of them will find when they the
country have explored,
That guiless summer boarders may be
very sadly bored.

WHEN a man finds a hair in his soup, is it a rabbit's too?

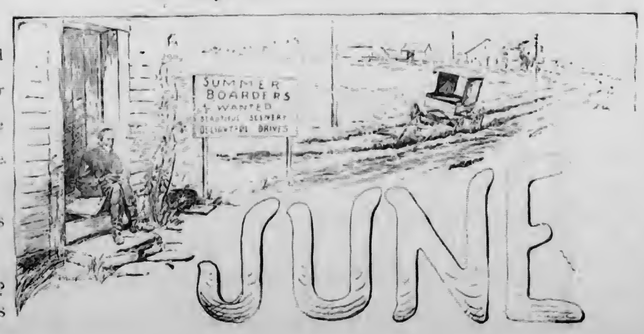
WHAT is the chief end of man? To be happy and make others happy.

PRESCRIPTION WANTED.

An L. A. W. M. D. wants to hear through the L. A. W. BULLETIN what is the best wash for the muscles, having as its object to strengthen and build up the tissues.

A LEAGUE member writes that the distance from Port Chester, N. Y., to Greenwich, Ct., via N. Y., N. H. & H. R. R. is two and a half miles, and the charge for carrying a passenger's wheel is twenty cents.

A FLUTE should not be used to tack carpet with. Don't try to make your wheel do everything and go everywhere.



BICYCLE .VALUES.

$50 for a bicycle that is . . . . . **Good**

Patterns 3 and 4 Hartford
Boys' and Girls' sizes, $45.

$65 for a bicycle that is . . . . . **Better**

Patterns 1 and 2 Hartford.

$100 for the only bicycle that is . . . . . **Best**

The Unequalled Unaproached

COLUMBIA

Standard of the World

Convincing Catalogue free if you call upon any Columbia agent.
By mail for two 2-cent stamps.

POPE MFG. CO.

Branch Stores and Agencies in almost every city and town. If Columbias are not properly represented in your vicinity, let us know.

Hartford, Conn.

THE L·A·W·BULLETIN AND GOOD ROADS

OFFICIAL ORGAN of the LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, June 19, 1896. No. 25.



White Bluff Road, Savannah, Georgia.

Here is a "Dixie" highway
That 's hard and smooth and fair.
Would every road and by-way
Were like it everywhere.

Subscription, $1.00 per Year. **Special Club Rate, to League Members Only, 25 cts.** **Price, 5 cents.**

Entered at Boston Postoffice as Second-class matter.

PAID CIRCULATION, 54,322.

To Run a Century

with the certainty of having a sound tire at the end of your hundred miles it's only necessary to carry with you



...THE **SIMPLEX** BICYCLE TIRE REPAIR TOOL

PRICE, MAILED ANYWHERE, **$1.75**

Cuts a round hole that will not enlarge, and uses these

TAPERING SOLID RUBBER PLUGS



That cannot slip out or be punctured anew.

Send Five 2-Cent Stamps for Sample Plugs, Assorted Sizes.

MANUFACTURED ONLY BY

BICYCLE APPLIANCE CO.

1004 Walnut Street,

Illustrated Booklet Free. Mention Bulletin. **Philadelphia.**

A Cycle of Perfection is the

Manufactured by a Long-Established House, 1840

Lovell... Diamond Bicycle..

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles

Ask Your Shoe Dealer for "Ball-Bearing" *Bicycle Shoe*

No. 972

Made from "Prince of India" leather —tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.

C. H. FARGO & CO. (Makers) CHICAGO

CORRESPONDENCE

CONCERNING SOAP.

EDITOR L. A. W. BULLETIN:

In the L. A. W. BULLETIN of June 6 we notice "Some Bicycle Hints" taken from the *Buffalo Express*, in which this occurs:

"Try a little soap on your chain if it seems to run hard. It is better than graphite."

Anyone familiar with mechanics and lubricants, will understand that while soap is under some conditions a good lubricant, the retention of it on metal surfaces usually means rust. Furthermore, soap on a bicycle chain will saponify the oil on the pivots, and while it, as the *Buffalo Express* hints, may in a slight degree hurt the sale of graphite, it will many times more hurt the man who has invested his dollars in a bicycle.

Furthermore, among the hints quoted by the *Buffalo Express* occurs this one:

"Don't let rain drops dry on your nickel. Every spot means a rust spot."

As soap largely contains water, and more or less free potash, every spot of soap means rust as surely as a drop of water does, and it will attack the unprotected steel even more than it will the nickel: therefore, wheelmen should be cautioned about using soap, especially if it happens to be kitchen soap.

G. R. APHITE.

The Makers of "Good Old"

Rambler Bicycles

Have always courted comparisons.
" never feared competition.
" utmost confidence in their wheels.
" always displayed more **originality** than any other maker.
" been making bicycles for seventeen years and **know**.
" never guessed, but always proved—**then sold.**
" passed the experimental stage, which all bicycle manufacturers **must** go through.
" no time to decry improvements in other wheels—have been too busy originating better ones.
" never tried to sell wheels on past reputation, because the present reputation is all-sufficient.
" no side line to fill in time on—too busy making Ramblers.
" always built good bicycles, and nothing else.

THAT'S WHY THE

Rambler LEADS!

Gormully & Jeffery Mfg. Co.

Foreign Branch, Coventry, England.

Riding Academies:
85 Madison Street, Chicago.
174 Columbus Avenue, Boston.
1325 14th Street, N. W., Washington, D. C.
936–945 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

P. S.—Every part of Ramblers is made specially for Rambler Bicycles—**that's why they run so true and last so long.**

HE DOES N'T MEAN IT.

EDITOR L. A. W. BULLETIN:

Would it not be a good idea to have the L. A. W.'s official indorsement extended to the proposed bicycle registration and tax law of Philadelphia, provided, of course, that the same be so amended as to require all "cyclists" to place their photograph and personal description, etc., on file at the "Rogue's Gallery," and to enter into a covenant with the city, agreeing to ride at a rate of speed not greater than one mile an hour, and to display conspicuously an identification tag large enough to be seen and recognized at a distance of at least ten miles, and to guarantee the faithful observance of the same, by giving to the city a bond of twenty thousand dollars? E. E. TWINING, No. 104,926.

PHILADELPHIA.

WHAT WIDE TIRES DID.

EDITOR L. A. W. BULLETIN:

Some time ago, while out, shortly after a hard rain, and trying to pick out a path wide enough to ride in, I met a long line of two-wheel dump carts and wheeled scrapers, belonging to a contractor, some forty in all. Before they passed it was impossible to ride in the road, after they passed the riding was really good. "Reason," all wheels had 4-inch tires and rolled the surface instead of cutting it. We have a movement on foot here to try and interest the farmer in this line. If forty wide tired carts will do the above, what would be the effect with all wagons so equipped? Answer: elegant roads all over.

C. W. TOWNSEND, No. 78,076.

PITTSBURGH, PA., June 11, 1896.

NOW, WILL YOU SIT UP?

EDITOR L. A. W. BULLETIN:

I trust that the member who writes that he will leave the League if you continue to hammer the hump-backed rider will reconsider the matter and stay; not for the good of the League, but for his own good. If he is open to reason—he must be or he would not have joined the League—and reads the BULLETIN regularly he will soon stop crawling along on his stomach, and sit up and be counted a man.

The monkey position crowds the viscera into a corner, interferes with their function, and sooner or later leaves both body and mind a wreck. Again, it does not allow the rider to see more than a few feet ahead of his wheel, and he loses everything except the dirt and the contempt of his fellow riders.

I have done missionary work in this field for

Wanted--a Guesser,

to guess the names of senders of some damaged Standard Cyclometers (presumably sent us for exchange, under our guaranty), as *we* "cannot tell which from t 'other," since the senders *fail to write their names on the packages.* Maybe they are blaming *us* for the delay; for they do not know of our promptness and readiness, and they do not know that they themselves are the fault. If you wish your damaged Cyclometer exchanged with our invariable promptness, it is imperatively necessary that you *write your name on the package*, for identification, until such time, at least, as we have secured the infallible guesser.

The New York Standard Watch Co.

Secure a Policy of the

New England Burglary Insurance Company...

OF BOSTON, MASS.

Guaranteeing you indemnity for loss of your

BICYCLE BY THEFT

The Company has a cash capital of $200,000, fully paid in, and is the only stock insurance company in the United States doing this line of business, recognized and licensed by the Insurance Departments of the various States.

Your bicycle, if lost, will be returned, replaced or money paid therefor.

Premium, $2.00 Per Annum

AGENTS AT ALL IMPORTANT POINTS.

some time and have made quite a few converts, and I would recommend that League members generally take this matter up, particularly in their own "household."

Many young boys ride with their seat tilted up and their nose on the tire because they think only fast riders assume this position. The monkey position does *not* indicate speed, but does indicate deficiency of gray matter. No. 85,109.

CYCLE PATHS IN CALIFORNIA.

EDITOR L. A. W. BULLETIN:

The Capital City Wheelmen have, so far this season, raised about $1,000 for building paths, or wheelways, as we call them. We have completed about twenty-two miles of path between Sacramento and Folsom and are now engaged in constructing one towards Stockton, a distance of fifty miles, and have some sixteen miles of same finished.

The merchants, farmers and most all classes are taking an active interest in these paths and are doing a great amount of work to assist the wheelmen.

The club has also formed an association in conjunction with the Sacramento Athletic Club to build a recreation park with a one-third banked track and conveniences for all out-of-door sports. Everything is booming here. C. J. ATWATER, No. 99,024.

SACRAMENTO, CAL.

BOOZE AND THE BICYCLE.

EDITOR L. A. W. BULLETIN:

I heard a conversation the other day that speaks well for the good influence of the wheel. Two young men, evidently workmen in the Carnegie Steel Plant at Homestead, were discussing the best way to go to a small town near by. Both were slightly under the influence of a "jag" producer. One proposed going by train; the other proposed to hire a horse and wagon. Neither of these plans seemed to suit both, so No. 1 proposed they hire two "bikes"; No. 2 said No! because if they did, and the boys should "set-em-up-strong," they could not get home on the "bikes." He says, "Jim, you can't ride a wheel with a jag." It was decided to take a train. C. W. TOWNSEND, No. 78,076.

SEWICKLEY, PA.

GEO. WILD, Capital Hotel, Johnstown, Pa., wishes best route from Buffalo to Detroit through lower Canada.

THE wheel is the good roads spokesman.

PUNCTURES are hole-y terrors.

PERPENDICULAR riders are prettier than horizontal ones.

RIDE for rest. Don't try to see how far, but how pleasantly you can go.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

JUNE 19, 1896.

Total number printed this week, . . . 57,000
Sent to paid Subscribers,. 54,322
Samples to Advertisers, Exchanges, etc., 2,678

IT IS MORE BLESSED TO GIVE.

The following criticisms are quoted verbatim from our mail during the last ten days. The selections and the grouping of them is, of course, our own idea, and is done to bring out the startling fact that there seems to be a disagreement:

"I am pleased to observe that you do not devote space to the idiotic custom of bicycle racing"

"I joined the League for the sake of getting a paper which would tell me about bicycle races, and I am disgusted to find that it does-n't do that at all."

"I was pained and grieved to notice that in your last issue you made light of a religious subject. There are many to whom these things are sacred, even if they are not so to you."

"Why don't you give us more of those 'Beer and Hell' articles? Those are what I like. Shake up the dry bones once in a while; it won't hurt 'em any."

"Am pleased that the L. A. W. BULLETIN does not all the time keep harping on bicycle subjects. You are right in assuming that many of us 'have other business.'"

"What right has a bicycle paper to print such a lot of stuff that has no bearing on the subject of wheels."

"In your issue of —— you printed a long story about a tour through ——. Why do you waste space on such things, which are not read? We want more of Mr. Waterman's rhymes."

"Some of the verses in your paper are gems. I clip them all out, and paste them in a scrap-book, and read them over for the entertainment of my friends."

"Why don't you stop that fool poetry and give us something about tours?"

"Why do you weary us with telling how to tighten a bearing? As though we did n't all know that years ago."

"The only things I read in the L. A. W. BULLETIN, except the advertisements, are those little things which show us how to care for our bicycles. Why do you print so few of them?"

"Your article, 'An Apology to the Monkeys,' was tip-top. The humped-up gentry we have no use for; give it to 'em hot."

"I am goin to resin from your wheelmans L. A. W. if you keep talking about stoopin over You ought to no that we hev to do that way if we go fast enuf to kepe warm," etc., etc., etc. Letters come in continuously with suggestions. We have repeatedly asked for them, and we hope to have them indefinitely; but the above extracts will show why we cannot accept and act upon *all* the advice received.

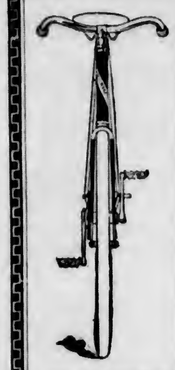
HE WOULDN'T BE POPULAR.

If William Shakespeare, matchless bard!
Were on the earth to-day,
Just lots of men would try real hard
To keep out of his way.
This statement may seem fetched too far,
And out of reason till
You think how many men there are
Who hate to meet a Bill.

HOW TO CURE RUTS.

"Don't make 'em" is the sage advice of "Farmer Harrison." Mr. Harrison is postmaster at Asbury Park, and a politician of no ordinary ability. He is a farmer of wide experience — one of those broad visioned men who can look farther than the width of any farm, and in looking sees things. His road talks are effective because they are earnest, and he holds the attention of an audience by his unique and homely way of expressing his ideas. He is secretary of the National Road Conference, and a man who is in demand at all meetings where the road question is discussed.

We have all seen in some parts of the country horses driven "wide," *i. e.*, they are hitched with a long "double-tree" and "neck-yoke," the object being to "keep out of the ruts." Mr. Harrison tells



Don't Trust to Luck

when selecting a bicycle. If you're not an experienced rider, buy from a **responsible** local dealer who sells his wheels at **one price.** If you

BUY A BUSINESS CLIPPER

you are taking no chances. Clippers are honestly made and honestly sold at honest prices and profits. If you own one you'll be satisfied; if you're not we would like to know the reason why. No **reasonable** Clipper rider is allowed to remain dissatisfied if **we** know it.

◆◆◆◆◆

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.

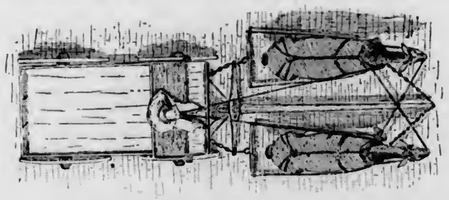


AMERICA "TRUSS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

it something like this: "The horse isn't a fool, though his driver sometimes is. The horse usually has 'horse sense.' He knows better than to walk



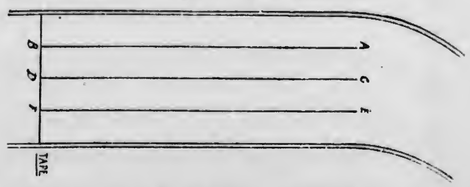
in a rut. Now if the horses are 'spread' so that they must travel directly in front of the wagon wheels, then, of course, if the horse keeps out of the ruts himself, the wheels will keep out of them, and the result, if all horses were so hitched, would be to prevent the making of ruts."

We most heartily endorse this plain and obvious solution of the rut problem.

WHAT ARE FLEES?

In the June 5th L. A. W. BULLETIN (the one with the purple and old summer squash cover) was printed a verse about the historic Mary, whose experiences with the little lamb have been so much discussed. That verse was written by the L. A. W. BULLETIN office boy and was accepted by a friend of ours who for the moment sat down to rest in the editorial chair.

Now a correspondent in New York (Potter is up in the country on a vacation and New York is all at sixes and sevens, anyway,) writes and wants to know the thing "with which this chapter opens," as the novelists say. He evidently thought the boy intended to write fleas and that it was a "bad spell," but he says not, and he is surprised that a New York man, and a lawyer at that, should n't know that "flees" mean the same as departures, skedaddles, get outs, etc., and as all these mean action, he feels that his line "the flees were sure to go" is entirely appropriate and quite beyond criticism.



RACE TRACK ETHICS.

The above cut is intended to represent the home stretch of a race track, and is also intended to illustrate a new rule of the racing board now in force. In moving round a curve, of course there is a decided advantage in having the "pole," owing to the shorter distance at that line, and so it has always been allowable for any contestant, whether



Sterling Cycle Works

274-276-278 WABASH AVE.

... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Gales,
302 Broadway, New York.

horse or man, to take the pole when he had passed, by a sufficiently safe distance, the former leader; but on the straight stretch at the finish a different state of things exists. If three riders enter the "straight" at A., C. and E., the nearest route to the tape would be the direct lines to the points B., D. and F., and it is obvious that in this case each man would stand an exactly equal chance of winning, the question being purely one of physical ability. But if A. should attempt to take the pole and finish at F., he must travel a longer distance to do it, so that his only object in going to the inner side of the track would be to get in front of E., who might thus be beaten while having in reality the speed of a winner.

This rule has always been in force at horse races, but has but recently become a part of the bicycler's code.

"RED, WHITE AND BLUE LAWS"

instead of simply "blue laws," are suggested by one of our readers, who says he is interested in things "Leagueal." He objects to the attempt that is being made in some quarters to prevent parents carrying children on bicycles, and suggests that such interference with the rights of parents savors too much of "paternalism."

THE wise man feels his unimportance: the fool is willing he should.

MANUFACTURERS WILL ENTERTAIN.

We learn that many of the principal bicycle manufacturers will keep "open house" in some convenient hotel during the Louisville Meet.

It is pleasant for the average L. A. W. member to hear that in addition to the well-known hospitality of the "Louisvillains," he will be asked to "have something" by twenty-five or thirty different cycle makers, even though the question may resolve itself into one of individual capacity.

THE MAMMOTH CAVE.

We recently spoke of the trip to the famous cave as being one of the interesting features of the National '96 Meet, and added that "all railroads running into Louisville would take wheels free on this occasion at least."

We have a letter from the passenger department of the Chesapeake & Ohio R. R., saying that they have carried wheels as baggage for the last five years and will be glad to carry to the Louisville Meet as many as are offered, even if they have to put on extra baggage cars. We are also reminded that the Baltimore & Ohio R. R. has always carried wheels as baggage, and announce that they will be glad to pay particular attention to them on this occasion.

A STREET is never improved by the pour-ous plaster of mud the sprinkler gives it.



NO MORE LEAKS

"Anti-Leak" is put inside of any tire by any rider through the valve-tube. It coats the inside of the tire and instantly closes all punctures made thereafter. Does not injure tire or impair resiliency, and when your tire is punctured **you never know it.** "Anti-Leak" sent prepaid for $2.00 per can, holding enough for two tires.

Send for Circulars.
Hustling Riders Wanted as Agents.

MIDLAND "ANTI-LEAK" CO.

MIDLAND, MICH.

Mention L. A. W. Bulletin.

Beware of the world, the flesh, the devil and a poor wheel.

Let your appearance be an outward and visible sign of an inward grace.

"Better to wear out than to rust out" a bicycle.

Wisdom is better than rubies, and bicycling beats doctor bills all to pieces.



Mary had a little wheel,

Months without an R in them are best for bicycling, but all are good.

The love of cycling is the root of all pleasure.

How long halt ye between two opinions? Join the L. A. W.

A good wheel is rather to be chosen than great riches.



In which she fondly trusted,



But one sad day it ran away,



And Mary's wheel was busted.

Cheap Bicycles

ONE of the largest manufacturers in the West has a few hundred high-grade machines ready to assemble that were made up on the order and specifications of a prominent bicycle jobber. They are first-class goods, fitted with the very best of tool steel bearings, and in every way up to date. They have been selling at $100.00 list, and are as good as any other make listing at that figure. The jobber cannot use his entire order, and they are offered and will be sold singly or in lots to suit purchasers at

Ridiculously Low Prices,

as the manufacturer must have money.
Full particulars by mail.

Address "MANUFACTURER,"
Care of L. A. W. Bulletin.

The Sprinkler's Joy.

The man who drives the sprinkling cart,
Would deem it perfect bliss,
If he could flood each street and mart
Until it looked like this:



A PROFESSIONAL bicycle racer cannot be a vegetarian, because he must depend on "meets" for his living.

THE average young lady never hears of a transaction involving an engagement ring without wishing she had a finger in it.

CONNECTICUT is working on a new road book.

CATALOGUES.

We take pleasure in making mention in this column of any bicycle catalogue which may be sent us. If our readers who send for any of the catalogues mentioned will kindly say that the notice was seen in the L. A. W. BULLETIN it will be appreciated by us as well as the manufacturer.

Zimmerman.

The Zimmerman Mfg. Co., Freebold, N. J., has issued a pretty catalogue with a striking front cover in blue and yellow. Many pretty little etchings and a full-page half tone picture of Zimmerman adorn the book.

Crackajack II.

The Union Cycle Mfg. Co., Boston, Mass., has issued a unique midsummer booklet, through which the Egyptian style of art runs riot, making a catalogue as grotesque as it is interesting.

DON'T forever try to impress people with your seriousness. Leave something for your corpse to do.

MAYOR SWIFT, of Chicago, says: — "I see no reason why all vehicles should not be compelled to carry lighted lamps at night. We should not discriminate against the cyclists. I regard the practice of permitting carriages to go about at night without lamps to be fully as dangerous as allowing bicyclists to ride without lights."

World Cycles

... HAVE WINNING WAYS ...

European Mile Record broken by **John S. Johnson**, from 1.52 2-5 to 1.46, on 5-lap track.

Ray McDonald won the Mile International at Brussels; also, Mile Open, at Bordeaux.

George Rupert won the Mile Collegiate Championship; also, lowered the Two Mile Collegiate record at Harvard.

Jay Eaton won 14 firsts, 2 seconds and 3 thirds, at Chicago Indoor Meet; he also lowered the Mile and Half Mile World's Records for Indoor Track.

AGENTS:

They are Easy Sellers—We can Deliver Quick.

ARNOLD, SCHWINN & CO.

CHICAGO, ILL.

MORGAN & WRIGHT TIRES

ARE GOOD TIRES

RACING MEN SAY
OUR RUBBER TOE CLIP IS
THE BEST THING THAT EVER HAPPENED



WE THINK SO TOO

MORGAN & WRIGHT

CHICAGO

HOW IT IS DONE IN DENVER.

BY E. S. HARTWELL, TREASURER OF THE L. A. W.

The associated cycling clubs of this city, in conjunction with officers of the State Division, recently succeeded in securing the passage of a bicycle ordinance of their own framing, among other provisions of which is one regulating the speed of all vehicles within certain portions of the city.

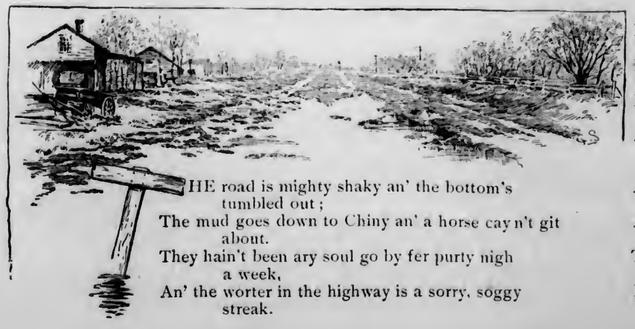
The A. C. C. then requested the chief of police to appoint as "specials" about twenty-five of our best-known wheelmen, to aid in the enforcement of the new ordinance.

The plan is working admirably. The number of accidents is greatly diminished, scorching is reduced to a minimum, and a vehicle seen traveling on the left side of the street has almost grown to be a novelty.

A courteous request from one of the "specials" to an offender to observe the ordinance is usually sufficient, but when a bulldozer is occasionally met with a single glimpse of the official star never fails to bring the law-breaker speedily to time.

Horse-meat is growing scarce, they say,
But with cycle meets it's the other way.

"THERE are many holes in a skimmer."



THE road is mighty shaky an' the bottom's tumbled out;
The mud goes down to Chiny an' a horse cay n't git about.
They hain't been ary soul go by fer purty nigh a week,
An' the worter in the highway is a sorry, soggy streak.

I hain't got no terbaccer ner I cay n't git enny more,
Fer I'm too old an' stiff to climb the fences to the store.
It's lonesome ez a funeral to hev to stay an' stay
A-waitin' fer the worter fer to sort o' ooze away.

An' yit it's gratifyin', ez I'm lookin' through the pane.
An' watch the road a-sinkin' in the drizzle o' the rain.
To know 'at while the mud prevents a-haulin' of a load,
It keeps them blame bisickle chaps from usin' o' the road.

Room 56, Equitable Building,
BOSTON, May 22, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,791 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The Boston Woven Hose and Rubber Co.
The New York Belting and Packing Co., Ltd.
The Revere Rubber Co.
The New York Tire Co.
The Diamond Rubber Co.
The B. F. Goodrich Co.
The Mechanical Rubber Co. of Chicago.
The Hartford Rubber Works Co.
The Hodgman Rubber Co.
The Newton Rubber Works.
The Hartford Cycle Co.
The Kokomo Rubber Co.
The Mechanical Rubber Co. of Cleveland.
The Peoria Rubber and Mfg. Co.
The Indiana Rubber and Insulated Wire Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

THEODORE A. DODGE.

RACING
..MEN..

FIND THE

Sav-yur Pacemaker

INVALUABLE IN TRAINING.

The instant the wheel reaches the speed desired, a bell rings. A Perfect Coach. If in training, send for one.

Sent Prepaid for $1.50.

VICTOR MFG. CO. DETROIT, MICH.

Palmer... Tires

Are more easily mended than other tires, and the repairs are permanent

In the event of puncture, a plug is inserted, without letting the air out of the tube. In a double-tube tire the inner tube must first be removed from the outer casing—an undertaking impossible for anyone but an expert. But a child can repair a PALMER TIRE. Palmer Tires are expensive, but they are the most durable

"Wheel and Tire," containing all official American bicycle records, will be mailed to any address for one two-cent stamp.

The Palmer Pneumatic Tire Co.

CHICAGO.

Select Cycle Tours

Through Nova Scotia.

From YARMOUTH TO HALIFAX two routes can be taken: The *Western Shore* route and the *Annapolis Valley* route; the latter is preferred on account of the railway being within easy distance and the first part of the road very fine. The former is about the same distance, two hundred and twenty-seven miles, with some beautiful scenery and spots of splendid roads, but not altogether so good as the Annapolis route.

Yarmouth is entered usually early in the morning from Boston by boat. The "Grand Hotel" ($2.50 to $3.50 per day) is best, and run by an American. The "Queen," $1.50 to $3.00, and "Lorne" are the other hotels. There is a bicycle club here, Stanley Hood, secretary.

YARMOUTH TO DIGBY, seventy-two miles. The road is one of the best in the Province. Maitland is the first town, twelve and three-fourths miles; Metegan next of any size, twenty-nine miles from Yarmouth. Along here the inhabitants are mostly French, and the road, the whole distance to Digby, is in sight of the Bay of Fundy or St. Mary's Bay. Wm. Germain has a good house at Metegan.

WEYMOUTH is twenty-one miles further on. R. L. Black has a good hotel.

DIGBY, twenty-two miles, looking on the Annapolis Basin, and the North Mountains in view. "New Royal Hotel" is where we put up.

DIGBY TO ANNAPOLIS is about twenty-five miles; roads fair, although some parts are poor. Annapolis Basin nearly always in sight. Bear River would be a short side trip and is worthy of a visit.

At Annapolis the ancient Port Royal can still be seen, the ruins of the old French forts and barracks.

ANNAPOLIS TO BRIDGETOWN, about twelve miles is a fine run, and the best of Nova Scotian apples come from here, from the North Mountain at Bellesville. The whole Valley can be seen, including Annapolis, Digby and Bridgetown, one-half mile further up the Bay of Fundy, and the smoke of St. John across the Bay.

From BRIDGETOWN TO LAWRENCETOWN is eight miles, and from here to Kentville the direct road is very sandy. In some places side paths are good, but the best route would be along the North Mountain road to Canning; do not fail to visit the look-off on Blomidon; take your wheels, as a spin can be taken on the top.

CANNING TO KENTVILLE, about twelve miles, roads fair, but soft in some places.

KENTVILLE TO WOLFVILLE about nine miles. Here, if you wish a climb over the mountain, a fine run can be had through the Gaspereaux valley to Windsor, distance about twenty miles.

The Little Wonder!
A New Cyclometer!

A NOVEL PROPOSITION TO RIDERS:



TWO THIRDS SIZE.

Ten thousand miles, independent adjustable trip dial and fractional mile dial, all in an instrument weighing **two ounces**, and in size as **small as the smallest made.** Guaranteed to be superior to any other make, or money refunded, and the purchaser to be the judge.

The Climax Special Ten Thousand Mile Cyclometer

A Marvel and Midget in Size and Weight.
A Beauty in Design and Appearance.
A Giant in Strength and Durability.
A Wonder of Completeness, Perfection and Accuracy.
Attached to the Right Side of the Wheel.

Price, $1.50

With Independent Adjustable Trip Indicator and Fractional Mile Dial.

Any rider having a cyclometer can trade his instrument for ours, and we will allow very liberally for the old cyclometer, set ours to the number of miles indicated by his, and allow him to try it thoroughly; should the same not prove satisfactory, we will refund the money and return the old cyclometer promptly.

If you want the most serviceable and neatest cyclometer, write for a circular and terms, and we know you will not regret it.

SCHLESINGER & YEOMANS MFG. CO.

Mention L. A. W. Bulletin.

125-137 Rees Street, Chicaga, Ill.

... THE WORLD-FAMED ...

Humber Cycles

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

THE HUMBER TRADE MARK HUMBER & CO. AMERICA LTD NEW YORK LONDON PARIS

Humber Quality means

Speed
Strength
Service

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director,

WESTBORO - - - - - MASS.

∴ HUMBER DEPOTS ∴

318 Broadway, Fifth Ave. and 42d St. NEW YORK.
350 Boylston St. BOSTON.
10th and Walnut Sts. PHILADELPHIA.
545 Fulton St. 1313 Bedford St., Brooklyn.
1402 14th St., N. W. WASHINGTON.
111 North Charles St. BALTIMORE.

Branches in all parts of the civilized world.

The Avonian club will look after your interests if you let them know you are coming.

WINDSOR TO HALIFAX, about forty-five miles; first part of the road fine, getting worse as it nears Halifax. Five miles from Halifax the Ramblers have their club house at Prince's Lodge, an historic place on the Bedford Basin. Try to arrange for spending Sunday in Halifax, as the Imperial troops parade for church, and is an interesting sight for visitors.

Halifax is the most British city in America; their natural park at Point Pleasant and the Public Gardens can hardly be equalled on this continent. Population about 50,000, with many points of interest.

This summer, July 28 to 31, the city intends holding a summer carnival, including boat racing, naval and military reviews, etc., etc.

The "Halifax," "Queen" and "Albion" are the leading hotels; the former, I think, the best.

HALIFAX TO ST. JOHN, N. B. Cross the ferry to Dartmouth; take road to Waverly, twelve miles which is fair, then you strike bad roads for five miles (about the worst you can find in Nova Scotia) to Enfield about thirty miles; to Truro the road is either mud or thick dust, very bad in parts, but fair near the town; thirty miles. "Prince of Wales" or "Learmont" are good; we have put up at both, the latter best; treated us fine. Bicycle club, W. A. Fitch a good member.

A fine run can be taken from here to Five Islands, fifty-six miles, over delightful roads, including Londonderry Iron Works. Have not been over the road from Truro to Amherst, about eighty miles; understand some of it is good, but mostly bad, and one part over a mountain.

AMHERST TO MONCTON about forty-five miles over fair roads. Can take in Sackville (Mount Allison University and Art Gallery); also the Maritime Penitentiary at Dorchester. "Brunswick Hotel," which is not extra, but believe the best there.

MONCTON TO PETITCODIAC twenty-four miles. Understand the road is very bad; the first thirteen miles are fair. Mr. W. H. Squire of Meriden, Conn., U. S. A., can give better description of this portion (Truro to Sussex). At Sussex, twenty-two miles, the roads are fine; put up at Mrs. McLean's.

SUSSEX TO ST. JOHN, forty-nine miles. The road could not be much better; only one hill to speak of. The "Victoria," "Royal" or "Dufferin" Hotels are all good; we put up at the former, although the latter is considered the best.

The St. John Bicycle Club have the best club rooms in the Province; they are royal entertainers, as many visitors, including Americans, can testify.

Yarmouth to Halifax, via Western Shore.

YARMOUTH TO TUSKET. Road good about ten miles. Lower Argyle fifteen miles; fine scenery, roads good; put up at the "Acadian Hotel," Leon Amero, proprietor. Next Barrington, either through

WHEN people claim everything in sight, it is just as well to demand their credentials. Remember this common-sense advice, Mr. Cyclist, when you are tempted to buy a bicycle or change your old one. You know that

Union Crackajack II

is the descendant of an illustrious line of UNION BICYCLES. His credentials are unimpeachable. He has enjoyed the seal of public approval for many years. If you are tempted to buy other wheels that list at $100, but sell for $——, ask for their credentials.

UNION CYCLE MFG. CO.
HIGHLANDVILLE, MASS.
Boston Philadelphia

Good Roads
Good Wheels

Let the riders use every effort to obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS 2 COLORS

The rider must be hard to please if we cannot satisfy his wants.

BUFFALO CYCLE WORKS
Buffalo, N. Y.

the nine-mile roads or around the shore; the former is shorter, lonesome and rather rough, but we took that way, twenty-three miles. S. B. Coffin will treat you well. Next, Clyde River, about eight miles. Shelburne eighteen miles.

We put up at the "Shelburne House," but won't go there again. Mr. J. W. Etherington, at that place, will tell you where to get a good meal.

LOCKEPORT next, about twenty-one miles; road fair. "Sea View House." J. F. Bill is a prominent wheelman there.

On account of the reports of bad roads and many hills, we took the steamer between Liverpool and Lockeport, about forty miles; but understand the roads are not too bad.

At Liverpool put up with Mr. Schultz, "Trilby Hotel."

LIVERPOOL TO BRIDGEWATER is a splendid run of thirty miles, Mill village being about ten miles out. Put up at the "Fairview Hotel" and take a view from the roof. The LaHave river is the Hudson of Nova Scotia, and a run down on either side would well repay the wheelmen; roads fine and scenery better; milk in plenty.

Lunenburg is fourteen miles from Bridgewater, and a fine little town with a lively cycle club. "King's Hotel" is the best.

CHESTER is the next place on the way to Halfax; twenty miles. Be sure and put up at "Manning's;" almost sure to find some American visitors there. In this twenty miles will be found a stretch of five miles of the road, the best in Nova Scotia, alongside the shore.

Mahone Bay is only seven and three-fourths miles from Lunenburg.

HUBBARD'S COVE is next, about fourteen miles, over hilly roads. A. W. Shatford will give you a good meal.

ST. MARGARET'S BAY next, eleven miles; fine scenery; roads good in places..

Halifax, twenty miles; first seven miles bad with up grade; then good, with about eight miles of down grade to the Northwest Arm, the western boundary of the city over good roads.

Eastern Route, via Guysboro and Eastern Shore.

Leaving Truro take road to New Glasgow, about forty-two miles. over the Onslow Mountain; road fair, splendid in parts, rather dusty nearing New Glasgow. Club here, who are fine fellows (A. D. Grant will give any information). Put up at "—— Hotel," McDermott, proprietor.

ANTIGONISH via the shore road is a splendid run. Arasaig is a beauty spot, and the road into Antigonish, about forty-three miles, is very fine. "Cunningham" or "Central" are the hotels.

GUYSBORO is a small but beautifully situated town, thirty-eight miles, over a fine road, up grade at first but about fifteen miles of down grade at the finish, ten miles of which run alongside the Milford-haven river. "Grant's Hotel." Beautiful sailing or boating.

THE ALLWOOD

Simple in Construction.

Neat, Strong and Durable connecting parts.
Aluminum Nickel Alloy.
Bearings and fittings same as a Hundred Dollar Wheel.

Price per Frame, $16.00.



Build Your Own Wheel

A COMPLETE HIGH GRADE WHEEL, $50.

Agents Wanted Everywhere.

Also Headquarters for Wood Handle Bars, Rims, Mud and Chain Guards.

We can quote Special Low Prices. Correspondence solicited.

Send for Catalogue.

Allwood Cycle Co.
Canarsie Grove,
LONG ISLAND, N. Y.

SIDE BY SIDE
the difference is at once seen between any other tire and the

HODGMAN SINGLE TUBE TIRE

"It's made of rubber."

Compare the points between pure rubber and that which is adulterated.

Pure Rubber.	Adulter'd Rubber.
Soft and Pliable.	Hard, unyielding.
Smooth.	Coarse.
Absolutely Air-tight.	Porous.
Not liable to crack.	Cracks readily.
Wears well.	Wears out.

"It is a poor economy," says the New York Evening Post of May 5th, in speaking of cheap (?) tires. "A poor investment under any circumstances."

The demand for the HODGMAN Tire increases daily.

Hodgman Rubber Co.,
459--461 B'way, New York.
Atwood Building, Chicago, Ill.
135 Essex Street, Boston, Mass.

SHERBROOKE over roads of assorted character, but some fine scenery; about forty miles.

GOLDENTILLE about five miles. Liscomb six miles, over very bad roads.

MOSER'S RIVER. Had dinner and a good one; roads much better; twenty-five miles.

SHEET HARBOR twenty-four miles, over fine roads.

TANGIER seventeen miles. Ship Harbor fourteen miles. Take ferry across here. Musquodoboit Harbor twenty miles; dinner here; fine one.

From here to Halifax the road gets very bad; about thirty-one miles. Would not recommend this route, except to Guysboro via Truro, etc., unless a person has plenty of time.

If traveling in September at times the early morning or night are apt to be rather cool; a warm coat should be carried, and then gloves would be a comfort.

HALIFAX, N. S. J. A. CLARK.

The drizzling, sizzling sprinkler,
While bad enough, we find,
Can't sadden man so much as can
The roaring, pouring kind.

THE Society for the Prevention of Cruelty to Animals might do worse than to lend its aid in fixing the road.

DON'T subscribe for the L. A. W. BULLETIN if you don't want it.

DISSATISFIED.



I uster know a feller
'at w as never satisfied
'Ith any clime he ever found, an' though he tried an' tried
T' git a place 'at suited him his lookin'was in vain,
They wasn't any sech a spot from Oregon to Maine.

He did n't like the East because the people was so prim
An' very proper like; he said they knowed too much fer him;
He did n't like the West because the people was so crude,
He never could endure t' stay where anyone was rude.

He did n't like the North because the winters was so long,
An' could n't stand the South because the summer heat was strong;
An' so he kep' a-goin' an' a-goin' till he died,
An' now I s'pose his soul 's a-wanderin' round dissatisfied.

EVERY sweetheart loves to hear a proposal with a real ring to it.

GOOD Roads mean public comfort and private gain.



Waverley BICYCLES.

The Pioneer High Grade at a Fair Price

Less than four years ago the first Waverley Bicycles were offered to the world at one-third less than other high-grade wheels. This was followed by yearly reductions in price of every other prominent make. Quite significant, is it not? It is a question of only a short time when there will not be a high-grade wheel sold above the price of the Waverley, for no bicycle at a higher price can successfully compete with it, because it is impossible to build better. Every part is made from the finest material, and every device is practical. Nothing has been overlooked necessary to entitle the Waverley to the distinction of highest of all high grades. Catalogue free at any of our 4,000 agencies, or from us.

INDIANA BICYCLE CO.

Eastern Wholesale Branch, 339 BROADWAY, NEW YORK.

General Office and Works, Indianapolis, Ind.

ONE OF MANY.

Take her up tenderly,
Lift her with care;
Fashioned so slenderly,
Young, and so fair!
One more unforch—
Unate—pardon our weep—
Trying to scorch
And she's all in a heap.

WHO EVER SAW ONE?

The cycling tramp is one of the products of the wheeling craze, and is, if possible, more objectionable than his pedestrian progenitor. His machine and his vestiges of respectability enable him to approach you more readily, and he is harder to shake off and seems to possess a greater variety of woeful tales to support his application for a temporary loan. He is indigenous in America, has been introduced into England, where he is rapidly becoming acclimatized, and we fear he may before long put in an appearance in this country—absit omen. — *Irish Cyclist.*

EDITOR L. A. W. BULLETIN:

No doubt a lucrative business can be acquired by enterprising men with some mechanical knowledge, by calling at the homes of owners of wheels and contracting to clean same at a moderate price, and, if desired, make light repairs. Many cyclists, especially ladies, would willingly pay for this convenience, as frequently it is left to the care of inexperienced servants. Wheels are often condemned for want of proper cleaning. I. O. PURDY.

NEW YORK.

THE PROPER CREDIT.

EDITOR L. A. W. BULLETIN:

In the issue of the L. A. W. BULLETIN of May 29, 1896, appears an article under the caption of "Electric Road Franchises." Extracts are there given from a paper read by the Hon. Supervisor Hirsch of San Francisco. In justice to the North California Division, L. A. W., I would like to have you mention that the "paper" referred to was written by the CHAIRMAN of the "Highway Improvement Committee" of this division at the invitation of Supervisor Hirsch. The convention at San Jose understood this fact, but the press of the country failed to give the proper credit "to the L. A. W." H. F. WYNNE,

Vice Consul and CHAIRMAN Highway Imp. Committee, N. Cal. Div.

SAN FRANCISCO, June 4, 1896.

RHYME AND REASON.

S. W. BALCH.

Your wheel, to be kept in condition,
Should be adjusted just right;
The tires kept fully inflated,
And the wheels running freely and light.

Tight tires save rims from disaster;
Free bearings, the hubs from worse plight,
So don't let the tires get flabby,
And don't let the bearings get tight.



Old Features of Standard Excellence

New Features of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES

Popular with all who appreciate superiority in bicycle construction.

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Send for No. 72 Circular.



Wheeling at night, With the "Search-Light," —is a pleasure.

No Delusion. No Snare

Once lighted, stays so, until you are ready to put it out...

Used by experts who will have nothing but THE BEST.

Price, $5.00...

BEWARE OF IMITATORS!

Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

The "Search-Light" never follows—always leads...

ASK YOUR DEALER OR SEND TO

BRIDGEPORT BRASS CO.

BRIDGEPORT, CONN.

Or, 19 Murray St., New York, 85-87 Pearl St., Boston, 17 North 7th St., Philadelphia.

A Temperance Steed.

A man can drink till he scarce can blink,
Yet ride in a car or a wagon;
He can moisten his throat in a barge or a boat,
But he can't ride a wheel with a "jag" on.

BEAUTIFUL HIGHWAYS.

PRACTICAL things precede the poetical. The beautiful must ever follow after and be dependent upon the useful. Good roads will be followed by beautiful roads.

The planting of trees and shrubs and the parking of the sides or centre of the public highways, may lend to them all the charm of a well-kept private grounds.

Sometime, beautiful flowers may border the public highways where ragweeds now flourish. Think of the charming effects that may be produced when the innumerable miles of highways are made as attractive as is a metropolitan boulevard system! The rustic seats placed at easy intervals amid the flowering shrubs and over-arching trees, will afford delightful resting places beside the perfect roads bordered by cycle paths. The public highways will then be continuous parkways of pleasure and the muddy, rocky and weedy "road" will have become a thing of the past.

The dream of perfect highways is as practical as it is beautiful. We shall stamp improvement on the wings of Time. Everywhere the uplifting forces are at work, by the slow but certain processes of evolution, making the highways more practical and more beautiful. The delightful possibilities in the development of highways are just dawning on the people of this land. They see that within their



NEAR THOMPSONVILLE, CONN.

reach are joys that they have been overlooking. They have learned that there is no conclusive reason why all the good road and all the beauty of

THE . . . KI-YI!



OR

Cycle Tourists' Gun.

A few drops of diluted Aqua Ammonia from the nozzle of our KI-YI will teach the bicycle chasing dog a lesson he will not likely soon forget. It works like magic. As a rider puts it, "You could hear him howl ten squares." What tourist has not wished for one of these?

Price each, 50 Cents.

Send for Catalogue of RED CROSS SPECIALTIES.

MANUFACTURED BY

ARLINGTON U. BETTS & CO.

TOLEDO, O.

Boston Branch, No. 8 Park Square.
New York & New Jersey Agents, Hartley & Graham, New York City.

Riders and Repairers.

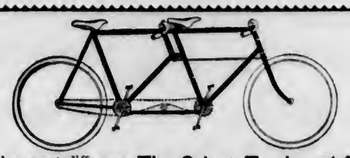


THREE-QUARTER ACTUAL SIZE.

Tapering Rubber Plugs (patent applied for) are the ideal tire menders — cannot slip or be punctured anew. *Send five 2 cent stamps for assorted samples.* Manufactured only by

BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.

See Simplex advertisement, page 886. Mention this paper.



There's a great difference between a **cheap** wheel and a **bargain**, for instance The Orient Tandem at $150 is a big bargain.

So is our Catalogue for 4 cents.

WALTHAM MFG. CO.

Main Office,
240 Broadway, N. Y.

Factory:
Waltham, Mass.

BRANCHES:
New York, Providence,
Chicago, Cincinnati,
Philadelphia, Omaha,
Brooklyn, Springfield, Mass.
Boston, Waltham,
Denver, Lynn, Mass.
Detroit, Newark, N. J.
Buffalo, Kansas City, Mo.

The Craig Automatic Pneumatic Saddles Pat. June 11, 1895.

Made with two air cushions that communicate through a **very small hole.**

The Best Saddles Made.

It is the **little hole** that does the business.



Made in four styles. No springs used.

Write for Circular A.

The Craig Cycle Saddle Co., Lawrence, Mass.

trees and shrubs and flowers should be confined to a few acres of city park and a few miles of boulevard. These delights can be indefinitely extended into the country.

The picture herewith shows a bit of country road near Thompsonville, Conn., where the beauty of fields and trees and water is very happily blended.

Make the roads beautiful as well as useful.

McKinley ran in the presidential race
Under the protectionist's banner,
Bnt he was n't allowed to open his face
For he 'd fixed that matter with Hanna.

MARIANA UP TO DATE.

JAMES D. DOWLING.

The maid stood by her shining wheel
And proudly tossed her head;
"I'll ride to day, come woe or weal,
Though *he* comes not," she said.

But when a puncture flattened out
The tire so smooth and round,
Her pretty lips began to pout
And very soon a sound

Much like a sob broke on the air.
"Why comes *he* not?" the maiden said;
"I have no kit! I do not care!
I wish that I were dead!"

PHILADELPHIA. No. 2,343.

EVERY town that expects summer visitors should dress up its highways; and a town that does not dress up its highways should expect no one to visit it.

THROUGH THE TUNNELS.

The L. A. W. has scored a victory over the West Chicago Street Railway Co.

As the reader probably knows, the North and West sides of Chicago are separated from the main business portion by the Chicago river, and cable trains from those two sides pass under it through tunnels, one from the North and two from the West side.

As the approaches to the bridges over the river are in most cases very rough, and crowded with teams, a number of wheelmen have been in the habit of riding through the tunnels.

Two of the tunnels are very narrow and dangerous, while the other, the Van Buren St., has seven feet between the tracks, and consequently has not as yet been the scene of an accident.

Recently a member of this division, Guy R. Ainsworth, while out collecting for the firm for which he works, started to ride through the Van Buren St. tunnel, but was stopped rather suddenly by one of the tunnel cleaners thrusting a long stick under his wheel giving him a very bad fall, resulting in a gash in his arm, from striking on his broken handle bar.

He appealed to the League officers, who had the man arrested, and when the case was brought to trial their attorney tangled up the company's employee so badly, that he was forced to tell the truth, and was promptly fined. During the progress of the cross-examination the attorney of the Company



Get the NEW Improved



$3.00

The greatest advance in lamp construction in the history of cycling. The cleanest, brightest and most satisfactory Lamp yet produced. A light that has to be *put* out for it will not go out in actual use.

NOTE THE NEW FEATURES: New style prop. Everlasting spring. Hinged lens. Three new styles of attachments; for head, fork or lamp bracket.

Be sure to ask for the NEW Improved Globe Vapor Lamp—for sale by all dealers.

Controlled by HIBBARD, SPENCER, BARTLETT & CO. Chicago

acknowledged the Company had no business to keep wheelmen out of the tunnels, which they have always before contended they had.

Mr. Ainsworth has made out a bill for damages, which will be presented to the Claim agent of the Company and, if not paid, suit will be brought.

MAKE IT AN ISSUE.

Discussing the bad roads question in the light of a local campaign issue, the Los Angeles, Cal., *Times* makes the pertinent suggestion:

"By way of a starter in this matter, how would it do this fall to make candidates for supervisors take a cast-iron pledge to favor a comprehensive system of road improvement that will put an end to the present extravagant method of tinkering roads, and give us the beginning of a first-class system of public highways? Our present method, or rather lack of method, of constructing roads is extravagant and ridiculous, and would have excited the derision of those early road builders two thousand years or more ago, whose work still remains in good preservation on the continent of Europe. The American idea of a country road appears to be to level off the soil, and wherever there is a hole filling it with loose dirt — and then filling it again. It needs as much science to construct a first-class road that will last as it does to put up a building, yet it is taken for granted that the first man you meet on the street can build a road. Consequently it is no wonder that the roads of this country cost every five years almost as much as the court house, and then we have nothing to show for it."

THERE is an organization of wheelmen in Atlanta known as the "Good Roads Club." This club, in addition to its regular bicycle exercise and sport, is paying special attention to the development of Good Roads in and around that city. It is not content with mere talk about the subject, but its runs makes investigations regarding the condition of the roads and reports upon it to the commissioners, besides taking other practical measures for improving the highways. This is a useful channel for wheelmen's energies. Bicycle side paths are all well enough for a makeshift, but the wheelmen should bring their influence and numbers to bear upon the authorities in the matter of securing Good Roads. — *Rochester (N. Y.) Democrat.*

TO PRESERVE NICKEL.

There are many compounds advertised (and most of them are good) for preserving the bright surface of nickel-plated work. In the absence of anything specially prepared for the purpose, take any oil that is suitable for lubricating the bearings, and rub the bright work thoroughly with it. If the machine is to be left standing for a few days, leave the oil on until you are ready to use it; then rub the surface vigorously with a dry cloth.

Riders

wishing to increase the beneficial effects of their exercise should

Drink

EVANS' INDIA PALE ALE, because it replenishes the

Blood

by its nourishing properties and health giving stimulus.

Orde it at your Club or Cafe.



THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & CO.

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price list of uniforms.



TOURISTS TO CANADA.

You cannot enter your wheels without presenting the proper membership ticket. Temporary certificates cannot be accepted, as it would be possible for a tourist to enter one wheel on the certificate and another on his membership ticket.

Wolfe Island is not a port of entry. The only customs official there is a Preventive Officer who is frequently absent. Wheelmen must not attempt to enter Canada at this point.

One way some supervisors have of repairing roads is to scrape stones, sticks and trash out of the gutters, and leave them lying in the middle of the roads, making some of them nearly impassable. Supervisors may be be indicted for such gross mismanagement. — *Kane* (Pa.) *Republican.*

Rev. S. D. Hutsinpiller of the First M. E. Church, Erie, Pa., recently published the following among his announcements:

Eight o'clock. Let us all worship God and think with the Pastor on the topic of the sermon: "A Royal Ride and a Consecrated Steed."

This sermon will suggest how we may use that popular invention, the bicycle, for Christian prosperity.

The latest theatre hat is called the Marie Antoinette. But ladies should remember that the original wearer of it lost her head. — *Ex.*

"THEY SAY."

"There's nothing the matter with bloomers,"
And the same may be mentioned, by rights,
Of those innocent shockers, the brief knickerbockers,
And what is the matter with tights?
Yet, women forever distress us,
And have since the time of the fall.
The amount that they wear is too great men declare,
Or else the amount is too small.

THE TRIUMPHANT WHEEL.

There is nothing in the highways of popular favor comparable to the triumphant march of the bicycle. Whether this season will witness the apogee of the wheeling furore is inconsequential beside the all-important and ever-pervading fact that the wheelmen own the earth for this one season at least. It may be that the percentage of those who do not ride and never will ride, even though wheels become as plentiful as blackberries in August, will be definitely determined this year, and it may be that the maximum limit of those who will succumb to the blandishments of the spinning multitudes has been reached. But this is a matter interesting only to those who have millions invested in the business.

The thing that is particularly interesting to casual students of sociology just now is the tenacious hold the wheeling craze has upon humanity. Time was when a portion of the more sedate and reserved devotees of polite pursuits regarded the wheeling exercise as undignified. With the passing of the "chimpanzee hump," however, and the tendency to a more erect posture, all classes of humanity seem to have come under its magic spell.

While the wheel threatens disaster to the manufacturers of pills and summer tonics, it is also a standing menace to the utilitarian spirit of the age. It has violently assaulted the old idea that streets were made exclusively for expediting commercial exchanges and that they should be given over entirely to the traffic of those who know nothing but sordid trade. They have rescued Jackson street in this city from the clutches of commercial greed and propose to stay by it until the only connecting link between the west and south park systems is preserved from despoilment by street railway corporations and is handsomely paved.

The political power of the wheelmen when their influence is properly unified and directed has been more manifest in the east than in the west. Notable triumphs of the cycling fraternity in New York are the State law requiring railways to carry bicycles free and the various ordinances in the city of New York providing for the construction of bicycle paths and the boulevarding of streets formerly either neglected or given over to heavy traffic.

The wheel is an evangel of health and sunshine. It is the recognized foe of shriveled lungs, hollow chests and torpid livers. It is a better agency for temperance and good living than all the legislation ever devised by dreamy moralists for making people good. There 's really only one thing as desirable as a clear conscience — a good wheel. — Chicago *Times-Herald.*



Much Hard Pedaling...

Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an

Easy-Running

Gendron..

Send for Catalogue.

Gendron Wheel Co.

TOLEDO, OHIO.

...THE **RIGID RIALTO**

"THE WHEEL WITH THE STRONGEST FRAME BUILT"

CONTINENTAL CYCLE CO.

15th St. and Western Ave., Chicago.

McCune Cycles.....

NONE BETTER

Send for Catalogue.

EVERETT CYCLE CO.

Everett, Mass.

Agents Wanted.

Trenton Cyclometers

are best, and quality considered, are the cheapest. Made of aluminum.

Three Models for 1896

Model A registers 1,000 miles and repeats, weight, 2¼ oz. Price $1.00.

Model B registers 10,000 miles and repeats, weight, 2¼ oz. Price, $1.50.

Model C registers 10,000 miles and repeats, weight, 1¼ oz. Price, $1.75.



TRENTON WATCH COMPANY,

TRENTON, N. J.

THE COUNTY'S LOSS.

We understand that the wheelmen of the county raised nearly $1,000 and have used it to shell a four-foot path from near Evergreen cemetery to Panama Park. If this amount had been expended by the county commissioners in building a good road on the proposed "good road" to Panama the county would have saved that much, and the wheelmen would have been better served. Though, of course, the county would have had to at once expend a much larger sum from the general funds. The four-foot path is only useful for wheelmen, while a good road to Panama eight feet wide would have given a fine drive for teams, as well as for wheels. We only instance this as a sample of as to what may be done when a system of good roads is inaugurated by combining public and private enterprise. Let the county be prepared to take advantage of like chances in the future. — *Jacksonville (Fla.) Metropolis.*

A Great Jag.

A man may think he 's a terror to drink,
When he really is nothing to brag on,
For it 's true, we infer, that a big chestnut burr
Gets the awfullest all-around jag on.

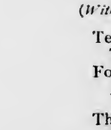
BROWN SADDLES ARE ALL RIGHT.



BROWN SADDLE CO. ELYRIA, OHIO.

PRIZE MEDALS CLUB PINS, ETC. SEND FOR DESIGNS JOHN HARRIOTT, 3 WINTER ST BOSTON, MASS.

SOLID GOLD LEAGUE PINS
Of Official Design.



Prices:
$1.50, $2.00, $2.50 (enamelled), $3.00, $4.00, $5.00 and $7.00.
Pretty Stones, medium and small sizes.
Mailed on receipt of price by
C. H. LAMSON - - - Portland, Me.

"WHITMAN"

Whitman $100



Patriot $85

Best wheel that can be produced from the finest materials, scientifically and skilfully used. Embodiment of every essential feature known in bicycle construction.
CATALOGUES ON APPLICATION.

HAND MADE.
Easiest Running
Most Durable
Best Appearance

WHITMAN SADDLE COMPANY,
118 Chambers Street - - - - - New York.

Come unto me all you who are saddle weary, and I will give you rest!

CROSS HAMMOCK SADDLE.



On good business references, 10 days' trial allowed, price $4; cash with order, $3

Fits that part of the body intended by the Creator to be sat upon. No chafing, as the rider's legs are entirely in front of the saddle. Ladies appreciate this seat, as it secures the dress the entire width of hammock.
Dealers supplied.

THE CROSS HAMMOCK SADDLE CO.
3731 Market Street - - - - - Philadelphia, Pa.

THE PSALM OF THE WHEEL.

W. W. SHEPPARD.

(With more apologies to the shades of Longfellow.)

Tell me not, in by gone numbers,
The wheel is but a crazy fad!
For the soul is slow that walketh,
And all wheelmen are not mad.

The wheel is real! scorchers are in earnest!
But the court is oft their goal;
Dust thou art, to mud returnest,
Was not spoken of our highways.*

Not enjoyment, but all sorrow
Is the scorchers end and way;
Simply to scorch, that each tomorrow
Find him swifter than to-day.

Centuries are long, and days are fleeting,
And the lungs, though stout and brave,
Still like porpoises are puffing
As they make the steep up grade.

On life's highways, world wide around us,
On the pleasure trips we take,
Be not like dumb driven scorchers!
Use more oft some kind of brake!

Trust not fashion, how e'er popular!
Let the dead past bury its dead!
Ride,—enjoy in the living Present!
Heart within, and God o'erhead!

Lives of racers all remind us,
We can't make our time as fast,
And, departing, leave behind us
Records that can always last.

Records, that perhaps another
Scorching in the crowded street,
A forlorn ambitious brother,
Knowing shall become less fleet.

Let us then, be up and riding,
On good roads for wheels are trumps;
Still enjoying, not a racing,
Learn to wheel without the humps.

*"Probably a misprint"—MARK TWAIN.

JOHNNY, GET YOUR PICK.

Dr. Lyman W. Denton, who holds the chair of political economy in the Northwestern Christian college at Excelsior, Minn., recently used the following language in a lecture on the labor problem:

"The army of Rome made the roads of Rome, and the roads of Rome made Rome. Let's gather wisdom from the lessons of the past. Good Roads are in urgent demand. Why not make the United States army, which is now a useless burden to the toilers of America, a productive factor in our public economy, by putting them to work at making Good Roads? I would stop feeding Coxey's army and the United States army in idleness. I would place the roads of the United States under the supervision of the army of the United States, then issue a call for volunteers, and transfer Coxey's army to the army of the United States. I would transform these two mighty burdens into one grand army of helpfulness."

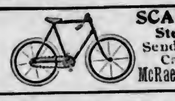
ACME METAL POLISH — FOR GOLD, SILVER, COPPER, BRASS, TIN, NICKEL, ZINC — LUSTRE STABILITY

Clean and Polish Your Wheel
With the Only Perfect Polish.
It contains neither acid or alkali. Will not injure finest metals. It will polish any metal that will take a finish. Put up in Paste and Liquid form.
If you cannot get it from your dealers, send 10 cents for 2 ounce box paste.
J. L. ROBINSON & CO.
1127 Penn Avenue., Pittsburgh, Pa.

ODORLESS AND CLEAR AS CRYSTAL.
CYCLOIL — The Best Lubricant. The Sest Lamp Oil.
Prevents rust, cannot gum, burns brilliantly, does not jar out.
25 cents per 8 ounce bottle.
Ask your druggist for it, or write to
McKesson & Robbins, 91 Fulton St., New York.

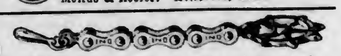


Give Size of the Tubing.
THE AUTOMATIC BICYCLE BALANCE.
Greatest invention yet. Balances wheel perfectly. Prevents accidents and increases pleasure of riding. Corners and circles can be turned with steadiness and safety. The rider does the pumping; the balance does the rest. Ask your dealer for it. Weighs only 2 ounces. Entirely nickel-plated. Adjustable to any bicycle. Price $1.00
Mailed on receipt of price, or C. O. D.
BICYCLE CHAIN LIGHTNING CO.,
Spalding Bdg., W. 42d St., New York.



SCARF OR STICK PIN.
Sterling Silver Bicycle.
Send 15 Cents in Stamps.
Cat. of Jewelry FREE.
McRae & Keeler, Attleboro, Mass.

An Aluminum Souvenir Watch Fob



Mailed for 25 cents. The phenomenal and unprecedented success of Indiana Chain is certainly due to merit. Write for prices.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Kindly mention L. A. W. Bulletin. M. & M. W. Co., Chicago.

SCORCHER GRIP
The only bag For Touring.



Stock size, $2.50.
Made to fit your frame, $3.00.
Lightest and Strongest.
DET. CLEAT CO., 302 Washington St., Boston.

A "FIRST EDITION."

NIXON WATERMAN.

A STARVING author wrote a book,
With highest thought inspired;
But publishers to whom he took
His manuscript inquired,
"Is this your first?" and when he'd make
Affirmative admission,
They'd say "Our means we dare not stake
Upon a first edition."

The author borrowed type enough
To print the book he'd written;
But over-work and cold rebuff
His flame of life had smitten.
Would that he were alive to-day,
To see his toil's fruition!
For oh, what princely sums we pay
To get his first edition.

PLEASANT VACATION ROUTE WANTED.

We have a number of letters from New York and vicinity, asking for details of a pleasant tour from that city through Connecticut and New England, giving names of hotels, rates, etc. Will some reader who has made the trip please send us the data for publication.

YOUR LAMPS GO OUT
Because you do not use the Blue Incandescent Lamp Wick. Gives a brilliant light, never requires trimming, will not jar out, burns kerosene. Send five cents for sample wick, with size of burner or name of lamp. G. W. COLE & CO., 111 Broadway, New York.

BICYCLE STOLEN. Crowley's Special, No 15, number under crank hanger, low-built frame, all black enamel, small tubing, steel rims, 1¾ G. & J. tire. Front tire split about 3 inches on side and laced with belt lacing. Loud sounding bell. Old Garford saddle with new black leather seat, fastened with flat-headed brass screws. A reward will be paid for its return. W. E. WATTS, 521 State street, Springfield, Mass.

WATCH LOST. Anyone knowing the name of the wheelman in a party of three going towards Trenton who picked up a Silver Stop Watch on the main street of Bristol, on Sunday noon, May 24th, will confer a favor by communicating with the undersigned, who lost it. GEO. H. TABER, JR., 1531 So. Broad street, Philadelphia.

BICYCLE SALESMAN. Retail, watchmaker of twelve years' experience, own bench and tools, wishes place with bicycle-jewelry house, wholesale or retail. References, present employers. J., box 25, 493 Sixth ave., New York City.

LOST BICYCLE. Columbia, model 37, No. 753, stolen from 115 Pelham Road, New Rochelle, New York, June 6, 1896. Liberal reward paid by F. W. SCHOONMAKER.

STOLEN. On May 4th, from Newport News Cycle Co., FRED G. KIPPER, Mgr., one Victor, No. 85,590. Liberal reward for return of same. Newport News, Va.

CYCLING PROVERBS.

The following proverbs are taken from the catalogue issued by the Revere Cycle Co., Boston:

New cycles ride easy.
Small choice in poor bicycles.
Live and learn (to ride a wheel).
Never too old to learn (to ride).
Faint heart never won a record.
Bicycles don't laugh at tacksmiths.
To a rickety wheel all roads are bad.
You can't ride your wheel and lend it too.
The proof of a bicycle is in the riding.
A reckless rider makes a fat churchyard.
No wheel so poor as not to have its rider.
Experience is the best spoke in your wheel.
Mount in haste and mend your bones at leisure.
A mile in the morning is worth two in the evening.
Beware of the fore part of a cheap horse, the hind part of a cheap mule, and all parts of a cheap bicycle.



Ripans Tabules.

THE Maryland Division, L. A. W., has just adopted the handsome local consul pin, made by John Harriott, of No. 3 Winter Street, Boston. One hundred pins have been ordered.

GOOD ROADS
A Monthly Magazine Devoted to the Improvement of Public Roads and Streets

THE MOST EXPENSIVE COMMODITY.

The modern man with piles of "stuff"
Can't find to spend it ways enough.
He hunts for costly things to buy.
And sorrows when the market's dry.
He looks for gold and jewels rare,
Yet never seems to be aware
That of all discoveries since the flood,
The costliest far is common mud.

COUNTRY ROADS.



Country roads are commonly divided into two classes — gravel and dirt, writes A. W. Campbell, C. E., Highway Commissioner for Ontario, in *Farmers' Advocate*. The terms "good" and "bad" are frequently regarded as synonymous with these, and as our roads are usually constructed, this interchange of words is to some extent not without reason. The way to construct a good gravel road is to first build a good dirt road from the natural soil.

A good dirt road to those who have driven through sloughs designated "bad" roads during the past spring will seem an impossibility. And yet these bad roads are chosen in June by the teamster in preference to the "good" gravel roads. These latter are now a collection of parallel ruts, with rocks firmly set, protruding or rolling loose under the wheels and the feet of the horses.

The diseases being so perfectly known, it is a poor recommendation for our inventive powers if we cannot produce the remedies. For dirt roads, take the water out and keep it out; for gravel roads, this and more. There will be less moisture remaining in the roads after the rains fail to assist the disintegrating and upheaving action of the frost. There will be less water to be carried away in the spring, and more ample means to do it quickly. A dry foundation for a road is as necessary as for any other structure. Were the benefits of drainage better known, our system of roads throughout this Province would soon be vastly improved.

Drainage must be secured at the surface of the road and beneath it. Under drainage — there may be a few exceptions — will accomplish more than surface drainage. Where and how to place the drains is a matter regarding which no definite code of laws can be formulated, since each mile or less of roadway may lead to an entirely new combination of circumstances. Surface drainage is attained by rounding up the road bed ordinarily with a rise of not less than one nor more than one and one-half inches to the foot, providing open ditches on each side of the grade. Crown the roadway on hills slightly more, so as to draw the water sharply to the ditches. Water allowed to follow the track of the wheels will wear them to ruts, and deposit a softened mass of mud at the foot of the hill.

The drains running parallel to the road about three feet below the surface and at the edge of the grade will usually afford the best method of underdraining. Take advantage of all natural water courses to relieve the ditches of their water. Use hard, well-burned tile laid carefully to a uniform grade, with a fall of not less than three feet to the mile, and if it can be obtained at reasonable cost, not less than six feet.

Provide culverts where needed, and do not allow the roadway to interfere with natural drainage. Do not build culverts higher than the approaching roadway, as muddy hollows in each side will result. If possible place small culverts below the surface, and cover with earth, as they will be the less subject to wear and will not interfere with the smooth surface of the road. Make culverts permanent. Avoid the use of perishable material. See that proper outlets are made for them and keep free. Water which is allowed to stand in them in frosty weather will destroy the best material.

The surface of the road should be kept smooth and free from ruts. Where gravel or other metal is to be applied it is best to dig a trench for its reception, otherwise the crown will be too high. Gravel is intended to perform the double service of a roof to shed the water and a floor to resist the wear of traffic and to lessen the amount of traction required. A forty per cent. greater load can be drawn by a team over a smooth gravel road in an equally good state of repair. All the work should be done on a uniform plan in a systematic and permanent manner, with a view to its extension on the same plan in subsequent years; this in a short time will secure a perfect system of finished roads.

Modern road machinery, properly operated, is economical. The grader and roller are indispensable. The grader performs the work quicker, easier, cheaper and more perfectly than can be expected from hand labor. The roller compacts the loose material, unites the different particles so as to better resist the load, prevents displacement which forms ruts, and reduces to a minimum resistance to traffic.

A SOFT answer turneth away wrath, but a rough road stirreth up anger.

League of American Wheelmen

.. Official Department ...

LEAGUE HEADQUARTERS,
12 PEARL STREET, - - - BOSTON, MASS.

Officers for 1896 and 1897.

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2d Vice-President, A. CRESSY MORRISON, Milwaukee Club, Milwaukee, Wis.

Treasurer, E. S. HARTWELL, 247 West 12th Ave., Denver, Col.

Secretary, ABBOT BASSETT, 12 Pearl Street, Boston, Mass.

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Executive and Finance.

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W. A. HOWELL, Rockville, Conn.
CHAS. CULMORE, 2115 German St., Houston, Tex.

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HERBERT W. KNIGHT, Newark, N. J.
CONWAY W. SAMS, 209 Courtland St., Baltimore, Md.

Rules and Regulations.

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E. KOSTOMLATSKY, Oskaloosa, Ia.
C. C. MONAGHAN, Santa Ana, Cal.

Highway Improvement.

ISAAC B. POTTER, Potter Building, New York City.
OTTO DORNER, Milwaukee, Wis.
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R. M. WELCH, 532 California St., San Francisco, Cal.

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Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

ALABAMA. Chief Consul, M. T. Stradford, Box 268, Birmingham.

ARIZONA. Chief Consul, W. L. Pinney, Phœnix. Secretary-Treasurer, T. E. Irvine, Phœnix.

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COLORADO. Chief Consul, Charles W. Dawson, 15 Gazette Building, Colorado Springs. Secretary-Treasurer, Harry M. Booth, Box 1427, Denver.

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TEXAS. Chief Consul, E. W. Hope, Sherman. Secretary-Treasury, C. F. Wilmans, 170 Elm St., Dallas.

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WEST VIRGINIA. Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling.

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WYOMING. Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL. Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.



OFFICIAL CAP PIN.

Size of cut. Enameled front in colors. Mailed to any address for thirty-five cents.

OFFICIAL LAPEL BUTTON.

Mailed to any address for twenty-five cents. The same button with catch pin for ladies' use.

Send orders for the above to

ABBOT BASSETT,
12 Pearl St., Boston Mass.



Postage stamps above the two-cent will not be received.

RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR: — I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number ..... Date of Expiration .....

Name .....

Street and No. or P. O. Box .....

City ..... State .....

City and Division in which my home is and to which I should be attached .....

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR: — Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W.; seventy-five cents for one year's dues, and a dollar for which please send me a copy containing twenty-five cents' worth of League Road Laws, and a copy containing twenty-five cents' worth of Good Roads, and receipt for fifty cents. I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $3.50. Members holding numbers less than 2480 may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and moderate in price. It is of celluloid, steel bound, and it exhibits both sides of the ticket without exposing it to wear. It will be sold for ten cents.

VETERANS ATTENTION!

Oyez! Oyez! Oyez! All veterans of the League who desire a good time will kindly report at Louisville, Ky., Aug. 10, and they will see what they will see.

Come with your enthusiasm and with your appetite!

Come with the glad hand and the warm heart.

Bring a new story or be prepared to sing a song.

We want to organize a wheel within a wheel. An inner circle of loyal members and congenial spirits. A passport to the circle will be a membership of ten consecutive years. No. 3,115 is the largest membership number that can qualify.

Our president and both vice-presidents are veterans and "royalty" will be with us.

We don't quite know what we shall do, except to eat a dinner, but we do want to know who will be with us.

Let every veteran who will be present signify it to the undersigned at as early a date as possible.

Wear the bar! ABBOT BASSETT.

RACING BOARD.

State of Wyoming is transferred from Handicap District No. 11 to District No. 13.

Transferred to Professional Class.

Phil Nickel, Milwaukee, Wis., on request.
W. J. Shrader, Milwaukee, Wis., clause (a).
E. J. Lafferty, Milwaukee, Wis., clause (a).
Ross Patterson, Philadelphia, Pa., clause (a).
Edw. S. Acker, Philadelphia, Pa., clause (a).
Frank J. Pyle, Wilmington, Del., clause (a).
C. A. Church, Chester, Pa., clause (a).
E. P. Thompson, Philadelphia, Pa., clause (a).
A. Buzzard, Chester, Pa., clause (a).
H. H. Maddox, Asbury Park, N. J., clause (a)
A. H. Barnett, Crawford, N. J., clause (a).
James Brown, Philadelphia, Pa., clause (a).
William Broomfield, Philadelphia, Pa., clause (a).
J. G. Smith, Philadelphia, Pa., clause (a).
Gus E. Wallin, Pocatello, Idaho, clause (a).
H. B. Freeman, San Francisco, Cal., clause (a).
James Tracey, San Luis Obispo, Cal., clause (a).
Hardy Downing, San Jose, Cal., own request.
W. B. Gibson, Little Rock, Ark., clause (i).
A. R. Mitchell, Williamsport, Pa., own request.
K. B. Schmidt, Utica, N. Y., own request.
C. F. Willoughby, Philadelphia, Pa., under clause (b).
Edw. A. Page, Boston, Mass., under clause (b).
Louis P. Callahan, Waltham, Mass., clause (b).
W. B. Sherer, Manchester, N. H., clause (a).
C. H. Craigue, Springfield, Vt., clause (a).
J. H. Berwin, Manchester, N. H., clause (a).
J. H. Fitzgerald, Goff's Falls, N. H., clause (a).
John Nilsson, Minneapolis, Minn., clause (a).
Hollis A. Adams, Worcester, Mass., own request.
William F. Buse, Buffalo, N. Y., own request.
T. F. Rockwell, Chicago, Ill., own request.
H. A. Zerbel, Milwaukee, Wis., own request.
W. J. Gonzenbach, Chicago, Ill., own request.
G. S. Smith, Savannah, Ga., own request.
J. K. Munnerlyn, Jr., Jacksonville, Fla., own request.
A. E. Smith, Pine Bluff, Ark., own request.
Edgar Boren, Dallas, Tex., clause (a).
L. M. Johnson, Waco, Tex., clause (a).

For competing under the jurisdiction of the Canadian Wheelmen's Association, and under such conditions as renders him a professional by rules, J. C. Sampson, Calais, Me., is hereby declared a professional in accordance with the agreement between the two countries.

W. A. Elkes, Jacksonville, Fla., clause (a).

Suspensions Reduced.

Suspension placed on the following have been reduced to expire June 13: A. L. McMurtrie, E. L. Oakford. —— Breyoort, Hill School, Pottstown, Pa.

Suspension placed upon W. F. Gardiner, St. Louis, Mo., has been reduced to expire June 23.

All cities in Missouri, west of Boonville, desiring races handicapped, will please send blanks to Mr. E. P. Moriarty, Kansas City, Mo., and those east to W. M. Rosborough, St. Louis, Mo.

Suspended.

For competing in unsanctioned races the following are suspended from all track races for sixty days from May 30:

James Brown, Philadelphia, Pa.
William Broomfield, Philadelphia, Pa.
J. G. Smith, Philadelphia, Pa.

For competing in unsanctioned races, John Nilsson, Minneapolis, Minn., is suspended from all track racing for thirty days from June 1.

For entering handicap race at Buffalo, N. Y., .. refusing to ride, following are suspended from all track racing for ten days from June 6:

Fred Peterson, Buffalo, N. Y.,
F. Simpson, Buffalo, N. Y.,
W. M. Randall, Buffalo, N. Y.
F. H. Allen, Buffalo, N. Y.,
H. R. Steenson, Buffalo, N. Y.

For entering races at Buffalo, N. Y., and failing to appear, A. W. Hughes, Buffalo, N. Y., is suspended from all track racing for thirty days from June 6.

For false entry at Buffalo, N. Y., Clarence V. Horan, Buffalo, N. Y., is suspended from all track racing for sixty days from May 30.

Sanctions Granted.

July 4—Denver Athletic Club, Denver, Col.
June 25—Peru Bicycle Ass'n, Peru, Ind.
Sept. 29—Troy, Ohio, Miami Co. Agril. Society.
June 20—Y. M. C. A., New Albany, Ind
June 20—Nat. Interscholastic Ass'n, New York.
June 23—Y. M. C. A., Oswego, N. Y.
June 27—Y. M. C. A., Binghamton, N. Y.
July 4—Schenectady Co., Wheelmen, Schenectady, N. Y.
July 4—F. G. Howland, N. Y.
July 4—Canadian-American League, Elgin, Ill.
July 8—University Athletic Board, Lincoln, Neb.
July 4—Sam Blumenstiel, Hot Springs, Ark.
July 4—Warsaw Cycling Club, Warsaw, Ind.
July 4—Louis Imandt, Washington, Ind.
July 6—West High School, Cleveland, O.
July 2, 3—P. M. Childers, Valdosta, Ga.
July 2—A. W. McNary, Mansfield, O.
July 6—Steubenville Turner Society, Steubenville, O.
July 4—R. A. Hooton, Danville, Ill.
June 23—Tecumseh Bicycle Ass'n, Tecumseh, Mich.
July 4—Michigan Cycle Club, Kalamazoo, Mich.
July 4—A. G. Matte, Mankato, Minn.
July 4—Y. M. C. A., Bay City, Mich.
July 4—Associated Bicycle Clubs, Waterbury Conn.
June 20—Y. M. C. A., Bridgeport, Conn.
Sept. 7—W. J. Smith, Westfield, Mass.
June 20—Narragansett Wheelmen, Riverside, R. I.
July 4—Henry J. Pote, Lynn, Mass.
June 27—Capitol Wheel Club, Hartford, Conn.
July 3—Wayside Park Club, S. Framingham Mass.
July 4—Osgood & Coolidge, Gardner, Mass.
July 4—Jas. C. Winkle, Lee, Mass.
July 4—Newton Ath. Ass'n, Newton, Mass.
June 27—Rose of N. E. Wheel Club, Norwich, Conn.
July 4—Arrow Cycle Club, DuBois, Pa.
July 11—Wilmington Bicycle Club, Wilmington, Del.
Sept. 23, 24—Mercury Wheelmen, Allentown, Pa.
June 20—Catholic Young Men's Archdiocesan Union, Philadelphia, Pa.
July 4—Vineland Bicycle Path Ass'n, Vineland N. J.
July 4—Sahodalica Wheelmen, Morristown, N. J.
June 22—St. Francis Hospital, Trenton, N. J.
July 25—Harrisburg Wheel Club, Harrisburg, Pa.
Aug. 22—Washington, D. C., Arlington Wheelmen.
July 4—People's Fourth of July Ath. Sports, Philadelphia, Pa.
July 3—Monongahela Cycle Club, Monongahela, Pa.
July 4—Young Men's T. A. Society, S. Bethlehem, Pa.
July 4—West Side Wheelmen, West Pittston, Pa.

OREGON.

I wish to announce the following appointments: Local Consuls.—Dr. H. L. Henderson, La Grande, to have charge of Union, Baker and Wallowa counties; C. L. Parrish, Kalamath Falls. Rights and Privileges Committeee.—S. H. Gruber, Chairman, 208 Commercial block, Portland; Eugene D. White, 133½ First street, Portland; Benj. I. Cohen, 120 First street, Portland. League Hotel, Newberg Hotel, Newberg.

A. I. DONNELL, Chief Consul.

STOP THIEF—$25.00 REWARD.

The above reward will be paid by the NEW YORK STATE DIVISION for information leading to the detection and conviction of the thief.

Ladies' Crawford, No. 79,123. Sager black saddle, stolen from 82 Flatbush avenue, Brooklyn, N. Y. Property of Jas. S. Langhurst, Jr., 82 Flatbush avenue, Brooklyn, N. Y.

COLORADO DIVISION.

The following appointments have been made:

Paul I. Aldrich, Denver, as vice consul; F. A. McClelland, Denver, as chairman press committee; Floyd W. Pierce, as local consul at Trinidad to succeed G. S. Long, removed; Jno. T. Hawkins, as local consul at Victor to succeed N. T. Fisk, resigned; Phil Peters, Jr., Ouray, resigned.

CHARLES WILMOTT DAWSON, Chief Consul
June 11, 1896.

FINANCIAL REPORT KENTUCKY DIVISION.

Owen Lawson, Secretary-Treasurer, in account with Kentucky Division, L. A. W., from Dec. 1, 1895, to June 1, 1896.

1895.	RECEIPTS.		
Dec 1.	Balance,	$128 18	
1896.			
Jan. 6.	Cash from Bassett,	22 95	
Mar. 23.	Cash from Bassett.	50 00	
Apr. 3.	Cash from Bassett,	94 60	$295 73
	DISBURSEMENTS.		
	Chief Consul's Office.		
	Printing and stationery,	5 90	
	Local consuls' certificates,	2 00	
	Hotel cards,	1 50	
	Maps,	45	
	Office supplies,	2 80	
	Postage,	10 60	$22 75
	Secretary-Treasurer's Office.		
	Printing and stationery,	7 25	
	Postage.	25 50	$32 75
	Board of Officers.		
	Traveling expenses, J. W. Clendening, to December board meeting,	11 50	
	Traveling expenses, E. H. Croninger, to December board meeting.	11 50	
	Traveling expenses, T. B. Dewhurst, to December board meeting,	6 30	$29 30
	Road Book Committee.		
	Printing blanks, J. W. Clendening,	4 00	
	Printing and postage, T. B. Dewhurst,	4 33	
	Printing and postage, J. M. Cromwell,	3 40	$11 73
	Recruiting Committee.		
	Circulars, envelopes and hangers.	35 35	
	Blanks from Bassett.	3 00	
	Postage.	17 50	$55 85
	General Account.		
	Three electrotypes,	1 50	
	Express on cuts to chief consul,	25	
	Traveling expenses of chief consul to National Assembly,	42 00	
	Express on Blanks.	65	
	Stationery and printing for local consuls,	26 00	
	Express on stationery for local consuls.	4 70	
	Allowance sec.-treas.'s office.	25 00	
	Five renewals for recruiting,	5 00	$105 10
	Cash on hand June 1, 1896,		$58 25 $295 73

Respectfully submitted,
OWEN LAWSON, Sec.-Treas.

PENNSYLVANIA LOCAL CONSULS.

Camphellstown	Uriah Felty
Emporium,	Dr. A. W. Baker
Marietta,	Percy P. Schock
Bellefonte,	G. L. Williams
Lebanon,	R. W. Wynings
Philadelphia,	Arthur J. Steel, 2842 N. Front st
Demmler,	I. L. Jones
Williamstown,	David Hoffa
Roaring Spring,	W. C. Hanawalt
Mifflintown,	S. B. Murray
Cochraneville,	R. H. McFadden
Bridesburg,	Paul Blattenburger
Bravosburg,	Robert B. Vincent
New Brighton,	C. J. Kenah
Nesquehoning,	Robert H. Corby
Cartwright,	R. T. Tomlinson
Philadelphia—	John A. S. Heath, Isaac N. Solis.
Consholocken,	Ed O'Byrne
Lansford,	G. W. Shickler
Swarthmore,	Ryland W. Phillips
Philipsburg,	Victor Gray
Tidioute,	W. J. Grandin

P. S. COLLINS, Sec.-Treas.

2000—MISSOURI DIVISION MEET.—2500

TO MEMBERS:

The eleventh annual meet of this division will be held at Moberly, on July 3, 4, 5, and as the date is drawing near, it behooves every loyal member to begin making preparations to attend. A rate of one and one-third fare for the round trip has been made on all railroad lines and we are in hopes of reducing it to one fare flat.

Moberly is centrally located on both the Wabash & M. K. & T. Railways, and is easily accessible from all points of the State. The city has brick streets and hotel accommodations ample to accommodate all who may come.

The programme includes a century run, with a souvenir silver medal for each survivor, and a high-grade entertainment on the first day, besides runs to Macon, Paris and Randolph Springs. For the second day, the programme includes the annual parade, photograph and business meeting of the division in the morning, and the afternoon will be acceptably filled in with the races for which $800 are offered in cash and prizes. Five amateur and two professional events. Entries close June 27. For entry blanks, programmes, etc., write P. J. O'Leary, secretary, Moberly, Mo.

Nominations for officers to be elected by mail vote in October must be made at the business meeting of the division, and no one can be voted for who was not here nominated. The offices are chief consul, vice consul, secretary-treasurer, and one representative-at-large for every two hundred members. It is of the utmost importance to have every member present, therefore.

Rooms at hotels can be engaged in advance on application to Secretary O'Leary. Special reductions will be granted only on presentation of L. A. W. ticket. Rates, $2.00 per day. L. A. W., $1.50.

L. A. W. benefits will be given out to members only, or to those who join at Moberly, with a tourist band. On arrival at Moberly, proceed to headquarters in Merchants Hotel, and receive your badge on presentation of your L. A. W. ticket. This will admit you free to the entertainment on night of July 3, the races on July 4, and another on night of July 4, and the picnic at Randolph Springs, on July 5. Special prizes are offered for the largest and best appearing L. A. W. club in the parade, July 4. Don't fail to be present, and help to make the Moberly meet a record breaker.

MEETING OF LOCAL CONSULS.

A meeting of all local consuls will be held at the Merchants Hotel, Moberly, at 7.30 P. M., July 3. Important business effecting the growth of the division will be transacted, and every officer is requested to be on hand.

ROBT. HOLM, Chief Consul.
ST. LOUIS, June 12, 1896.

OHIO DIVISION.

The annual meeting of the Ohio Division will be held at Dayton, O., on July 2, 3 and 4, 1896. The Phillips House will be League headquarters. The business meeting will convene at 8 P. M. July 2nd, at the Dayton Bicycle Club House. By order of the chief consul.

ARTHUR B. HOWSON, Sec.-Treas.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

BOSTON, June 10, 1896.

TOTAL, 2,051—53,871.

OVER 114,000, ARIZONA. 1—32.

C. C. C.

691 Smith, Ora O., Flagstaff

OVER 114,000, ARKANSAS, 4—238.

A. T. C. C.

2 Foughty, A.E., Pat Cleaburne Engine House, Little Rock
3 Goss, Louis, 707 Main, "
4 Miles, Douglas L., 1210 Marshall, "

UNATTACHED.

5 Hiatt, B. E., care of A. H. Wells & Co., Clarendon

OVER 114,000, COLORADO, 6—587.

D. W. C.

6 Blackman, F. O., 572 Broadway, Denver

A. WHEELMEN.

7 Crum, B. R., 522 Equitable bldg., "

L. C. C.

8 North, G. F., box 334, Leadville

UNATTACHED.

9 Lott, G. B., box 598, Colorado Springs
700 Cochems, Dr. F. X., Salida
1 Lewry, H. E., "

OVER 114,000, CONNECTICUT, 34—1106.

PARK WHEELMEN.

2 Bolton, J. R. B., Foskett & Bishop, New Haven

T. C. C.

3 Elliott, Geo. S., Willimantic
4 Jordan, Fred D., 664 Main st., "
5 Brewster, Geo. L., 857 Main st., "

UNATTACHED.

6 Tuttle, E. L., 91 Main st., Ansonia
7 Sands, Geo. G., 43½ Balmforth ave. Danbury
8 Marrs, John, Danielson
9 Hatfield, Byron U., 45 Reynolds st., "
710 Smith, Geo. R., box 142, Darien
1 McCord, W. P., Greenwich
2 Bliss, Frederick S., 73 Farmington ave., Hartford
3 Norton, Walter W., Lime Rock
4 Hitchcock, A. W., 89 Randolph ave., Meriden
5 Rice, Chas. P., 14 Linsley ave., "
6 Nichols, E. E., 378 State, New Haven
7 Rylands, George, 156 Spring, "
8 Gibbs, Nathan A., Thames Nat'l. Bank, Norwich
9 Warner, Frank S., box 699, Naugatuck
720 Benedict, George E., Ridgefield
1 Betts, Charles E., Sandy Hook
2 DeVine, Horace S., box 267, Stratford
3 Wilcox, Joel F., box 63, "
4 Vincent, C. B., Torrington
5 Morris, Wm. J., box 715, "
6 Beach, C. G., 92 Prospect, Waterbury
7 Bartlett, F. E., box 951, "
8 Patzold, E. R., 90 Bank st., "
9 Kittle, George E., Woodmont
730 Chesbro, Samuel, 745 Main st., Willimantic
1 French, Herbert N., box 185, "
2 Miller, Samuel J., 179 Walnut, "
3 Miller, Warren O., 61 Turner, Winsted
4 Lane, Harry S., Elm st., "
5 Piney Lucien V., Highland Park, "

OVER 114,000, DISTRICT OF COLUMBIA. 3—142.

UNATTACHED.

736 Conn, W. M., 1325 11th, N. W., Wash'n
7 Rhode, R. R., 321 7th, S. E., "
8 *McPherson, Miss E. C., 1014 Vermont ave., "

OVER 114,000, FLORIDA. 1—18.

UNATTACHED.

739 Stout, H. B., Ocean and Monroe, Jacksonville

OVER 114,000, ILLINOIS. 156—2,164.

B. B. C.

740 Bunnell, E. M., 117 N. Main, Bloom'g'n

M. & W. C. C.

1 Adriance, J. W., 1050 Wash., Blvd., Chicago

CHICAGO C. C.

2 Adams, O., 3431 Indiana ave., "
3 Blackman, H. L., 4326 Greenwood ave., "
4 Burgess, H. K., 3611 Indiana ave., "
5 Barron, J. A., 3131 Rhodes ave., "
6 Carroll, J. C., 152 36th, "
7 Corson, W. E., 5712 Sherman, "
8 Fisk, L. A., 286 37th, "
9 Dunker, H. C., 96 43d, "
750 Gilchrist, F. F., 5000 Wash. ave., "
1 Gates, C. G., 2140 Michigan ave., "
2 Hayden, H. R., 5545 Monroe ave., "
3 Lewis, V. T., 611 47th, "
4 Fincke, E. C., 1820 Michigan ave., "
5 Griffin, W. F., 152 36th, "
6 McCleland, W. S., 2804 Mich. ave., "
7 Mathews, F. W., 4200 Mich. ave., "
8 Morrison, T. H., 1810 Mich. ave., "
9 Pew, S. W., 24 46th, "
760 Quinn, J. C., 3805 Forest ave., "
1 Raines, R. T., 152 36th, "
2 Shelling, E. C., 2301 State, "
3 Wiggins, George, 2015 Wabash ave., "
4 Wilson, H. G., 4054 Wash. ave., "
5 Wells, S. W., 4118 Vincennes ave., "
6 Aronson, H. A., 447 So. Morgan, "

SONS OF REST C. C.

7 Wadsworth, H. E., 1,470 Michigan ave., "

U. L. B. C.

8 Irwin, C. D., 130 Rialto building, "
W. S. C. C.
9 Gray, Oscar E., 952 Armitage ave., "

THISTLE C. C.

770 Heberling, Frank, 327 Rialto bldg, "

C. & C. C. C.

1 Shults, Harry L., First Nat. Bank, Connellsville

G. B. C.

2 Baldwin, G. Rhea, Griggsville
3 Fanand, Fred H., "
4 Shoemaker, Winfred, "
5 Watson, T. M., "

K. R. C. C.

6 Bittourna, E. L., Arcade bldg., Kankakee
7 Granger, W. L., 275 Schuyler, "
8 Lecour, E. W., 200 Court, "
9 Roleke, August, "

M. B. C.

780 McClure, Phil, 325 So. 10th st., Monmouth

P. B. C.

1 Dever, Frank L., 510 Sanford, Peoria
2 Pardon, John W., 215 North, "
3 Hearst, Alexander, Jr., 108 Flora ave., "
4 Hutchinson, Wm. R., 300 Sanford, "
5 Horton, Walter S., 705 No. Jeff. ave., "
6 Martin, Fred H., 205 S. Orange, "
7 Powell, John N., 503 New York ave., "
8 Scholes, Robert, 1800 Seventh ave., "
9 Unland, Otto H., 401 Armstrong ave., "
790 Wieting, Emil J., 210 First ave., "
1 Bowman, Chas. A., 513 Hamilton st., "
2 Corcoran, Dr. A. L., 1327 Main st., "
3 Chandler, H. B., 315 No. Madison "
4 Dickey, Barlow C., 100 Perry st., "
5 Francis, Wm. E., 140 High st., "
6 Francis, J. H., 1231 Main st., "
7 Johnson, H. E., 107 North st., "
8 Jerabeck, C. J., 111 Cross st., "
9 McIlvane, Dr. T. M., 408 No. Munroe, "
800 Miller, R., 314 No. Jefferson ave., "
1 Reyburn, G. H., 110 S. Adams st., "
2 Wiley, R. T., 1107 N. Jeff. ave., "
3 Zinser, F. L., 211 N. Jeff. ave., "

PERU C. C.

801 Linnig, W. B., "

ADAMS CO. W.

5 Goodrich, C. E., Fox D. G. Co., Quincy
6 Osborn, Hal S., 215 No. 8th st., "
7 Sahland, Chas. W., box 64 "
8 Boger, A. H., care of E. M. Miller & Co., "
9 Reeves, Geo. M., "
810 Kolker, W. H., 300 Hampshire st., "
1 Plath, Henry, 118 North 5th, "
2 Taylor, Jas. L., 831 Broadway.

RUSHVILLE C. C.

3 Greer, George M., Rushville
4 Munson, H. O., "
5 Mellhenny, R. O., "
6 *Scripps, Grace L., "
7 Warden, Ray, "

C. C. C. C.

8 Block, D. J., Palace Hotel, Springfield
9 Clark, A. H., 5th and Monroe "
820 Kelley, W. H., Palace Hotel, "
1 Killius, Fred W., 200 South 6th, "

STERLING C. C.

2 Greenough, George, 111 Ave B, Sterling

UNATTACHED.

3 Helm, Leon, Algonquin
4 Peter, Willis T., "
5 Bryan, W. S., M. D., Cambridge
6 Cooke, J. A., box 242, Canton
7 Thompson, Fred B., 218 W. Elm, "
8 Boseck, Carl, Jr., N. Clark st. and Irving Pk. Blvd., Chicago
9 Brown, Wm. N., 457 So. Leavitt "
830 Ballard, Geo, S., St Wash., "
1 Morford, J. B., 287 Spaulding ave., "
2 Newland, F. G., 5 Randolph, "
3 Orton, Orville D., 185 Monroe "
4 Quick, Geo. A., 2900 Michigan ave., "
5 Reed, A. L., Jr., "
6 Seymour, S. A., 813 Chamber of Commerce Building, "
7 Stratford, Will R., 473 Dearborn ave., "
8 Belt, Wm. O., 1515 Monadnock blk. "
9 Darling, Jas. G., 130 Rialto bldg., "
840 Kellogg, F. A., 2149 Indiana ave., "
1 Maurer, F. A., 130 Rialto bldg., "
2 *Murray, Mrs. W. D., 4622 Champlain ave., "

CHILLICOTHE C. C.

3 Bailey, Frank W., Chillicothe
4 Temple, George B., "
5 Vogelsang, Andrew, "
6 Wood, Sidney, "
7 Krebs, J. H., 238 N. Main, Decatur
8 Stange, Otto H., Elmhurst
9 Gillette, F. H., 9 Douglas ave., Elgin
850 Kimball, W. D., 11 Grove ave., "
1 Spencer, B. W., 627 Davis, Evanston
2 Darling, C. G., 1401 Benson ave., "
3 Griswold, E. L., 1805 Hinman ave., "
4 Dunlap, H. S., Port Sheridan
5 Leahy, M., "
6 Wagnitz, E. J., "
7 *Gulford, Mrs. H. S., Highland Park
8 McPherson, L. O., "
9 *McPherson, Mrs. L. O., "

860 Chamberlin, M. H., Freeport
1 Green, A. E., "
2 Snyder, Geo. H., "
3 Harvey, Ray, Griggsville
4 Spalding, H. L., Gibson
5 Strauss, Bryson,
6 Gregory, H. L., Gibson City
7 Gregory, J. H., "
8 Dunn, Herbert A., box 478, Hoopeston
9 *Jackson, Anne W., 843 S. Church,
Jacksonville

870 Brooks, John Y., 215 Sherman, Joliet
1 Carpenter, Charles H., 212 Sherman "
2 Cullom, H. C., Jr., 101 Sherman, "
3 Rogerson, E. J., La Grange
4 Camper, Sam P., Lewiston
5 Hart, John W., Minier
6 Brassard, William, Momence
7 Kuntz, O. R., "
8 Clark, Frank, Ohio
9 Walter, Hart E., "
880 Hadley, J. C., box 131, Pana
1 Colburn, W. P., 207 S. Jeff. ave., Peoria
2 Lueder, Fritz, 511 S. Adams, "
3 Schwab, H. C., Dime Savs. Bank, "
4 Cleaver, Geo. H., 513 7th ave., "
5 Oliver, Roland, 1113 Glendon ave., "
6 Linnig, H. F., Peru
7 Guthrie, Marian (P. O. Rose and Anderson, New Rochelle), Quincy
8 *Miller, A. L. (P.O. Strasburg, Pa.), "
9 Woodruff, Wm. H., 901 Broadway, "
890 White, C. W., 1231 So. West, Rockford
1 Lawrence, F. D., Rutland
2 Griswold, M. O., Rock Island
3 Elshoff, H. Jr., 11th & Cook, Springfield
4 Hahn, Nathan W., 117 W. Side sq., "
5 Dibble, H. M., box 315, Wilmette
OVER 114,000, INDIANA, 37—726.
C. C. C.
896 Cox, C. E., M.D., Cannelton
T. C. C.
7 Dawson, A.J., 23 W. Lewis, Ft. Wayne
8 Heller, Thos. L., "
9 Safford, F. K., 199 W. Wayne, "
900 Tierney, M. C., 23 Baker, "
1 Wagner, John B., 79 W. Jefferson, "
2 You, A. J., "
U. S. M. W.
3 Shirley, Foster, 74 E. Mar., Indianapolis
MADISON C. & A. C.
4 Ramsay, Frank P., 116 N. Penn., "
R. C. C. C.
5 Whitesides, Wm. S. Jr., Fulton and Mapley, Jeffersonville
TRIUMPH C. C.
6 Brucker, Dr. C. M., Tell City
UNATTACHED.
7 O'Bryant, S. L., Alexandria
8 Tomlinson, J. M., "
9 Wright, Ed. M., box 200, Bremen
910 Munk, W. H., 1127 Central ave., Connersville
1 Saxby, Rev. Palin, Cannelton
2 Jameson, A.L., 1st Nat. Bk., Evansville
3 Brinkmeyer, Gus H., 240 No. Davidson, Indianapolis
4 Cobb, A. W., 612 Miller ave., "
5 Dillon, Lee, 404 Columbia ave., "
6 Dempsey, Harry, 265 Davidson st., "
7 Doll, C. W., 40 Garfield place, "
8 Goth, Herman A., 487 N. N. Jersey, "
9 Marlin, W. S., Atlas Engine Wks., "
920 Thom, T. M., Lamar
1 Hays, Harry, box 101, La Grange
2 Thomson, Orion K., "
3 Taylor, S. L., Lincoln City
4 Laswell Tom, Princeton
5 Plackard, C. F., box 101, Summitsville
6 Wack, Rev. Wm., Troy
7 McArthur, J. A., 525 Ohio, Terre Haute
8 *Morehead, Miss L. E., box 173, Washington
9 Gardiner, W. R., Jr., "
930 Hatmaker, W. T., "
1 *Lester, Mrs. W. T., box 294, "
2 *Underwood, Mrs. M. K., box 238, "
OVER 114,000, IOWA, 42—1,147.
M. C. C.
933 Foley, T. M., Anamosa
M. C. C.
4 Russell, Wm., Bangor
BURLINGTON B. C.
5 Woellhaf, H. A., 842 High, Burlington
C. R. C. C.
6 Herman, Felix, Cedar Rapids
C. C. C.
7 King, John R., 13th st., Centerville
8 Wheaton, C. F., "
L. A. W. C.
9 Ross, H. H., 1510 W. 9th st., Des Moines
C. C. L.
940 Seely, R. M., box 763, "
ESTHERVILLE, C. C.
1 Forman, David, Estherville
CARACOLA B. C.
2 Courtney, Geo. A., Iowa Falls
J. C. C.
3 Lee, Walter J., Jefferson
M. C. C.
4 Laird, H. L., 405 N.2d st., Marshalltown
M. C. C.
5 Marshall, Guy, Moulton
OTTUMWA W. C.
6 Armstrong, Llewellyn H., 167 E. Maple ave., Ottumwa
PRESS C. C.
7 Stratemeyer, Realto, 109 Sixth st., Sioux City
UNATTACHED.
8 Thompson, Albert F., box 63, Adel
9 Brenneman, S. L., Bloomfield
950 Mitchell, E. R., L box 80, "
1 Lieberkruecht, W. C., 217 Lincoln ave., Council Bluffs
2 Wilson, W. J., Clinton
3 Guilford, W. E., 726 W. 7th st., Des Moines
4 Nichols, F. H., 1412 E Walnut, "
5 Riley, Fred J., box 892, Decorah
6 Holmes, Isaac N., 221 W. Water, "
7 Oleson, O. M., Fort Dodge
8 Olney, Chas. C., "
9 Smith, C. H., "
960 Ruggles, E. P., Iowa City
1 Smith, Hugh W., cor. Dub. and Wash., "
2 Barnett, F. H., 228 Main, Keokuk
3 Emanuelson, H. G. J., 218 East Main, Ottumwa
4 Epler, John E., 225 Court, "
5 Kerr, W. C., Main st., "
6 Hart, J. A., Jr., box 18, Cedar Rapids
7 Hasek, Lewis, 214 2d ave., "
8 Guthrie, F. L., Tripoli
9 Hoffman, Louis, Waterloo
970 Horner, H. L., "
1 Joy, E. W., Wapello
2 McCullough, R. D., "
3 Ruthenberg, Chas., "
4 Ingram, E. P., Wilton Junction
OVER 114,000, KANSAS, 24—652.
UNATTACHED.
975 Briscoe, R. S., Ft. Scott
6 Renner, A. J., box 482, Hutchinson
7 Metcalf, Wilder S., Lawrence
8 Adams, I. F., 1710 Appleton ave., Parsons
9 Bero, Ed., Jr., 111 S. Central ave., "
980 Brown, S. R., "
1 Bodwell, E. A., 1428 Morgan ave., "
2 Feess, Wm., 1916 Crawford ave., "
3 Haynes, J. T., 1818 Forrest ave., "
4 Knight, D. A., 1809 Forrest ave., "
5 Mirick, H. B., "
6 Pfeiffer, F. A., 109 Central ave., "
7 Roach, R. P., "
8 Rowley, E. G., 1412 Morgan ave., "
9 Steele, C. L., 1819 Forrest ave., "
990 Stevens, W. H., 1808 Gandy ave., "
1 Wirt, L. W., 1520 Forrest ave., "
2 White, G. R., 2222 Johnson ave., "
3 Woodruff, B. A., "
4 Yawman, J. A., care of Racket, "
5 Grimsley, G. P., Washburn College, Topeka
6 Lundgren, J. A., 114 W. 8th st., "
7 Lain, S. E., 114 W. 8th st., "
8 *McMellan, Miss F. C., 709 Clay, "
OVER 114,000, KENTUCKY, 15—580.
B. C. C. C.
999 Soper, Frank, Danville
OVER 115,000.
LEX. RAMBLERS.
000 Hutchison, J. J., 1 W. Main st., Lexington
AQUILA, B. C.
1 Graham, Chas. A., Jr., 2124 West Jeff st., Louisville
2 Reese, Evan S., 2011 W. Chestnut, "
L. A. C. C.
3 Tuley, Dr. H. E., 111 W. Kentucky st., "
P. C. C.
4 Davis, W. T., Pineville
UNATTACHED.
5 Bettison, D. C., 1007 West Main st., Louisville
6 *Dupre, Miss Eugenia, 1502 18th st., "
7 *Dupre, Miss Elenora, 1502 18th st., "
8 Gibbons, W. M., 105 W. Broadway, "
9 Hoeppner, Herman, 1735 Maple st., "
010 Sanford, G. W., 2701 Portland ave., "
1 Sample, W. S., Snead & Co. Iron Works, "
2 Tyler, Isaac H., 120 West Ormsby, "
3 Davis, R. L., 849 W. Market, "
OVER 115,000, MAINE, 15—426.
SO. PORTLAND, C. C.
014 Stevens, Walter L., box 160, So. Portland
UNATTACHED.
5 Hill, Arthur L., Bath Nat'l Bank, Bath
6 Lanable, Geo. P., "
7 Percy, Augustus A., box 644, "
8 Perkins, E. G., Brunswick
9 Beard, Chas. T., Calais
020 Fernald, Albert, Cumberland Mills
1 Davis, M. M., box 36, Ellsworth
2 Duffy, John J., "
3 Jordan, L. W., "
4 Jordan, Harvard C., "
5 Jones, P. C., box 90, "
6 Stratton, C. L., box 156, "
7 Cobb, Lucius E., Rockland
8 Boothby, W. B., Main st., Westbrook
OVER 115,000, MARYLAND, 55—851.
B. C. C.
029 Gover, Geo. O., 1328 W. Lafayette, Baltimore
030 McPhail, James P., Lake Roland
C. W.
1 Birmingham, W. E., 13 North st., Baltimore
2 Lennox, G. W., 119 S. Poppleton, "
3 Lyman, A. E., 609 Lafayette ave., "
4 Stanley, Ralph D., 713 N. Monroe, "
HARLEM W.
5 Leopold, Wm. B., 30 N. Mount st., "
SYLVAN C.
6 Webster, A. M., 1717 Linden ave., "
TRAMORE C. C.
7 Freeland, W. K., 646 Clinton ave., "
8 Shank, G. W., 901 Penna ave., "
9 Shank, H. W., 901 Penna ave., "
THE 13 CYCLERS.
040 Riffle, A. G., 1421 Holmes st., "
1 Shipley, J. S., 1137 N. Gilmor st., "
CYCLING RAMBLERS.
2 George, James B., Freedom
3 Steele, G. W., 13 Court, Westminster
4 Thomas, T. C., 19 Court st., "
Y. M. W. C.
5 Grimes, H. S., 128 W. North ave., Baltimore
6 Hollingshead, D. S., 1116 Park ave., "
UNATTACHED.
7 Carson, Melvin G., Alexandria
8 Dochterman, W., 521 S. Charles, "
9 Fisher, C., 30 E. Henrietta st., "
050 Fisher, J. H. Jr., 30 E. Henrietta st., "
1 Fiske, J. D., M.D., 11 S. Ray st., "
2 Furst, H., 1942 Druid Hill ave., "
3 Gantt, C. S., 728 Reservoir st., "
4 Gill, M. G., Jr., c.o. Martin Gillett & Co., "
5 Greer, John J., 1819 Park ave., "
6 *Gordon, Miss E., 2528 Mad. ave., "
7 Henning, W. T., 332 Pressman, "
8 Hinkley, John, 215 N. Charles st., "
9 Keyser, Wilson, 1516 Madison ave., "
060 Lucas, J. F., 752 West Balt. st., "
1 Niver, Edwin B., 2002 Md. ave., "
2 Patterson, Wilson S., box 588, "
3 Stone, J. H., 9 W. Balt. st., "
4 Shearer, J. W., 1369 N. Carey st., "
5 Shelton, G. W., 16 E. Montgomery, "
6 Smith, C. E., 2025 Maryland ave., "
7 Sherwood, Sidney, Johns Hopkins University, "
8 Kean, John L., 1305 Harlem ave., "
9 Silkman, E. J., B. & O. R. R. Co., "
070 Taylor, Oscar S., box 663, "
1 Woodside, J. W., 2118 Md. ave., "
2 Wolf, I. S. George, 210 Mosher, "
3 Ward, N. J., 841 W. Franklin, "
4 *Welsh, Sara D., 1942 Druid Hill ave. "
5 *Stults, Mrs. Julia V., 109 N Charles "
6 McCaffray, E. M., 626 N. Carey "
7 Voneiff, H., 1309 Edmondson ave., "
8 Moore, J. A., 2213 Oak, "
9 Thompson, A. D., 1244 E. North av., "
080 Shafer, R. E. L., Boonsboro
1 Loker, George P., Leonardtown
2 Thom, De Courcey W., Queenstown
3 Plummer, F. S., box 82, Sparrow Point
OVER 115,000, MASSACHUSETTS, 202—7820.
MASS. B. C.
084 Clark, E. L., 50 Bromfield, Boston
5 Spitz, George W., box 3164, "
JOLLY CYCLERS.
6 Ogden, Norman, 34 Newton, Brighton
7 Coffin, J. G., 9 Wenham, Forest Hills
REVIEW C. C.
8 Bailey, O. L., 276 Wash. ave., Chelsea
9 Currier, John F., Chestnut, "
C. C. C.
090 Ross, C. A., box 1406, Chicopee Falls
ASSN. C. C.
1 Sayward, W. Allen, 18 Harvard st., Charlestown
E. W.
2 Dodge, W. H., Green st., Everett
F. R. I. C. C.
3 Flynn, F. A., Fountain st., Fall River
CRESCENT C. C.
4 Bent, B. D., Livingston ave., Lowell
VESPER C. C.
5 Steele, E. D., 4 Burton ave., "
G. R. C. C.
6 Winchell, N. P., 243 Clifton, Malden

W. C. C.
7 Hussey, R. B., Main st., Nantucket
ECHO BRIDGE C. C.
8 Flagg, Edward A., box 104, Newton Upper Falls
N. B. C.
9 Burke, R. E., 76 State, Newburyport
100 Houston, W. F., 2 Harris, "
P. B. C.
1 Barnfather, I. F., 25 Howard, Pittsfield
CONN. VALLEY W.
2 Benjamin, C. A., 57 7th, Springfield
3 Ball, H. A., 51 Sargeant, "
4 Nichols, B. F., 80 Ingersoll grove, "
5 Roberts, E. O., 87 Ingersoll grove, "
6 Burr, H. M., 1589 Princeton st., "
7 Graham, Geo. H., 125 State st., "
SOUTHBRIDGE B. C.
8 Claflin, Edwin L., Southbridge
ECLIPSE C. C.
9 Wilkins, Ed A., 603 Main, Wakefield
W. C. C.
110 Bowser, W. B., 149 Robbins, Waltham
1 Herbert, Ed, 143 Charles, "
2 Sharpe, S. H., 13 Robbins, "
3 White, James, 28 Hall, "
WABAN C. C.
4 Wiswell, J. C., 22 Canal, W. Medford
UNATTACHED.
5 Hunt, E. W., 206 Hancock, Abington
6 Dean, S. F., 254 Mass. ave., Arlington
7 Wetherbee, C. A., box 83, "
8 Packard, C. A., box 308, Ashburnham
9 Lamb, R. M., 191 So. Main, Attleboro
120 Davis, Walter S., l. box 19, Auburndale
1 Gurney, Lyndon D., Atlantic
2 *Reeves, Miss J., South st., Bedford
3 Bates, S. W., 35 High, Boston
4 Child, A. W., 87 Milk, "
5 Cook, George B., 57 Berkeley, "
6 Dennison, W. G., 275 Washington, "
7 Ferguson, W. B., 20 Worcester sq., "
8 Fisk, Dr. S. A., 333 Commonwealth ave., "
9 *Foley, Mrs. G. (P.O. box 307, Charlottetown, P. E. I.), "
130 Glidden, D. A., 6 Central wharf, "
1 Hemenway, Augustus, 10 Tremont, "
2 Heald, George K., 87 Milk, "
3 Hodgson, Richard, 15 Charles, "
4 Hecht, Summit L., Copley Square Hotel, "
5 Jacques, H., 333 Commonwealth ave., "
6 Kelly, Thomas, 79 Charles, "
7 Low, George W., 42 Eliot, "
8 Noble, Arch. W., 79 Charles, "
9 Payne, George H., 283 Dartmouth, "
140 Robinson, John G., 51 Devonshire, "
1 Sawin, John W. R., 100 Chauncy, "
2 Chadbourne, Albert E., 8 Oliver, "
3 Shepard, O. A., 350 Albany, "
4 Thayer, Henry B., 4½ Beacon, "
5 Wentworth, L. H., 91 Richmond, "
6 Young, T. W., 7 Dwight, "
7 Rice, W. E., 14 Columbus ave., "
8 Brown, Chas. A., 156 Congress st., "
9 Eddy, John H., 44 Kilby, "
150 *Foster, Miss H. W., 55 Worcester, "
1 Lenk, Oscar C., 11 Taylor st., "
2 Ryder, F. M., 241 Humboldt st., "
3 Barton, Geo. H., Inst. of Tech., "
4 Reed, Walter C., box 128, Belmont
5 Hill, Geo. W. R., 224 Moraine, Brockton
6 Langmaid, F. H., 196 Thatcher, "
7 Shepard, Lindsley H., 48 Harvard ave., Brookline
8 Jefferson, J. W., Buzzards Bay
9 Donaldson, James C., Stoughton Hall, Cambridge
160 Hanus, Paul H., 5 Walker, "
1 McMullin, James, 14 Warren, "
2 Rawle, Francis W., 18 Mason, "
3 Eastman, Dr. C. R., 356 Harvard st., "
4 Nichols, Frank A., 9 Monument square, Charlestown
5 Day, John H., 15 Putnam, "
6 Perry, Henry A., 88 Windsor Cambridgeport
7 Gamble, A. R., box 1477, Chicopee Falls
8 McElroy, J. J., box 644, "
9 Smith, Clarence K., box 375, "
170 Tober, H. C., 46 Cochran, "
1 Walton, Wm. H., box 1069, "
2 Bush, E. H., Dalton
3 Glennon, M., Main st., "
4 Haworth, L. A., "
5 Stearns, J. M., "
6 Tower, W. L., box 3, "
7 Simmons, Guy M., "
8 Humphrey, Geo. W., box 160, Dedham
9 Milliken, George F., 44 Virginia, Dorchester
180 Randall, George W., 34 Glenarm, "
1 Nichols, Arthur B., 15 Burt ave., "
2 Williams, J. F., Jr., 34 Clarkson, "
3 Greene, Isaac P., 8 Coolidge ave., "
4 Laing, V., 65 Maverick, E. Boston
5 Farrell, Michael F., 188 Sumner, "
6 Peters, Wm. B., 49 Eutaw, "
7 Hammond, W. H., E. Mattapoisett
8 Gifford, John H., M. D., 254 Locust, Fall River
9 Wilder, Wm. E., 35 Charles, Fitchburg
190 Ross, Harry A., box 189, Foxboro
1 Weld, Geo. F., Falmouth
2 Bent, Dr. Ernest, Grafton
3 Johnson, Adolf E., box 11, Greenwood
4 Cate, Harry R., 106 Merrimac, Haverhill
5 Payson, Walter D., 18 Chestnut, "
6 Holder, John H., box 225 Hudson
7 Bestwick, Frank T., 3240 Wash., Jamaica Plain
8 Tattersall, J. L., 218 Broadway, Lawrence
9 Luscomb, Sam'l T., 90 Mt. Vernon, "
200 Stocks, Joseph, 15 Dorchester, "
1 Sidebottom, Sam'l, Jr., 56 Farnham, "
2 Watson, Walter C., box 194, Leicester
3 Bates, Harry B., 4 Barton ave., Lowell
4 Chadwick, Alfred M., Fort Hill ave., "
5 Harris, H. Emmons, 10 Appleton, "
6 Puffer, J. E., 18 May st., "
7 McKey, Chas. D., Foxteth st., Longwood
8 Armstrong, Stanley E., Bristol House, Lynn
9 Lee, Nathan A., 22 Allen, "
210 Perry, Joseph, 23 West Green, "
1 Briggs, George T., 22 Beckford ct., "
2 Braman, L. W., 99 Medford st., Malden
3 Woodbury, Geo., box 379, Manchester
4 Holyoke, C. F., 2 Maple, Marlboro
5 Dudley, Frank C., 190 Main, "
6 Hebes t., cor. Church and Greenwood, "
7 Buss, Arthur S., 105 Main, Medford
8 Singer, H. E., 147 Franklin, Melrose Highlands
9 Kay, T., 26 Peckham, New Bedford
220 MacKay, Simon, 20 Bedford, "
1 Sparrow, W. E., Jr., 42 Hill st., "
2 Grady, Howard A., box 476, Newtonville
3 Stone, Archie L., box 402, N. Attleboro
4 Wood, Clarence F., box 251, "
5 Brann, H. E., 333 North, Pittsfield
6 Farrington, L., Warren st., Peabody
7 Downey, J. F., box 127, Rochdale
8 Anderson, G. H., 2212 Wash., Roxbury
9 Baker, Albert H., 23 Alpine, "
230 Cole, Willis H., 36 Williams, "
1 Emerson, Wm. R. P., 255 Warren, "
2 Snell, Charles T., 11 Perrin, "
3 Worthen, F. N., 28 Quincy, "
4 Macdonald, J. M., 219 Roxbury, "
5 Priest, Warren A., 100 Homestead, "
6 Blossom, Wm. A., 31 Centre st., "
7 Brown, Bailey C., 17 Eden, Salem
8 Chapple, W. D., 81 Wash. st., rm. 11, "
9 Searle, W. F., box B, "
240 Champion, H. B., 248 Highland ave., Somerville
1 Leach, George E., 12 James, "
2 Wright, W. H., 32 Loring, "
3 Roesch, J. F., 37 Boston st., "
4 *Roesch, Mrs. J., 37 Boston st., "
5 McKee, Milton A., 374 Medford st., "
6 Shaffer, W. J., 852 Broadway, S. Boston
7 Little, David M., 40 Chestnut, Salem
8 Hayward, G. C., South Hanson
9 Gamble, F. L., 71 Court st., Springfield
250 Tone, Philip Jr., 427 Chestnut, "
1 Graves, Chas. L., 84 Adams st., "
2 Austin, Fred E., 41 County, Taunton
3 Hart, R. F., Y. M. C. A., "
4 *Sproat, Mrs. Clinton, 181 High, "
5 Mellor, Chas. E., box 380, Whitman
6 McCarthy, C. S., box 371, Whitinsville
7 Bonney, Josiah S., Wakefield
8 Winship, Charles N., "
9 Butler, Henry E., Main st., "
260 Daland, Everett G., 390 Main, "
1 Burnett, D. W., 73 Maple, Waltham
2 Dooley, Ed. H., 152 Willow, "
3 French, Allen E., 356 Moody, "
4 Floyd, C. D., Howard st., "
5 Randall, L. A., 1 Main st., "
6 Downs, A. W., Wellesley Hills
7 Lunt, F.E., 24 Hall ave., W. Somerville
8 *Lunt, Mrs. Fred E., 24 Hall ave., "
9 Glazier, R. C., 97 Pleasant, W. Gardner
270 Cobb, Charles L., W. Stockbridge
1 Foster, Wm. D., box 284, W. Newton
2 Giffin, Charles, Cypress st., W. Roxbury
3 Holt, Henry C., Cliff st., Winchester
4 Jealous, H. C., 5 Copley st., "
5 *Sweetser, E.C., 24 New Boston, Woburn
6 Downes, G. C., 28 Kendall, Worcester
7 Green, Herbert L., 5 Beechmont, "
8 Hancock, G. Elmer, 401 Pleasant, "
9 Haynes, W. H., box 565, "
280 Pierce, Scott T., 154 Main, "
1 Raymenton, Dr. W. H., "
2 White, A. N., 43 Murray ave., "
3 Wheeler, Alden H., 14 Melville, "
4 Whitman, H. A., Salisbury st., "
5 Hopkins, H. P., 765 Main, "
OVER 115,000, MICHIGAN, 64—650.
C. C. C.
286 Thorne, J. J., Bay County Elec. Co., Bay City
7 Allen, Hix, 200 S. Raymond ave., West Bay City
DETROIT W.
8 Towle, F.K., 260 Vinewood ave., Detroit
FLINT WHEELMEN.
9 *Billings, Carrie E., 706 Stockton, Flint
290 Andrews, Fred, 216 Smith st., "
1 Flanders, C. B., Saginaw st., "
SOO CYCLE CLUB.
2 Brazel, John, Sault Ste. Marie
3 Hoynes, Thomas, "
UNATTACHED.
4 Parham, Marshall E., box 346, Burr Oak
5 Griswold, G. L., "
6 Hincher, O. R., "
7 Nichols, A. B., "
8 Erickson, L. August, Escanaba
9 Youngquist, Dr. O. E., "
300 Boiger, E. F., "
1 Ellsworth, A. J., Jr., "
2 Atkins, Sheldon O., "
3 Oliver, W. W., "
4 Green, N. O., "
5 Aronson, P. A., "
6 Aronson, F. W., "
7 Miller, Chas., "
8 Gunderson, A. M., "
9 Smith, Ed., "
310 Bredeen, P. A., "
1 Ramsdell, H. L., "
2 Haring, Fred W., "
3 Sparge, S. J., "
4 Allyn, Harry H., "
5 Lyman, R., "
6 Stephenson, A., "
7 McKenna, Phil J., "
8 Turner, Leigh, 248 Maple, Battle Creek
9 Fuller, Alexander, 1213 Van Buren, Bay City
320 Lahey, Joseph S., box 483, "
1 Russell, Chas. A., 1213 Van Buren, "
2 Winslow, C. B., 139 Bellview, Benton Harbor
3 Delano, F. M., 640 Champlin, Detroit
4 *Delano, G. T., 640 Champlin, "
5 *Harding, A. T., 640 Champlin, "
6 King, Herbert, 640 Champlin, "
7 Lakeman, A. M., 327 W. High, "
8 McGinnis, F. A., 32 Congress, "
9 Robertson, Forbes, 640 Champlin, "
330 Burdick, E. R., 145 Portage, Kalamazoo
1 *Lawrence, Miss E.C., 209 W.South, "
2 Townsend, A. J., 411 Douglass ave., Midland
3 Graves, James, Three Rivers
4 Fry, S. D., box 706, "
5 Bradley, G. C., 211 S. Washington, Ypsilanti
6 Bowen, W. P., 4 So. Summit, "
7 Fell, W. L., 19 Hamilton, "
8 Gallup, F. L., 1st Nat. Bank, "
9 Lodeman, A., 505 Chicago ave., "
340 Miller, Hiram W., 29 So. Huron, "
1 Putnam, Richard R., 411 N. Huron, "
2 Pack, W. L., Hawkins House, "
3 Rorison, E. P., 106 Ballard, "
4 Sullivan, Arthur, 203 Babbit, "
5 Smith, D. E., 126 Washington, "
6 Strong, E. A., 127 Normal, "
7 Sullivan, D. P., 107 E. Cross, "
8 Vroman, Calvin C., 128 Normal, "
9 Wilber, D. E., 221 Summit, "
OVER 115,000, MINNESOTA, 21—362.
L. A. W. CLUB.
350 Walters, E. C., 2128 26th ave., North Minneapolis
1 Zier, Dr. E. B., box 455, "
UNATTACHED.
C. C.
2 Danforth, E. L., Commercial Club, "
UNATTACHED.
3 Miller, E. F., Grand Hotel, Fergus Falls
4 Brown, H. B., 2412 Harriet ave., Minneapolis
5 Crosby, C. F., 3122 Lyndale ave., S. "
6 Gillman, R. P., 1028 Logan ave., N. "
7 Murphy, F. P., 925 Cedar ave., "
8 Osborn, E. F., Hotel Berkeley, "
9 Stott, W. H., 311 Sykes block, "
360 Allen, M. J., 415 Guar. Loan bldg., "
1 Drehmel, F. W., 625 So. 6th st., "
2 Field, J. W., Holmes Hotel, "
3 *Folwell, Miss M. H., 1020 S. E. 5th, "
4 Harrison, M., Minnehaha Falls, "
5 Neely, C. H., Lumber Ex., "
6 Osborne, W. F., 2710 Girard ave., S. "
7 Packer, W. B., 606 E. 27th st., "
8 Scott, W. D., 9 Corn Ex., "
9 Weidenbacher, A., 108 Bridge sq., "
370 Ward, R. P., Waseca

OVER 115,000, MISSISSIPPI, 2—45.

UNATTACHED.

371 Beaty, C. E., 105 Commerce, Natchez
2 Klein, W. B., Vicksburg

OVER 115,000, MISSOURI, 22—1,003.

PATHFINDERS.

373 Conover, John A., 3110 Independence ave., Kansas City

RIVERSIDE W.

4 Birbach, Dr. B., 7606 Mich. ave., St. Louis

SOUTHWEST C. C.

5 Ashner, Abe, 2207 Menard st., "

SPRINGFIELD C. C.

6 Burns, W. H., 305 College, Springfield
7 Clements, F. P., 437 E. Walnut st., "
8 Helns, H., 410 Boonville st., "
9 Magnien, G., 305 College st., "

UNATTACHED.

380 Musselman, A. F., box 65, Cameron
1 Shaw, Chas. D., Kansas City
2 Evans, E. A., (P. O. 247, So. Jefferson, Chicago, Ill.), Kirksville
3 Yates, B. M., McCredie
4 Anderson, G. W., 1367 Burd ave., St. Louis
5 Barlow, A. D., 4119 Md. ave., "
6 Fish, E. R., 421 Olive st., "
7 Kramer, H. A., 2230 Oregon ave., "
8 Lewis, W. C., 4239 Wash. ave., "
9 McCarthy, F. E., 6 N. Com'l st., "
390 Papin, E. V., 240 N. Spring ave., "
1 Rodgers, W., 3100 Lucas ave., "
2 White, C. A., 7th and Locust sts., "
3 Winkelman, E. A., 7606 Mich. ave., "
4 White, T. A., Springfield

OVER 115,000, NEBRASKA, 6—276.

TOURIST W. C.

395 Hansen, F. H., 1332 N. 17th, Omaha

ORIENTAL C. C.

6 Fishburne, D. H., Grand Island

UNATTACHED.

7 Sattler, P. A., Central City
8 Stearns, G. B., Grand Island
9 Kirby, W. B., B. & M. depot, Lincoln
400 Smith, C. W., 1320 Farnam, Omaha

OVER 115,000, NEVADA, 8—38.

RENO W.

401 Benden, C. T., Reno
2 Caine, Edwin E., "
3 Hemold, A. C., "
4 Hodgkinson, S. J., Virginia st., "
5 Linstrom, Ed, box 104, "
6 Smith, Jarvis H., "
7 Sinias, Martin, "
8 Schadler, Fred, "

OVER 115,000, NEW HAMPSHIRE, 7—300.

UNATTACHED.

409 Spline, W. M., Concord
410 Davis, Frank M., 95 Union, Keene
1 Lewis, E. C., "
2 Murray, J. B. D., 96 Brook, Manchester
3 Putney, Frank E., "
4 Masseck, C. S., 159 Main, Nashua
5 Douglass, Harmon T., Newport

OVER 115,000, NEW JERSEY, 123—3,596.

ARLINGTON B. C.

416 Oswald, A. S., Locust ave., Arlington
7 Wirtz, M. Fred, Ekhiemus ave., "

EAST ORANGE RAMBLERS.

8 Holmes, David G., 326 Park ave., East Orange

COLUMBIA CLUB C.

9 Linde, J. E., 626 Hudson, Hoboken

HACKENSACK W.

420 Bridgewater, T. T., Main st., Hackensack
1 Howard, Wm. B., box 16, "
2 Hering, H. T., "
3 Seidel, John R., Main st., "
4 Munn, H. Tileston, Begota

PALMA, C. C.

5 Corcoran, Richard T., Palma Club, Jersey City
6 Gubelman, O. L., 794 Montgomery, "
7 Menagh, John S., 331 York, "
8 Murray, M., Jersey ave. and Bright, "

HUDSON COUNTY W.

9 Woods, Jas., 118 Monticello ave., "

CLIO C.

430 Pfoltzer, Jacob, 189 Newark ave, "

LAKEWOOD B. C.

1 Grover, Chas., box D, Lakewood
2 Higgins, Chas. A., "

MONTCLAIR W.

3 Halsted, Cornelius, 106 Montclair, Montclair

VIM B. C.

4 Nichols, R. E., 331 Wash. st., Newark

ESSEX B. C.

5 Bloemeke, Frank A., 198 Bruce, Newark

PRINCETON B. C.

6 Olden, Walter H., Princeton
M. C. W.
7 Ward, W. M., 231 Butler st., Trenton

BUSINESS MEN'S C. C.

8 Conover, W. M., 315 Greenwood ave., "
9 Treas, W. R., 827 S. Broad st., "
440 Howell, John H. B., 26 Wall, "

CATHOLIC CLUB C.

1 Waldron, Wm. L., 726 S. Warren, "

UNATTACHED.

2 English, Mark, Bakersville
3 Stewart, Henry H., 641 Park ave., Brick Church
4 Clark, Joseph S., Belford
5 *Wolven, Mrs. Sarah, 17 Benson Bloomfield
6 Shannon, George, Jr., 925 Broadway, Camden
7 Mohrman, Lewis, 604 State, "
8 Austin, L. S., Dover
9 Hurd, James L., "
450 Neighbor, E. D., "
1 Conlon, Thomas, "
2 Dickerson, H. J., "
3 Gall, Charles T., "
4 Johns, A. G., "
5 Tillyer, L. D., "
6 Whipple, Henry W., "
7 Carruthers, Henry M., 337 Morris ave., Elizabeth
8 Myer, A. D., 405 Jefferson ave., "
9 Pomeroy, Lewis R., 99 Beech st., East Orange
460 Cadmus, H. L., 229 Prospect st., "
1 Denison, Chas. H., 156 Main st., "
2 *Dillon, Miss A. P., 37 Clinton, "
3 Hatch, Herbert F., 65 Prospect, "
4 Lay, Albert N. 11 N. Grove st., "
5 Smith, F. K., 342 Glenwood ave., "
6 Wiley, John, 25 South Clinton, "
7 Dipken, G., Hasbrouck Heights
8 Heard, Joseph B. Haledon
9 Thomason, Oscar, Hurffville
470 Thomas, E. A., care of Amer. Rad. Co., Harrison
1 Doring, Ernest N., Jr., 805 Wash., Hoboken
2 *Armstrong, Annie U., 111 Atlantic st., Jersey City
3 Seller, Louis, 1001 Boulevard, "
4 Sampter, Leo C., 31 Newark ave., "
5 Whyte, Wm., 236 Warren, "
6 Gray, F. D., M. D., 296 Bergen av., "
7 Kelly, Patrick, 613 Jersey ave., "
8 Werrbach, Chas., 139 Jackson ave., "
9 Clark, Jas., Linwood
480 Reading, R. B., box 229, Lambertville
1 Cooke, Joseph C., box 62, Little Falls
2 Van Vliet, Geo. P., Lakewood
3 Graham, M. J., box 117, Metuchen
4 Campbell, Walter C., "
5 Gilbert, Geo. B., box 5, Merchantville
6 De Con, George, box 356 Moorestown
7 Croker, Fred A., 14 S. Mountain ave., Montclair
8 Manning, J. P., 54 Greenwood ave., "
9 Trippett, Jos. Percy, 54 Elmwood ave., "
490 Wallace, Wm. B., 235 Claremont ave., "
1 Wolven, Jas. R., 524 Bloomfield ave., "
2 Guyer, W. H., 104 So. Fullerton ave., "
3 Boosarm, Theo. B., 119 Church st., New Brunswick
4 Clark, Clinton, "
5 Helen, Wm. H., Jr., "
6 Lawrence, John, "
7 Vleit, D. H., Hamilton ave., "
8 Williams, Paul F., 102 College ave., "
9 Lushear, J. W., box C., Newark
500 Case, A. M., 657 Summer ave., "
1 Douglass, Geo., 593 Orange st., "
2 Hall, Frank, 97 Belleville ave., "
3 Harrar, Robt. B., 48 Bank st., "
4 Marsh, Wm. W., 40 Chestnut st., "
5 McLaughlin, John W., 91 Bleecker, "
6 Rausehousen, J. A., 26 N. 9th, "
7 Seymour, J.M. Jr., 1 Wakeman av., "
8 Wills, C. McD., 171 Wash. ave., "
9 Wherett, J. T., 13 Taylor st., "
510 Barnes, Frank, Newton
1 *Hunter, Mrs. Ina W., 37 Hawthorne, Orange
2 Ogden, Isaac C., 31 Highland ave., "
3 Platt, John T., 14 Ridge st., "
4 Rockwell, W. F., 290 Park ave., "
5 *Wood, Miss Eva C., 54 Hillyer st., "
6 Durgin, Frank L., box 395, Palmyra
7 Ehrhardt, A., 32 Dayton ave., Passaic
8 Geyer, Paul, Botany Worsted Mills, "
9 Spicer, Arthur J., 125 N. 5th, Plainfield
520 Howell, G. M., 646 E. 25th, Paterson
1 Bennett, Frank I., Point Pleasant
2 Carroll, J. E., Princeton
3 Hoagland, Mahlon, Rockaway
4 Warner, G. H., Roselle
5 Shafer, Chas. G., box 448, Somerville
6 *Van Fleet, Mrs. John P., box 339, "
7 De Voe, A. A., Spottswood
8 Harris, W. H., box 76, So. Seaville
9 Crosby, B. H., Green st., Tuckerton
530 Bruther, J. F., 93 Spring st., Trenton
1 Green, H. S., 273 Spring st., "
2 Hanson, W. E., 310 N. Montgomery, "
3 Weller, J. W., 140 W. Hanover, "
4 Slenker, E. (P. O. Langwood Hotel, Melrose, Mass), Union Hill
5 Russell, W. I., box 114, Westfield
6 Russell, C. R., box 114, "
7 Smith, N. N., West Orange
8 White, John L., 65 Irving st., Woodside

OVER 115,000, NEW YORK, 550—15,523.

LOGAN WHEELMEN.

539 Anderson, A., 759 Union, Brooklyn
540 Schiff, William, 594 5th ave., "
1 Garnier, Edw., 445 1st st., "

IRVING W.

2 Thompson, F. A., 18 Irving pl., "

L. I. WHEELMEN.

3 McLure, S. D., 16 Irving pl., "

WILLIAMSBURG W.

4 Macclinchy, T. J., 16 Devoe, "
5 Oliver, Robert, 61 Jorolemon, "

BISON T. C.

6 Beyer, F. L., 231 Pearl st., Buffalo

PARKSIDE W. C.

7 Kuhn, Charles, 100 Rose, "

I. C. C.

8 Smyth, George W., 766 Elk, "

LAKE SIDE W.

9 Morrison, A. B., Jr., Castle, Geneva
550 Merrill, Howard E., "

GLEN COVE WHEELMEN.

1 Campbell, Walter, Glen Cove
2 Coles, Lester, "
3 Duryea, Oscar, "
4 Hopkins, Eugene, "
5 Hopkins, Fred, "
6 Lockwood, Everett, "
7 Roberts, H. K., "
8 Townsend, James W., H. P. C. C. "
9 Baker, Alvah, box 249, Hyde Park

ELMHURST W.

560 Davis, Benjamin H., Maspeth
M. C.
1 Babcock, F. C., Medina
2 Burns, C. S., "
3 Hurley, W. F., "

CYCLE CLUB OF BROOKLYN.

4 Mendes, F. E., 100 Broadway, N. York

CHELSEA WHEELMEN.

5 Schuster, A. O., 450 West 22d, "

EXCELSIOR W.

6 Dennehy, E. J. 206 Monroe, M. C. C. "
7 Beardsley, W. H., 26 Broadway, "
8 Godfrey, C. J., 11 Warren, "
9 Merriam, E J., 23 Beekman, "

RIVERSIDE WHEELMEN.

570 Lambrecht, Jos., 182 East 93d, "
1 Mais, F. W., 222 East 127th, "
2 Miner, J. D., Jr., 66 West 131st, "
3 Taylor, Arthur E., 185 West 102d, "
4 Wilson, Edw. S., 556 West 150th, "

XAVIER C. C.

5 Kelly, J. S., 205 West 14th, "
6 O'Callaghan, F. E., 682 Sixth ave., "
7 Sheehan, J. B., 210 West 17th, "

BIG SIX C. C.

8 Fink, J. H., 180 Bowery, New York

CENTURY WHEELMEN.

9 Heise, F., 367 W. 15th, "
580 Heise, Henry, 367 W. 15th, "
1 Kissling, J. P., 573 9th ave., "
2 Miller, E. A., 203 W. 30th, S. V. W. "
3 Shea, F. E., 580 Broome, C. C. C. C. C. "
4 Velez, Ramon, 163 W. 46th, F. C. C. "
5 Merritt, A. W., 1153 Broadway, "

NORTH SIDE WHEELMEN.

6 Maginnis, J. E., 524 E. 142d, New York M. C. "
7 Rodie, W. S., 25 E. 30th, "

ST. B. C. C.

8 Steineman, Henry, box 833, "

OGD. B. C.

9 Houston, J. L., 70 Ford, Ogdensburg

ROTA C. C.

590 Haddock, R. M., box 152, Sing Sing

S. B. C.

1 Rhodes, G. O., Salamanca

MOHAWK W.

2 De Land, J. B., 8 University pl., Schenectady

T. B. C.

3 Marsh, Erwin, 11 Park ave., Troy

L. B. C.

4 Pettie, E. C., Emigh & Lobdell, Troy

U. C. C.

5 Broadbent, C. H., 509 Whitesboro, Utica
6 Georg, Emil J., 32 Erie, "

UNATTACHED.

7 Brown, Dr. R. P., Maple, Addison
8 Weiles, E. M., Maple, "
9 Charles, T., 130 So. Knox, Albany
600 Allen, O. L., 413 Broadway, "
1 Hungerford, I. J., 338 Hudson ave., "
2 Kernochan, E., 123 Broadway, "
3 Stronge, N. S., 128 Clinton ave., "
4 Thacher, G. H., 11 Wash. ave., "
5 Wendell, Le Roy I., 122 Lancaster, "
6 Brattig, A., 243 Central ave., "
7 Krebs, W., 261 Lark, "
8 Herman, S. M., 13 So. Pearl, "
9 Pierce, C. B., 737 Madison ave., "
610 Hutton, Anson, box 55, Albion
1 *Hutton, Mrs. Anson, box 55, "
2 Hallock, John H., Babylon
3 *Hallock, Mrs. John H., "
4 Howell, Emmett J., Bellport
5 Overton, J. W., "
6 Bacher, Rev. Wm. T., 2 Stuart, Binghamton
7 Fletcher, A. C., Doubleday, "
8 Noyes, J. K., 13 Ferry, "
9 Broome, Ed, Dolgen Club, "
620 Conklin, H. E., 180 Hawley, "
1 Brown, Dr. W. M., Brighton
2 *Buck, Miss Annette E., 140 Lafayette ave., Brooklyn
3 Braisted, C. H., 1112 Hancock, "
4 Carruthers, C. C., 115 McDonough, "
5 Ekstrand, C., 737 Lafayette ave., "
6 Ebbets, C. H., 396 Jeff. ave., "
7 *Garrow, Miss H. V., 93 St. John's pl., "
8 Hughes, A. S., 10 Willoughby ave., "
9 Johnson, W. H., 500 Fulton, Brooklyn
630 Lawler, M. M., 426 Clinton, "
1 Lynch, G. W., 591 St. Marks ave., "
2 Leich, A. H., 314 Monroe, "
3 Lippman, Jacob, 254 S. 4th st., "
4 McLoughlin, P. P., 411 2nd, "
5 Miller, Theo., 385 3rd, "
6 Matheson, W. J., 24 Remsen, "
7 Nichols, W. H., 353 Clinton ave., "
8 *Perine, Mrs. E. T., 92 Decatur, "
9 Schumacher, E. H., 984 Putnam ave., "
640 Stutter, J., 334 Bedford ave., "
1 Smith, W. T., 1143 Bedford ave., "
2 *Smith, Louisa, 1143 Bedford ave., "
3 Tomes, Alfred E., 493 Carlton ave., "
4 Bailey, Joseph W., 245 Cumberland, "
5 Bernhardt, H. V., 567 Lafayette ave., "
6 Egbert, G. W., 126 E. 19th, "
7 Hansen, Dr. L. H., 259 Grand, "
8 Kynaster, Frank, 128 State, "
9 Morgan, W. F., 198 Norman ave., "
650 McGarry, John J., 1842½ Bergen, "
1 Ray, Stanley H., 238 Garfield pl., "
2 Ritchie, T., 106 Union ave., "
3 Roe, J. C., 56 Fifth ave., "
4 Schenck, F. B., 228 Clinton ave., "
5 Well, William, 184 Humboldt, "
6 Potter, Wilfrid C., 950 Marcy ave., "
7 *Caspari, Mrs. W. D., 1312 Herkimer, "
8 Le Rendu, E. H., 54 Barbey, "
9 Longenecker, F. B., 303 Fulton, "
660 Smith, Frank B., 123 Bainbridge, "
1 Binns, D. W., 865 St. Marks ave., "
2 Bosse, A. E., 1212 Jeff. ave., "
3 Coates, F. B., 533 Vanderbilt ave., "
4 Davis, E. L., 35 Clifton pl., "
5 *Gardner, Miss E. B., 203 Wash. ave., "
6 Garnaus, J. C., 145 St. Marks ave., "
7 Hull, M. A., 389 Madison st., "
8 Hixon, D. B., 684 Lafayette ave., "
9 Howell, Charles W., 286 Hewes, "
670 Hurdus, T. E., 367 6th ave., "
1 Hagedorn, E. G., 935 Flatbush ave., "
2 James, I. N. W., 1328 Pacific, "
3 Johnson, L. A., 808 Prospect pl., "
4 Langlotz, C., 888 Lafayette ave., "
5 Morey, Edmond, 400 5th, "
6 Norris, William A., 164 State, "
7 O'Donnell, J. J., Glemore ave. and Junior st., "
8 Phoebus, J. A., 134 2nd pl., "
9 Rhame, G. A., 123 Wash. ave., "
680 Sprague, D. W., 105 Henry, "
1 Secor, Stephen C., 1212 Jeff. ave., "
2 Schoenherr, O. Jr., 204 St. John's pl., "
3 *Shotwell, Mrs. H. T., 203 Wash. ave., "
4 Schaeffer, Hermann, 45 Strong pl., "
5 Thompson, E. M. G., 549 Quincy, "
6 Wells, J. C., 115 Chauncey, "
7 Wheeler, Wm. H., 106 Gates ave., "
8 Allen, M. Shaler, 203 Montague st., "
9 Gordon, Jno. E., 16 Smith st., "
690 Lundell, Robert, 47 Brevoort place, "
1 Ruddiman, James, 685 3d ave., "
2 Schmitt, John A., 58 Beaver st., "
3 Cowing, James P., 119 State, "
4 Porter, Wm. R., Hotel St. George, "
5 Adams, George D., 267 Georgia, Buffalo
6 Clark, S., 61 Park, "
7 Du Mont, Charles S., 387 Bouck av., "
8 *Hutchinson, Edna M., 427 Baynes, "
9 Murray, Robert H., 90 16th, "
700 Purcell, Edwin F., 558 Fargo ave., "
1 *Richmond, J. E., 212 Prospect ave., "
2 Shields, John F., 682 Fulton, "
3 Tifft, Maxon W., 196 Linwood ave., "
4 Ruffner, Arthur, 47 Main, "
5 Watson, John, 47 Normal ave., "
6 Willard, M. D., 427 Baynes, "
7 Ackerman, Theo. 26 W. Chippewa, "
8 Bartlett, James W., 526 Mass. ave., "
9 Bunting, George E., 54 Johnson pk., "
710 Bell, Fred C., 533 Niagara, "
1 Bagnall, Henry J., 533 Niagara, "
2 Brown, William C., 155 Franklin, "
3 Brush, Henry W., Ellicott sq., "
4 *Burrus, Mrs. J. P., 142 W. Ferry, "
5 Bartholomew, L. A., 17 Niagara, "
6 Bicknell, David, 112 Prospect ave., "
7 Caudell, J., 154 Fargo ave., "
8 Cornell, Peter C., 174 Mariner, "
9 *Cornell, Mrs. Peter C., 174 Mariner, "
720 Chamberlin, E., 757 Prospect, "
1 Clarke, Charles M., 380 Franklin, "
2 Danforth, Frank L., 226 Bryant, "
3 Douglas, Wm. A., 116 Oakland pl., "
4 Folsom, Benjamin, 180 Linwood, "
5 *Gray, Miss Emily A. (P. O., Niagara-on-the-Lake, Ontario), "
6 *Gray, Mrs. David (P. O. Niagara-on-the-Lake, Ontario), "
7 Gorham, Nathaniel, 250 Elmwood ave, "
8 Greig, Anna M., 144 W. Ferry, "
9 Holmes, Fred A., 178 Walden ave., "
730 Hengerer, George E., 533 Plymouth ave., "
1 King, W. Grant, 31 Norwood ave., "
2 Kraft, Harry N., 23 Holland pl., "
3 Kitching, H. W., 15 Ketchum pl., "
4 Lewis, Dr. George W. F., 318 Ashland ave., "
5 Norton, R. M., 128 Hodge ave., "
6 Minor, George H., 117 Erie Co. Bank Bldg., "
7 Olshel, Archille J., 68 East North, "
8 Seeley, Harlow M., 906 D. S. Morgan Bldg., "
9 Smith, William H., 420 S. Division, "
740 Ussher, Fred B., 220 Depew ave., "
1 *Ussher, Mrs. F. B., 220 Depew ave., "
2 Voss, Geo. W., 41 Perry, "
3 Wayland, Ed. E., 1132 Delaware ave., "
4 Wood, John S., 112 Prospect ave., "
5 *Austin, Miss Gertrude, 249 Plymouth ave., "
6 *Allen, Mrs. John W., 390 14th, "
7 Burns, Berend J., 334 Prospect ave., "
8 Beals, Herbert, 176 Franklin, "
9 Beals, Pascal P., drawer 143, "
750 Cobb, John C., 19 Board of Trade, "
1 Claxton, Wm. G., 28 Lowell pl., "
2 Chittenden, J. S., 48 Linwood ave., "
3 Carroll, Wm. M., 285 Ashland ave., "
4 *Carroll, Miss M. Rose., 285 Ashland ave., "
5 Callan, Frank H., 21 Johnson pk., "
6 Everhart, Foist H., 632 Ellicott sq., "
7 Elias G., 237 Linwood ave., "
8 Ferguson, A. W., 164 Summer, "
9 *Gregory, Mrs. Minnie E., 893 Main, "
760 *Gard, Edna E., 671 W. Ferry, "
1 Harrison, A. L., 70 N. Pearl, "
2 Johnson, August, 46 Riley, "
3 Kline, David, 35 Niagara, "
4 Lorenz, A. Henry, 68 E. Genesee, "
5 Gregory, Fred A., 893 Main, "
6 Oheiser, Wm. W., 61 Whitney pl., "
7 Ross, J. Bert., 269 Whitney, "
8 Steele, Frank B., 114 Elmwood ave., "
9 Sumner, Arthur, 18 Penfield, "
770 Toye, Harry L., 291 14th st., "
1 Boyce, John H., 1st ave. and 67th st., Bay Ridge
2 Boyce, Harry R., 1st ave., and 67th st., "
3 Lane, James W., 1st ave. and 67th st., "
4 Thomas, Richard L., 2d ave. and 67th st., "
5 Crook, George E., 2d ave. and 67th st., "
6 Salmon, Frank P., Chatham
7 Wells, Robert G., Clinton
8 Houghton, A. B., 353 Pine, Corning
9 Allen, A., 112 Ontario, Cohoes
780 Bell, E., 102 Jackson ave., "
1 Dorlan, Phillip, 71 Park ave., "
2 Lord, Louis, 106 Hudson ave., "
3 Ackhurst, William R., 126 Ontario, "
4 Travis, Edwin L., 78 Heartt ave., "
5 *Paulding, Katherine O., Cold Spring
6 Donnelly, J. H., College Point
7 Cordy, F. A., box 138, Corona
8 Bridge, Dr. Josiah, Dobbs Ferry
9 Faville, W. S., Dolgeville
790 Wilkinson, S., 993 William, E. Buffalo
1 Corwell, Lewis G., East Onondaga
2 Hevener, Charles, "
3 Smith, Harry A., 211 Penn ave., Elmira
4 Vought, W. G., East Aurora
5 Bressette, George H., 92nd st. and Shore road, Fort Hamilton
6 Altrogge, John F., 89 Linden boulevard, Flatbush
7 *Sabin, Mrs. Mary B., 66 South Parsons ave., Flushing
8 Miller, David, Freeport
9 Howe, J. H., Fulton
800 Ottmann, D. F., 4th st., "
1 Seward, Frederick W., M. D., Goshen
2 Bowne, Herbert S., Glen Cove
3 *Hartley, Winnifred, box 227, Gouvernour
4 Gebhard, John G., box 182, Herkimer
5 Newman, C. W., "
6 Gara, H. B., West End Hotel, Hunter
7 VanPelt, M. C., "
8 Nicholls, G. H., Jr., box 802, Hoosick Falls
9 *Nicholls, Mrs. G. H., Jr., box 802, "
810 Gay, Willard F., Ithaca
1 Everett, Fred, 90 Eddy, "
2 Dimon Theodore, 76 E. Buffalo, "
3 Smith, Carl A., box 24, Jeddo
4 Smith, Charles M., box 24, "
5 Thornton, R. D., Jamaica
6 *Nisbett, Mrs. Ellen L., "
7 Berg, G. F., 9 West 3d, Jamestown
8 Prescott, R.A., 824 Prendergast ave., "
9 Strobbe, Louis B., Keeseville
820 Weston, Chas. S., box 30, "
1 Rogers, L. E., 187 Clinton ave., Kingston
2 Sharrott, C. W., Kreischerville
3 Butler, A. H., 6th ave and 17th st., Lansingburg
4 Manwaring, G. E., box 104, Lynbrook
5 Edle, J. Jr., 23 Union Course, Long Island City
6 Foss, Harry E., 19 Grant, Middletown
7 Albertson, Thomas W., Mineola
8 Cassedy, George A., Mechanicsville
9 Vanderbilt, Malcolm, Mount Morris
830 *Sprenger, Miss Agnes, Mt. Vernon
1 *Bernstein, A. F., 289 Summit ave., "
2 Dugan, C. A., 209 W. Lincoln ave., "
3 Davis, John M., 118 Union ave., "
4 Carner, A. L., 159 Wash. st., New Lebanon
5 Wright, Harry W., Mark's pl.,
6 Collins, G. F., St. New Brighton
7 Christ, Phil J., New Hyde Park
8 Riker, H. W., 3rd and Smith, Newburg
9 Hoyt, D. J., No. Galway
840 Amaker, A. P., 105 Lex. ave., New York
1 Bendix, Arthur, 792 3d ave., "
2 Berg, Edgar J., 52 W. 83d, "
3 Bestoff, C. S., 935 Broadway, "
4 Best, Lee, 5 Vanderbilt ave., "
5 Broadway, W. G., box 280, "
6 *Bates, Miss I. H., 78 W. 82d, "
7 Crayen, Dr. G., 446 W. 23d, "
8 Cone, Chas. H., 107 South, "
9 Clark, J. Wanton, 237 W. 120th, "
850 Delnoce, V. R., 18 Broadway, "
1 Dyer, Edward T., 22 Mute, "
2 Davis, Benj. W., 109 South, "
3 Downing, C. J., 595 Broadway, "
4 Foore, Sterling T., 10 W. 46th, "
5 Goldbacher, Edward F., 109 W. 131st, "
6 *Goldbacher, Emily, 109 W. 131st, "
7 Goodhart, W. A., 1148 Park ave., "
8 Hotchkiss, Dr. L. W., 49 W. 50th, "
9 Krieg, C. H., 24 W. 127th, "
860 Kemp, Edward, Jr., 68 William, "
1 Levy, Fred J., 119 E. 70th, "
2 Madden, W. J., 156 Broadway, "
3 Middleton, W. B., 251 W. 91st, "
4 Parker, Guy, 54 Worth, "
5 Pierce, W. I., M.D., 64 W. 126th, "
6 Rosenberg, Saul, 301 E. 17th, "
7 *Roberts, Hannah M., 245 B'dway, "
8 *Rich, Essie, 255 W. 116th, "
9 Sawyer, Raymond, 160 5th ave., "
870 Sixsmith, T. J., 202 W. 103d, "
1 Sumwalt, C. H., 232 Greenwich, "
2 Storck, Louis, 231 6th, "
3 Schaffner, Ernest M., 100 Reade, "
4 Tyler, Edward, 16 W. 9th, "
5 Wittridge, H. B., 866 Amsterdam ave., "
6 Wild, Wm. C., 961 Park ave., "
7 Winslow, William, 19 W. 31st, "
8 Wilder, Geo. W., 323 W. 103d, "
9 Blakeslee, G. W., 28 W. 26th, "
880 Bauer, F., 337 East 86th, "
1 Lind, C. A., 79 Clinton Market, "
2 Rothwell, Richard P., 253 Broadway, "
3 *Asher, I. A., 203 West 78th, "
4 Aspinwall, H. S., 110 East 18th, "
5 Adgate, J. J., Jr., 729 6th ave., "
6 Boatrite, J. E., 129 W. 13th, "
7 Baumbach, Wm., 25 East 3d, "
8 Benedict, Wm., 76 Duane, "
9 Boyd, A., Metropolitan Opera House, "
890 Bogart, M. B., 366 W. Nicholas ave., "
1 Bailey, J., 1489 Broadway, "
2 Beerman, D., 529 East 82d, "

3 Cook, G. D., 581 Broadway, "
4 Corty, H., 229 West 129th, "
5 Cramer, E., 229 West 129th, "
6 Cohen, M., 54 East 104th, "
7 Devereux, T. Joseph, 218 Church, "
8 Davis, Dr. A. E., 22 East 41st, "
9 Darling, J., 339 Broadway, "
900 Edwards, L., 21st and 5th ave., "
1 Fleury, G. L., box 828, "
2 Froment, E. McK., 50 East 75th, "
3 French, H., 53 West 47th, "
4 Flanagan, E. A., 192 W. Broadway, "
5 Himman, J., 65 East 54th, "
6 Knowles, E. P., 18 7th ave., "
7 *Langdon, Miss G.L.G., 333 East 13th, "
8 Lawson, Wm. K., 463 West 22d, "
9 Lawrence, F. L., 125 Bleecker, "
910 McGrath, R. G., 41 Great Jones, "
1 Meleney, C. E., Teachers' College, "
2 Muhlfelder, L. J., 105 East 92d, "
3 Muller, L., 231 West 83d, "
4 Munch, E. J., 326 East 43d, "
5 Neuberger, Hugo, 466 Broome, "
6 Nichols, W. C., 2005 Madison ave., "
7 Nellenbogen, Isidor, 110 Reade, "
8 Oliver, W. H., Jr., 697 East 141st, "
9 Pisinger, J., 321 East 56th, "
920 Pisinger, S., 321 East 56th, "
1 Prior, R. M., 26 Cortland, "
2 Radcliffe, F. P., 40 Wall, "
3 *Reed, Miss E. J., 17 Lex. ave., "
4 Richmond, C., 33 West 12th, "
5 Ross, H. A., 211 East 58th, "
6 Rosett, M., 809 Lexington ave., "
7 Smith, J. B., 318 West 29th, "
8 Staff, J. T., 164 E. 106th, "
9 Seney, R. N., 5 E. 41st, "
930 Scanlon, A. J., 336 West 32d, "
1 Schulz, W. H., 97 Rivington, "
2 Schiff, L., 1547 Madison ave., "
3 Stratton, H. M., 29 Broadway, "
4 Theband, P. L., 119 East 34th, "
5 Thompson, F. S., 337 Broadway, "
6 Thomas, Paul, 229 West 129th, "
7 Vanderhoef, H. B., 43 West 4th, "
8 Webster, George G., 432 4th ave., "
9 Banta, Dr. F. M., 304 West 12th, "
940 Furman, Silas H., 267 5th ave., "
1 Hunter, H. G., 48 West 59th, "
2 Hessler, Frederick J., 201 E. 69th, "
3 Jehl, Frederick, 1899 Bathgate ave., "
4 Moody, Charles M., 1626 Park ave., "
5 Miner, Stanley H., 16 Beaver, "
6 Peckham, W. H., Jr., 31 5th ave., "
7 Ullmann, Nathan, 90 Wall, "
8 Wandling, Charles S., 775 Lexington ave., "
9 Brooks, R. I., 714 3d ave., "
950 Cameron, Alpin G., 111 Liberty st., "
1 Crawford, Thos. L., New Pier 25, North River, "
2 Claiborne, J. H., M. D., 39 West 36th st., "
3 Clayton, Dr. Frank V., 145 West 43d st., "
4 Donnelly, Simon P., 216 E. 11th, "
5 De Foulk, Dr. I. P., 222 E. 17th, "
6 Eickhoff, C. Ernest, 232 West 124th st., "
7 Fawcett, George S., 127 W. 45th, "
8 Freeborn, W. L., 122 East 25th, "
9 Heydebrand, F. L. V., 122 E. 25th, "
960 Hetzel, F. G., 425 West 162d, "
1 James, Thomas M., 310 West 14th, "
2 Jarvis, Thomas M., 220 W. 22d, "
3 Kennedy, Harry, New Pier 25, North River, "
4 Kahn, Ernest L., 501 West 50th, "
5 Kuhn, Dr. Joseph, 1108 Second ave., "
6 *Kuhn, Mrs. Joseph, 1108 2d ave., "
7 Knapp, Edward E., 163 W. 121st, "
8 Kennedy, John W., East 189th, "
9 Krebber, A. H., box 3075, "
970 Levin, Charles S., 21 East 115th, "
1 Levett, Benjamin R., 227 W. 132d, "
2 Loeb, Julius, box 957, "
3 Mellert, Fred M., 1692 Morris ave., "
4 Mac Hale, Dr. Ferdinand S., 317 East 87th, "
5 Merrill, Benjamin, 361 W. 19th, "
6 Merrill, James R., 361 W. 19th, "
7 Merrill, John D., 361 West 19th, "
8 Morgenthau, Eugene, 605 B'way, "
9 Ostertag, Charles W., 64 W. 22d, "
980 Perkins, E. L., New Pier, 25 North River, "
1 Panton, Malcom, 273 West 4th, "
2 Parker, H. S., 273 West 11th, "
3 Rehfeldt, Otto, 1056 Ave. A, "
4 Reichenberger, V. M., box 2491, "
5 Sweeney, William, 873 Columbus ave., "
6 Scott, C. R., 120 Broadway, "
7 *Stanton, Mrs. F. L., 145 W. 43d, "
8 Smith, Dr. Jos., 1108 2d ave., "
9 Schmidt, Gustav, 434 Canal, "
990 Shumway, Dr. E. A., 2d ave. and 13th st., "

1 *Seaman, Miss Jane L., 127 West 21st st., "
2 Satterthwaite, Dr. Thomas E., 504 Fifth ave., "
3 Smith, Thornton H., 33 Union sq., room 83, "
4 Sneckner, Julien L., 116 W. 77th, "
5 Slocum, Dr. S., 667 Eighth ave., "
6 Thuemmel, Curt, 450 Broome, "
7 Wilson, Dr. F. N., Harvard Club, "
8 Williams, O. L., World building, "
9 Wheeler, H., 35 Stuyvesant, "

OVER 116,000.

000 Breen, H. M., 749 Amsterdam ave., "
1 Mayer, Emil, M. D., 25 E. 77th st., "
2 Rosebault, C. J., 111 5th ave., "
3 Silberstein, Isaac, 293 Lenox ave., "
4 Kidder, Dr. W. H., St. Lawrence State Hospital, Ogdensburg
5 Burlingame, H. D., Olean
6 Ball, Rev. John C., Pompey
7 Abbott, L. G., Perry
8 Bay, George, Jr., "
9 Page, George K., "
010 Wyckoff, Frank H.,
1 Mosher, Asa H., 397 Westchester ave., Port Chester
2 Niece, Charles, box 103, Port Ewen
3 Ronk, Frederick, box 138, "
4 Wilson, James E., box 179, Richfield Springs
5 Macdonaly, Archibald, Riverdale
6 Dann, Archibald, 12 Vick Park, Avenue A, Rochester
7 Ellwanger, Wm. D., 721 E. Main, "
8 *Elwood, Mrs. Geo. M., 18 Vick Park, Avenue A, "
9 Goold, H. B., 5 Amherst, "
020 *Harris, Mrs. A. H., 28 N. Goodman, "
1 Lawrence, Lincoln, 27 Columbia, "
2 Perkins, Erickson, 292 East ave., "
3 *Pond, Miss Marie B., 214 East ave., "
4 Parry, A. J., 17 N. Alexander, "
5 Sutton, D. F., 115 W. Main, "
6 Wiegmann, D. H., box 229, "
7 Cochrane, George C., American Exchange building, "
8 *Ford, Mrs. C. P., 10 Atkinson, "
9 Lansing, R. H., 42 German Insurance building, "
030 *Mercer, Mrs. W. L., 3 Granger pl., "
1 Higley, Charles E., 21 East, "
2 Cory, David W., 296 East ave., "
3 Nichols, Dr. A. E., 287 State, "
4 Young, T. G., 1 Aqueduct st., "
5 Fitz Simons, S. Vernam, 5 Livingston park, Rochester
6 Alexander, J. H., Rosebank
7 Guffin, L. F., box 285, Schenectady
8 George, Charles, "
9 Pross, John J., Gilbert, Monte Pleasant, "
040 Jones, Walter S., box 23, Stillwater
1 Tait, John G., "
2 Day, John F., Shushan
3 Foster, C. H., "
4 McKay, D. G., "
5 Piser, A. Le Roy, "
6 Qua, Hermon D., "
7 Kinch, Wm. M., Spuyten Duyvil
8 Selkirk, F. W., 568 Cedar st., Syracuse
9 Pendergast, J. L., 717 James, "
050 *Hughes, Mrs. R., 604 W. Onondaga st., "
1 Acker, Willet, 155 Main, Sing Sing
2 Wood, W. F., Hotel Burleigh, Ticonderoga
3 Baldwin, Leonard D., Tonawanda
4 Bayer, Wm. F., 53 River, Troy
5 McConihe, Alonzo, 53 River, "
6 Bullard, E. F. Jr., 18 First st., "
7 Thompson, Wm. L., 161 River, "
8 Carberry, John E., 69 Lansing, Utica
9 *Cassidy, Jennie C., 25 South "
060 Cassidy, Fred A., 25 South, "
1 Faass, Joseph L., 34 Washington, "
2 Fay, H. I., 14 Lansing, "
3 Jones, Thomas C., 37 Cooper, "
4 Marklore, Clifford F., 66 Ellizabeth, "
5 MacGarrity, J. H., 16 Genesee, "
6 Mott, Daniel L., 44 Steuben, "
7 Mizner, C. R., 46 Spring, "
8 McQuad, W. J., care of Crouse & Brandeger, "
9 Pinkney, E. A., 29 Whitesboro, "
070 Reid, Robert H., 28 Lansing, "
1 Salisbury, A. C., 3½ Miner, "
2 Smith, W. A., care of Crouse & Brandeger, "
3 Thatcher, Thomas, 56 Whitesboro, "
4 Wineburgh, J. A., 32 Genesee, "
5 Smith, George H., 3 Jewett pl., "
6 Bushinger, Edward, 28 Kemble, "
7 Bennett, George W., 16 Stark, "
8 Brunner, L. J., 48 Churchill ave., "
9 Putnam, F. W., box 92, Waterville

080 Reed, H. P., Ft. Schuyler, Westchester
1 Wooster, C., box 94, Westhampton Beach
2 Pine, F. E., West Hoosick
3 Beecroft, F.W., box 119, W. Martinsburg
4 Ward, Rev. D. P., Wilbur
5 Manwarren, George, Windsor
6 Parr, H. L., N. Broadway, Yonkers
7 *Hempstead, Mrs. D. W., 135 Hawthorne ave., Yonkers
8 Lowerre, G. H., 157 S. Broadway, "

OVER 116,000, NO. CALIFORNIA, 17—1,419.

A. C.

089 Davis, T. J., Alameda
P. W.
090 Winfield, C. R., Petaluma
B. C. W.
1 Nervy, E. T., 1247 Market st., San Francisco

UNATTACHED.

2 McCollum, F. M., box 72, Bodie
3 Gregory, H. C., Centreville
4 Catlett, Perry, Colusa
5 Rees, J. S., "
6 Kleiser, G. W., box 99, Cloverdale
7 Merwin, E. L., Larkspur
8 Clark, Dr. E.S., 16 Geary, San Francisco
9 Leszynsky, S. L., 518 Market, "
100 Davis, A. G., 1605 Scott, "
1 Hope, H., 937 B. G. G. ave., "
2 Sabin, J. I., 216 Bush, "
3 Ward, E., 113 Valencia st., "
4 Goodrich, P. P., 710 California st., "
5 Tracy, Joseph M., box 176, San Luis Obispo

OVER 116,000, NORTH CAROLINA, 2—41.

UNATTACHED.

106 Macqueen, W., box 78, Elizabeth City
7 Solky, J. M., 19 Market, Wilmington

OVER 116,000, OHIO, 49—1,951.

NOBLE CO. C. C.

108 Knouff, O. M., lock box 20, Caldwell
CLOVER C. C.
9 *Mannheimer, Jennie, 823 W. Court, Cincinnati
CIN. GYM. C. C.
110 Roads, Dr. W. M., 13 W. 8th st., "
COMET W. C.
1 Fuller, H. H., 3577 Union ave., "
2 Smith, C. J., Station C, "
COLUMBUS W. C.
3 Dickey, J. L., 215 S. High, Columbus
4 Neil, D. Birney, 599 E. Broad, "
EATON W.
5 Bonner, W. H., Eaton
6 Fox, Harry B., "
7 Hiestand, R. A., "
8 Hiestand, A. J., "
9 Reynolds, L. C., "
LIMA C. C.
120 Brotherton, C. J., 56½ Public sq., Lima
1 Phillips, Chas. A., 421 E. Market, "
2 Standish, Harold, 522 W. Market, "
L. C. C.
3 Bengel, Albert N., 205 Wash., Marietta
4 Ebinger, Harry, "
5 Goodwin, G. G., "
6 Hovey, Bart V., 320 3d, "
7 Pfaff, Clarence B., 112 Putnam, "
8 Rood, L. V., 965 Fort, "
9 Scott, Alonzo, "
VALLEY CITY B. C.
130 Line, M. R., Sidney
1 Lindsay, McVay, "
WILLARD C. C.
2 Myers, E. A., box 82, Toledo
UNATTACHED.
3 McCue, T. W., Akron
4 McDonald, D. K., Batavia
5 Jennings, C. N., 210 S. Detroit, Bellefontaine
6 Johnson, Geo. W., 209 Evansville, "
7 Leidigh, Geo., 110 W. Auburn ave., "
8 Laycock, Daniel, Chillicothe
9 Strickler, W. J., box 1283, "
140 Boswell, John M., Rockdale ave., Cincinnati
"Avondale,"
1 Gaither, Alfred, 194 McMillan, "
2 Brown, J. F., box 429, "
3 Carson, Arch. L., 321 Broadway, "
4 Hollingshead, M., 2715 Reading rd., "
5 Law, Chas. G., Melrose ave., Walnut Hill, "
6 Anderson, J. M., 670 Cedar ave., Cleveland
7 Nason, M. H., 67 Fifth ave., "
8 New, Harry, 296 Perry st., "
9 Downs, Turney, Col. State Hospital, "
150 Smith, E. F., Col. State Hospt., "
1 Burson, F. M., box 93, Eaton
2 Braymer, F. H., box 860, Findlay
3 Kaufman, Chas., 139 S. Main, Marion
4 Mateer, H. F., box 3, Spore
5 Varney, C. H., Welshville
6 McCullough, H. J., box 18, Wyoming

OVER 116,000, OREGON, 6—244.

ZIG-ZAG B. C.
157 Harlow, W. T., 257 Wash., Portland
O. R. C. CYCLERS.
8 Green, W. W., 245½ Wash., Portland
9 Miller, Geo. B., 427 Burnside, "
UNATTACHED.
160 Bohlman, H. T., 46 9th N., "
1 Donaldson, F. E., box 410, Oregon City
2 Bruenstein, H. A., 307 Wash., Portland

Over 116,000 PENNSYLVANIA, 412—7036

Mercury W.
163 Shoemaker, Charles B., 722 Hamilton, Allentown
Bellefonte W.
4 Waite, H. A., Bellefonte
Carnegie C. C.
5 Taylor, R. H., Fifth st., Braddock
Chester B. C.
6 Rockenbeck, John, 1126 W. Third, Chester
7 Morgan, Wesley R., 622 W. 6th, "
E. C. C.
8 Van Kirk, E. P., Elizabeth
Ladies' C. C.
9 *Davis, Eva A., 4601 Main, Frankford
W. C. C.
170 Adams, Harry S., 1650 Foulkrod, "
M. C. Wheelmen.
1 Briggs, W. F., Main and 10th, Honesdale
2 Doetsch, Jacob, box 136, "
3 Ross, George P., Centaur, B. C.
4 *McCullough, Miss Frances, 241 S. 18th, Philadelphia
Castle W.
5 Stephens, C. Frank, 1319 Pt. Breeze ave., "
Century W.
6 Anderson, E. W., 618 Chestnut, "
7 Coward, F. E., 1614 Columbia ave., "
8 Fow, Clarence B., 1717 Olford, "
9 Leiberman, Jos. A., 2216 N. Broad, "
180 Lauer, A. D., 711 Drexel Bld'g, "
1 Lewis, E. St. Elmo, 420 S. Broad, "
2 Shafer, H. C., 18th and Columbia ave., "
3 Montgomery, Robt. H., 2125 Uber pl., "
C. T. A. Wh'm'n.
4 Keohane, Jere. J., 343 N. 18th, "
I. A. L. Wh'm'n.
5 Myers, Harry R., 202 N. Second, "
Emerson W.
6 McKee, A. K., 1523 Callowhill, "
North East C.
7 Buckley, F. G., 3538 N. 18th, "
8 Humphries, Mar. M., 2521 Memphis st., "
P. C. & F. C.
9 Boyd, Jno. D., 3042 Wallace, "
Penn. W.
190 Anderson, Chas. E., 1421 N. 7th, "
1 Fairfield, A. S., 611 N. 7th, "
2 Long, G. Harry, 819 Pierce, "
3 Cooke, R. G., 1708 Ontario, "
4 Cooke, Henry G., 1708 Ontario, "
5 Van Mater, G. H., 3056 Sydenham, Phila. Turner C. "
6 Harrisberger, John, 1405 Franklin, Pilot C. "
7 McCullough, John, 2029 Wishart, St. Paul's W. "
8 *Bradley, Mrs. J. J., 925 Catherine, Philadelphia B. C. "
9 Wurt, Dr. Marvin A., 1225 Walnut, South End W. "
200 Winterstein, F. W., 2615 Sears, Clover B. C. "
1 Rubicain, John P., box 898, Diamond C. C. "
2 Bacharach, S., 2141 N. 11th st., "
3 Roessgen, Otto H., 1817 North st., "
4 Schaufele, Geo. E., 1930 N. 19th st., Packer C. C. "
5 Drumbore, C. E., 312 Broadhead ave., S. Bethlehem
Olympian C. C.
6 Daub, Joseph W., Sellersville
Ixion C.
7 Hager, W. M., 625 Jefferson ave., Scranton
West Side W.
8 Reinhart, Harry W., 339 N. Bromley ave., "
S. N. M. C. A.
9 Moore, Harbaugh, Sewickley
Williamsport W. C.
210 Numberger, Chas. L., box 364, Montoursville
1 Wood, Norman, 1031 Erie ave., Williamsport
2 Long, Wm. H., 213 George st., So. Williamsport
West End Wheelmen.
3 Ahlborn, Fred W., 82 S. Canal, Wilkes Barre
4 Bennett, Richard D., 195 Academy, "
5 Dana, Charles W., 385 S. Main, "
6 Gaston, Edward P., 11 Northampton, "
7 Goslin, R. Willis, 53 Hanover, "
8 Hartland, H. W., 125 Davis pl., "
9 Hawkins, J. H. W., Bennett Bld'g, "
220 Hankey, Charles, 28 John, "
1 Hunter, Soloman W., cr. Vulcan Iron Works, "
2 Jones, Arthur O., 32 Lincoln, "
3 Kraft, Adam, 38 W. Market, "
4 Lazarus, Chester B., "
5 Leavenworth, F., 60 S. Canal, "
6 Leonard, G. A., 20 Dana pl., "
7 Mason, Harry G., 21 Sullivan, "
8 Nicholson, W. M., Jr., 181 Wood, "
9 Reutelhuber, F. J., 38 Carey ave., "
230 Sturdevant, Robert, 40 N. Wash., "
1 Schlingman, William A., 39 Academy, "
2 Schlingman, Joseph H., 39 Academy, "
3 Stark, J. W., 80 N. Franklin, "
4 Stearns, Joseph L., 218 S. Franklin, "
5 Stahl, J. Warren, 16 Carey ave., "
6 Weber, Fred, 126 Hancock, "
7 Winchester, B. B., 49 Carey ave., "
8 Seitzinger, H. M., 71 N. Canal, "
9 Brown, G. A., Orchard, "
240 Brong, W. A., Mountain Top
1 Brong, H. E., "
2 Hyndman, S. D., Kingston
Unattached.
3 Anderson, Harry A., 1016 5th ave., Altoona
4 Heckhoefer, Jacob E., Masonic Temple, "
5 Schamberg, J. B., 121 Sheffield, Allegheny
6 Gelbel, J. W., 71 E. Diamond, "
7 Smith, S. H., 64 Penn. ave., "
8 Hetzel, Burton V., 315 Ohio, "
9 Ritchey, J. B., 161 Sandusky, "
250 Gentry, Dr. A., 238 Allegheny ave., "
1 Hanny, George, 21 Linden, "
2 McCombs, C. F., 243 Western ave., "
3 Siebneck, H. K., 92 Beech, Ardmore
4 Creswell, S. J., Jr., "
5 Woodruff, W. W., "
6 Flory, J. H., Ashley st., Ashley
7 Hutchinson, J., Austin
8 Russell, Geo. F., box 595, "
9 Warner, W. S., "
260 Howell, Frank D., Bryn Mawr
1 Harman, Frank, "
2 Benbm, Robt. B., Weston, Dodson & Co., Bethlehem
3 Churchill, D. E., 95 Boyleston st., Bradford
4 Hamilton, E. A., 21 Chestnut st., "
5 Stearns, H. H., 18 Kennedy st., "
6 *Smith, Miss Emilie R., State Normal School, Bloomsburg
7 Neyhard, S. D., box 434, Bloomsburg
8 Eastwick, A. T., Bridgeport
9 Morris, Thomas, Rush House, Bellefonte
270 Woodring, Robt., E. High st., Clearfield
1 Chase, B. F., "
2 Stephens, H. M., "
3 Waite, Ira B., Easton
4 Klingler, Rev. Paul G., "
5 Grahm, Rev. E. M., Edgewood Park
6 Gordon, Wm. G., Freeport
7 Strouse, Abraham L., Market st., Frankford
8 Hunter, T. C., 1342 Orthodox, "
9 *Lee, Mrs. Elizabeth, 4747 Leiper, "
280 *Lee, Mrs. Lizzie L., 4747 Leiper, "
1 *Schallcrose, Miss R. T., 4657 Penn., "
2 Horrocks, J. H., Adams st., "
3 Colfelt, Lewis W., Germantown
4 Sanderson, W., 102 Upper Church st., "
5 Wriggins, Thos., Church Lane, "
6 Burleigh, Edw. D., 5636 Willow ave., "
7 *Burleigh, Florence A., 5636 Willow ave., "
8 Fleming, Jas. P., 5830 Main, "
9 Foulke, Edw. J., Tulpollocken, "
290 Hoyt, Albert M., Wingohocking H'ts., "
1 Kenderline, Isaac W., Locust ave., "
2 Lee, Leighton, Clapier, "
3 Ridpath, Charles, 5121 Wayne ave., "
4 Warren, Jno. Y., Blue Bell Hill, "
5 Gummey, Chas. H., 6118 Main st., Gordon
6 Neff, Heston L., box 95, Greensburg
7 Bask, Oscar C., box W. W., "
8 Keck, C. W., "
9 Seaton, Chas. M., box W. W., Greenville
300 Stroud, E. A., Hazleton
1 Kline, C. W., "
2 Lawrence, William H., box 602, "
3 *Edgett, Miss Lucy Booth, Honesdale
4 Boyer, Fred W., 208 Liberty, Harrisburg
5 *Espenship, R. Grace, State Treas. Dept., "
6 Gutchell, Geo. F., 1400 N. 6th, "
7 Graham, Geo. R., State Treas. Dept., "
8 Kahn, Joseph, 922 N. 3rd, "
9 *Kahn, Mrs. Joseph, 922 N. 3rd, "
310 McKelvy, J. A., 1311 N. Front, "
1 Orr, L. W., State Treas. Dept., "
2 Russ, Maurice, Columbus Hotel, "
3 Rutherford, Thos. W., box 130, "
4 Wikel, Chas. B., 216 N. 2d, "
5 Weaver, Chas. H., 1522 Penn., "
6 Bouse, N. A., "
7 Strausner, Karl R., 1224 Derry, "
8 Walker, Perce R., 1215 Derry, "
9 Ratowsky, Alex., box 283, Hollidaysburg
320 Melvin, J. A. B., Ingram
1 Suplee, H. M., Jollett
2 Rumberger, Geo. M., Kittanning
3 Kline, Geo. K., box 125, "
4 Kuner, J. F., "
5 Colwell, Jas. M., Kennett Square
6 Hicks, Wm. J., Kennett Square
7 Dewire, John C., South st., Lancaster
8 Ehrhart, W., 450 N. Queen, "
9 Stauffer, B. G., 303 E. King, "
330 Rohrer, A. K., box 344, "
1 Rohrer, Willis, box 344, "
2 Benson, D., Jewish Hosp't, Logan P. O.
3 Stickler, G. W., E. Bertsch, Lansford
4 Shallcross, W. C., "
5 Brown, Albert F., box 25, Morton
6 McLaughlin, M. K., Freeport st., New Kensington
7 Fuller, I. J., 921 Fifth ave., "
8 Sibley, C. D., 4th ave. and 9th st., "
9 Whitezell, G. W., 407 9th, Newtown
340 Sutton, W. T., Norristown
1 Lenzi, W. C., 529 Swede, "
2 Weitzel, Ely, 1032 Willow, "
3 Clemens, J. H., box 571, Petrolia
4 Millard, R. H., Steel W'ks Hotel, Munhall
5 Craig, Douglas, Mauch Chunk
6 Reynolds, M. J., Nat'l Bank, Malvern
7 Watson, G. L., box 45, Nesquehoning
8 *Allen, Miss Ray T., 167 W. Susquehanna ave., Phila.
9 *Allen, Mrs. Wm. F., 167 W. Susquehanna ave., Phila.
350 Abadie, Alfred V., 109 Pine, "
1 Barrows, Geo. S., 2312 Spruce, "
2 *Bell, Miss M. G., 268 S. 16th, "
3 Brown, T. C., 120 S. 13th, "
4 Boyer, Walter N., 1215 Filbert, "
5 Burns, John F., 2325 N. 13th, "
6 Craddock, B. Howard, 1527 Arch, "
7 Cramp, Francis L., 507 S. Broad, "
8 Colony, L. E., 154 N. 11th, "
9 Cox, Jas. F., 1523 Callowhill, "
360 Crawford, Frank M., 1728 N. 16th, "
1 Callahan, E. P., 1609 S. 22d, "
2 Diesel, A. T., 4310 Pennsgrove, "
3 Dinning, H. A. W., 239 S. 44th, "
4 Daily, John T., 214 N. 4th, "
5 Du Quesne, Joseph, 1509 S. Broad, "
6 Davis, F. H., M. D., 2902 Richmond, "
7 Dougherty, Geo. A., 234 and Cherry, "
8 Doughty, Gillingham F., Girard College, "
9 Donaghy, T. J., 702 Morris, "
370 Eichert, Jno., 715 Oxford, "
1 Ehmann, Karl, 1643 Ridge ave., "
2 Evans, H. B., 102 S. 36th, "
3 Ford, W. A., 421 McKean, "
4 Firth, H. C., 628 Girard ave., "
5 Gaskill, J. H., 1629 Walnut, "
6 Gentner, H. A., 3803 N. 5th, "
7 Henry, J. A., 1527 Herbine ave., "
8 Haney, Enoch D., 54 N. 6th, "
9 *Heyer, Miss Nellie, 75 W. Johnson, "
380 Hartman, Alfred A., S. W. Cor. 7th and Poplar, "
1 Hamilton, A. J., Jr., 207 Greenwich, "
2 Kenuga, L. J., 1321 Poplar, "
3 Kendrich, S. M., 3507 Baring, "
4 Keebler, Howard L., 2414 N. Broad, "
5 Klufkee, Harry E., Sr., 226 E. Thompson, "
6 Kinsing, Chas. W., 2121 N. 10th, "
7 Leonard, E. W., 509 Arch, "
8 McKnight, David, Jr., 754 S. 18th, "
9 Moores, Harry T., 318 E. Thompson, "
390 McNeill, John, 2045 N. 3d, "
1 MacDermott, Jas. B., Girard College, "
2 *McConaghy, Katie D., 2734 Parish st., "
3 *Muir, Miss Augusta E., 4312 Walnut, "
4 McCutcheon, Jas., 522 Market, "
5 Nones, Dr. R. H., 1708 Chestnut, "
6 Petzold, Adolph, Lawndale Sta., "
7 Peterman, Joseph, 933 Sartain, "
8 Palmer, Reginald, 902 Chestnut, "
9 Porter, Clarence E., 613 N. 32d st., "
400 *Porter, Florence L., 613 N. 32d st., "
1 Rumbol, Albert P., Jr., 641 Owen, "
2 Rhodes, Preston T., 2222 Pemberton, "
3 Riley, Margaret M., 1509 Spruce, "
4 *Rommel, Mrs. Louise, 1827 Arch, "
5 *Steel, Elizabeth, 229 N. 18th, "
6 Staake, Fred K. T., 2028 Bellevue, "
7 Schmitt, Henry J., 2149 Warnock, "
8 Schofield, W. R., 1121 S. 20th, "
9 Smith, Fred K. L., 1232 Walnut, "
410 *Smith, Mrs. Fred K. L., 1232 Walnut, "
1 Stacks, H. Roy, 1639 Poplar, "
2 *Stilwell, Mary H., 4043 Ogden, "
3 Tullidge, Edw. K., 924 Walnut, "
4 Thompson, Chas. E., 136 E. Huntingdon, "
5 Townsend, Thos. L., 4142 Leidy ave., "
6 Thomasson, Joseph, 3944 Lancaster ave., "
7 Voelmle, Frederick, 1413 Hope, "
8 Voelmle, Edw. C., 2457 Memphis, "
9 Van Dusen, Jos. B., Jr., 240 W. Logan sq., "
420 Van Dusen, Chas. N., 240 W. Logan sq., "
1 Willoughby, Alfred B., 1921 Norris, "
2 Wallace, D. L., 2317 Catharine, "
3 Waleuta, E. J., Jr., 2020 N. 17th, "
4 Wood, H. C., M. D., 1925 Chestnut, "
5 Werner, Jas. F., 1210 Ringold, "
6 *Dobbins, Miss Blanche R., 4837 Baltimore ave., "
7 Gardner, Raymond H., 963 North 10th, "
8 Hall, Martin C., 622 Hockley, "
9 Hulings, Henry, 945 North 43d, "
430 *Wasserman, Flora E., M. D., 1534 Master, "
1 Welser, Harry S., 1212 Walnut, "
2 Brooks, C. W., 1200 Chestnut, "
3 Barto, S. A., 1017 Chestnut, "
4 Bonner, J. R., 942 North 43d, "
5 Christman, Geo. M., 2925 N. Broad, "
6 Dreizler, Frank, 423 Walnut, "
7 Fell, Robert N., 32 North 3d, "
8 Flint, William, Jr., 1819 So. 6th, "
9 Holsman, Daniel, 505 Chestnut, "
440 Holland, William, 2059 Sergeant, "
1 Jahn, Francis M., 320 N. Broad, "
2 Keeler, Frank L., 2117 North 21st, "
3 Looby, Patrick J., 917 Rementer, "
4 Mueller, F. L., 3829 Walnut, "
5 Masteller, Harvey J., 2412 North 17th, "
6 Mickel, Albert S., 1807 South 12th, "
7 McFarland, Jos., M. D., 1314 Franklin, "
8 Nisbett, Rev. J. R. L., 169 W. Susquehanna ave., "
9 Oler, Horace H., 1600 N. Front, "
450 Pusey, W. N., 800 Market, "
1 Parker, John H., 715 Sansom, "
2 Robinson, W. Alex., 1112 Girard B'ld'g, "
3 Wendell, W. Genthrie, 4126 Chester ave., "
4 Wright, Philip E., 2304 Park ave., "

5 Bouzans, Hubert A., 331 S. 18th st., "
6 Spike, Thos. R., 1524 Butler st., "
7 Black, Chapman F., 335 Wharton st., "
8 Beatty, W. H., 169 Allen, "
9 Brenton, Harry C., 1915 Gratz, "
460 Bartlett, Edwin S., 1001 Chestnut, "
1 Brooker, Wm. H., 932 Market, "
2 *Britton, Lillian M., 3033 Norris, "
3 Bessley, C. Oscar, Fidelity Mutual B'ld'g, "
4 Coyle, Robt., 2219 Linn st., "
5 *Cory, Catherine M., 1319 Market, "
6 Duffield, Thos. T., 2219 Spruce, "
7 Dunn, Lieut. B. W., Frankford Arsenal, "
8 Ferris, Henry, 4600 Wayne ave., "
9 Giese, Robt. W., 408 McKean, "
470 Gault, John H., 1603 Summer, "
1 Grim, Wm. H., 1512 Brown, "
2 Horneff, Harry J., 858 E. Thompson, "
3 Huss, Arthur, 1907 Market, "
4 Harmer, Wilkey, 112 Drexel B'ld'g, "
5 Hoyt, C. Traquair, 7th and Chestnut sts., "
6 Haviland, John H., 133 S. 18th, "
7 Herzberg, Joe, 830 Marshall, "
8 Landauer, W. B., N. W. Cor. 7th and Arch, "
9 Lewis, Theo. J., 212 N. 34th, "
480 Lavis, H. W., 2115 N. 21st, "
1 Mirk, Thos., 3423 Bowman, "
2 McPoyle, Jas., 2321 Lombard, "
3 McBride, John J., 2229 S. Carlisle, "
4 Poulson, Francis B., 1111 S. 3d, "
5 Palmer, T. L., 4221 Ogden, "
6 Pearson, Fletcher, 326 Walnut, "
7 Rosenblatt, H. M., N. W. Cor. 7th and Arch, "
8 Reber, A. Guy, 1026 Chestnut, "
9 Reichl, E. C., 260 S. 3d, "
490 Reeves, John B., 2906 Herman, "
1 Schriner, Wilson G., 326 Spruce, "
2 Sylvester, Chas., 514 Walnut, "
3 Spark, H. S., Girard B'ld'g, "
4 Vonnoh, Robt. W., 1301 Spruce, "
5 Vail, S. A., 816 Cherry, "
6 Wills, Sam'l B., 2736 Brown, "
7 *Dunsmore, Jennie B., Front st., Philipsburg
8 Lockwood, W. H., N. 5th, "
9 Paul, A. M., Front st., "
500 Showalter, G. C., Presqueisle st., "
1 Scott, C. Albert, "
2 Morgan, Jesse, box 76, Picture Rocks
3 *Crouch, Mary F., Sheridan ave., Pittsburg
4 Chambers, John T., 717 Grant st., "
5 Doak, W. A., 1005 Liberty ave., "
6 Gunning, F. B., 5th ave., "
7 Hagerty, Wm. H., 302 N. Highland ave., "
8 Hamilton, Wm. M., box 755, "
9 Knight, Elmer E., Com. Gazette, "
510 Parke, Fred H., Westinghouse Machine Co., "
1 Page, George S., box 755, "
2 Phillips, Joseph H., 810 N. Negley ave., "
3 Stoebener, Geo. H., 122 Mayflower, "
4 Scaife, Wm. M., 28th and Smallman, "
5 Wolff, Paul C., 717 Grant, "
6 Wolff, C. M., 341 S. Highland ave., "
7 Wherry, John A., 6435 Aurelia, "
8 Lloyd, S. H., 122 Sheridan, "
9 Macrum, Sibbet, box 1085, "
520 Rosenthal, Louis H., 612 Wylie ave., "
1 Scott, Walter, 170 Fourth ave., "
2 Winslow, Dr. J. L., 319 Lehigh ave., "
3 Gleason, C. A., 80 8th ave., "
4 Benkart, A. F., Fidelity Trust Co., "
5 McCandless, Geo. M., 310 Fourth ave., "
6 Burke, Chas. A., 821 Inwood st., "
7 Petgen, H. F., 204 5th ave., "
8 Wills, D. C., Mechanics Nat'l B'k, "
9 Cremer, F., L. box 106, Phoenixville
530 Hallman, Melzer, "
1 Monrad, B., Phx. Bridge Co., "
2 Corcoran, James, 47 N. Main, Pittston
3 Weber, William J., 3 N. Main, "
4 Patton, William A., Radnor
5 Sproull, Wm. A., Ridley Park
6 *Groome, Mrs. John L., Rosemont P. O.
7 McMullin, C. S., Ratledge
8 Brown, W. J., box 507, Scranton
9 Fadden, Don, 728 Hamilton, "
540 Ford, Rev. Wm. J., 1657 Munsey ave., "
1 Kelley, Jno. F., 102 and 104 Penn. ave., "
2 Hughes, John G., 820 Pine st., "
3 Doyle, Chas. L., box 197, Sewickley
4 Bees, A. O., 3 Penn. ave., Sharon
5 Lewis, David J., box 720, "
6 *McKay, C. Gertrude, Columbia ave., "
7 Wentz, C. P., L. S. & M. S. Ry., "
8 May, Fred, 41 S. Penn. st., "
9 Wood, Jas. E., 9 Oakland ave., "
550 McConnel, Rev. J. O., Slippery Rock
1 Boyer, John B., Steelton
2 Hyde, E. N., box 36, Schuylkill Haven
3 Grear, Wm., Ph. D., cr. Pa. Ex. Sta., State College
4 Herr, Edgar H., box 33, Strasburg
5 Morgan, J. Milford, Main st., Taylor
6 Spitzner, John, Tremont
7 Horigan, Chas. L., Tuckahoe
8 Hickey, Rev. David F., box 573, Tidioute
9 Kier, H. E., Verona
560 Barnett, Edmund T., box 87, Wayne
1 Platt, Dallas H., 319 N. 32d st., West Philadelphia
2 Buckman, Ernest U., 50 S. Franklin, Wilkes Barre
3 Brown, Dr. D. W., 4th and Campbell, Williamsport
4 Clapp, Forrest H., 51 W. 3d st., "
5 Miller, Kimball S., 326 Mulberry st., "
6 Smith, Edw. W., 766 W. 4th st., "
7 Wolfe, Chas. D., 51 W. 3d st., "
8 Beck, John B., 331 Campbell st., "
9 Rowley, Robt. E., "
570 Reuningie, Elmer E., 712 Grace, "
1 Collins, H. S., Wyncote
2 Ulmer, H. C., E. Phila. st., York
3 Ziegler, S. Welser, 25 S. Penn. st., "
4 Leber, D. B., 414 S. Duke st., "

Over 116,000, RHODE ISLAND, 28—763.

Elmwood W.
575 Wilcox, Howard D., 643 Elmwood ave., Providence
Rhode Island W.
6 Freeman, C. E., 47 Messer, "
Keystone W.
7 Babcock, Archie E., box 205, Wakefield
Pawtucket C. C.
8 Baker, Walter M., 1 N. Main, Pawtucket
Unattached.
9 Steere, W. S., Olneyville
580 Brooks, Lieut. J. C. W., Fort Adams, Newport
1 Graham, Chas. E., 524 N. Main, Pawtucket
2 Smith, Lendo G., 118 Cottage st., "
3 Farwell, A. E., box 693, Providence
4 Morrow, John, P. A. A., "
5 Barrows, Ozro C., 705 Cranston, "
6 Kimball, Fred E., Jr., 74 Hanover, "
7 Metcalf, Stephen O., 132 Bowen, "
8 *Ryan, Miss Bessie, 10 Ringgold, "
9 Barrows, Fred H., 191 Waldo, "
590 Bogert, Theo. P., box 491, "
1 Rice, Herbert W., box 1133, "
2 Cross, John A., 36 Stimson ave., "
3 Bullock, Wm. D., 5 Franklin, "
4 Porter, Henry Perry, 136 Sheldon, "
5 Stiness, Edw. C., 87 Weybosset, "
6 Watts, Albert R., 33 Gladstone, "
7 Davis, Frank M., Warren
8 Maker, Arthur J., box 3, "
9 Seymour, Harry R., box 342, "
600 Tanner, Fred M., box 318, "
1 Park, James, box 299, "
2 Cundall, Constant T., 101 W. Broad, Westerly

Over 116,000, SO. CALIFORNIA, 8—320.

C. C. C. C.
603 Holt, Herbert C., 433 Adella ave., Pasadena
Citrons W.
4 Martin, Julius H., 355 N. Main st., Los Angeles
Unattached.
5 Farmer, Jep., 1616 S. Main, Los Angeles
6 Wallace, Howard F., 1116 Georgia Bell., "
7 Pillig, Wm. J., box 647, Pomona
8 Titus, S. E., "
9 Cuneo, Alexander J., San Gabriel
610 Clark, E. J., box 91, Santa Monica

Over 116,000, TENNESSEE, 22—254.

M. C. C.
611 Bruce, R. C., 37 Monroe, Memphis
2 McDougal, Albert, 394 Second, "
N. A. C. Wheelmen.
3 Ewing, Albert J., Nashville
Star C. C.
4 Ford, H. C., 178 Georgia st., Memphis
5 Merriam, T. C., 177 Georgia st., "
6 Stegall, Robert J., 153 Georgia st., "
Unattached.
7 Stoltzfus, J. H., 218 McCallie, Chattanooga
8 Brown, Jno. S., box 76, Knoxville
9 Gurley, C. A., Tenn. Deaf and Dumb School, "
620 Richards, Dr. W. H., 42½ W. Clinch, "
1 Cowan, C. C., 316 Front, Memphis
2 Gladding, Ben M., 203 Main, "
3 Carnes, W. W., 300 Second, "
4 Coppidge, J. M., 499 Pontotoc, "
5 Crenshaw, Luther C., 4 Howard Row, "
6 Anderson, S. B., 362 Jefferson Ext., "
7 Crook, Ed., 340 Johnson ave., "
8 Jay, Harry M., Singer Mfg. Co., "
9 Lesoard, Frank E., 514 Shelby st., "
630 Martin, J. A., 319 Jackson ave., "
1 Steele, A. J., 204 Orleans st., "
2 Webb, T. L., 79 5th st., "

Over 116,000, TEXAS, 5—263.

Ennis W. C.
633 Craig, Everett, box 403, Ennis
Unattached.
4 Jones, D. C., box 222, Dallas
5 Kloten, Dan A., box 66, "
6 Volers, G. W., Forney
7 Humphrys, E. S., box 264, Houston

Over 116,000, UTAH, 3—137.

Unattached.
638 Foulger, A. R., Ogden
9 Cushing, H. M., box 1645, Salt Lake City
640 Vorse, A. J., Utah Nursery Co., "

Over 116,000, VERMONT 4—82.

Unattached.
641 Hoyt, Prentiss C., box 410, Middlebury
2 Greene, Lester H., 25 State st., Montpelier
3 Slayton, H. E., 14 State st., "
4 Lexford, Alvah J., box 301, Newport

Over 114,000, VIRGINIA, 3—106.

Winchester W. C.
645 Eddy, C. Vernon, Winchester
Unattached.
6 Bowles, D. L., box 120, Martinsville
7 Catlett, F. C., Lock box 81, Pocahontas

Over 116,000, WASHINGTON, 1—79.

Unattached.
648 Warner, Chas. E., 102 S. 10th, Tacoma

Over 116,000, WEST VIRGINIA, 23—157

Unattached.
649 Brown, A. G., Amos
650 Baer, David, Charleston
1 Barnes, E. A., "
2 Cannon, H. P., "
3 Crider, J. W., "
4 Goshorn, H. D., "
5 Hubbard, R. G., "
6 Howell, Ernest, "
7 Hewes, R. C., "
8 Markell, F. H., "
9 McClintic, Geo. W., "
660 Markell, Wm. A., "
1 Rose, Geo. A., "
2 Strauss, Chas. S., "
3 Smith, W. Herrman, "
4 Sterritt, J. B., "
5 Swinney, Geo. S., "
6 Scott, W. D., "
7 Smith, Henry, "
8 Shanklin, J. R., "
9 Staunton, F. M., "
670 Williamson, M. M., "
1 Stevenson, Wm. S., box 101, Fairmont

Over 116,000, WISCONSIN, 70—1,300.

A. C. C.
2 Dittmer, Max, 604 College ave., Appleton
3 Benton, C. H., "
4 Dickerson, Fred G., 702 Lane, "
5 Gallagan, A. T., box 1238, Arrow C. C. "
6 Johnson, Leo. E., Myers House, Janesville
L. C. C. W.
7 Booreson, Will, State Bank, La Crosse
8 Gund, John, Jr., "
9 Hough, Miles N., 621 Cass st., "
680 Jung, John L., "
1 Law, Chas. E., Main st., "
2 Langstadt, O., 115 N. 10th st., "
3 Roth, Geo. W., 307 Main, "
4 Widvey, Edward, "
Outing B. C.
5 Laird, A. G., 251 Langdon st., Madison
6 Fortenbaugh, Sam'l B. (P. O Halifax, Pa.), "
L. C. C.
7 Baxter, Geo. H., Lancaster
8 Benn, W. G., "
9 Clemenston, Dr. J. A., "
Watertown C. C.
690 Dervin, W. T., box 68, Watertown
N. L. C.
1 Young, R. E., Neenah
Unattached.
2 *Connor, Agnes, Auburndale
3 Scott, James R., 687 Edwards st., Appleton
4 *Stone, Miss Grace, box 1164, "
5 Meagher, Ira E., Antigo
6 Millard, A. B., "
7 Taylor, Eugene E., "
8 Bailey, Arthur R., 213 Fifth ave. E., Ashland
9 Bovee, Matt J., box 264, Eagle
700 Grady, Henry, Fox Lake
1 Lawe, Leo. C., 644 Monroe ave., Green Bay
2 Pastrow, Joseph, 237 Langdon, Madison
3 Whiting, J. B., 52 Milwaukee ave., Janesville
4 Klein, B. F., 174 S. Bay, Milwaukee
5 Mueller, William, 693 5th st., "
6 Morawetz, Alfred, "
7 Auer, Louis, 2d ward Bank B'ld'g, "
8 Boardman, H. G., 1539 Grand ave., "
9 Bensborg, W. A., 2d ward Bank, "
710 Morrison, Chas. H., "The Norman," "
1 Matthews, Chas. H., 689 Franklin, "
2 Silverman, Ed., 2d ward Bank B'ld'g, "
3 Wirth, A. C., 640 2d ave., "
4 Ogden, Henry M., 172 3d st., "
5 Teweles, Hugo, 209 12th, "
6 Wanacek, Peter A., 630 7th, "
7 Keogh, J. M. J., 447 14th ave., "
8 *Dorner, Miss Annie, 1922 Cedar st., "
9 *Dorner, Miss Bertha, 1922 Cedar st., "
720 Immler, Frank O., 1109 6th st., "
1 Limberger, John, 1604 North ave., "
2 Volckmann, Hugo, 122 Sycamore, "
3 Washblen, Dr. R. H., 502 Monument sq., Racine
4 De Groff, Arthur, Sparta
5 Kemp, Harry C., "
6 McCoy, C. S., "
7 Burroughs, J. R., "
8 Barney, A. W., "
9 Dickerson, E. W., "
730 Foster, Carl F., "
1 Gross, Fred, Water st., "
2 Kemp, Matt C., "
3 Randall, F. K., "
4 Schmalz, Edw. A., "
5 Schaller, Paul, Water st., "
6 Streeter, D. C., "
7 Taylor, R. J., "
8 Pierson, H. M., box 158, "
9 Link, Geo. M., "
740 Dow, Robe, Jr., box D, Stoughton
1 Hubbard, Will M., box 24, Troy

New League Clubs.

706 Chicago Cycling Club, Ill.
707 Triangle Cycle Club, Fort Wayne, Ind.
708 Huntington Cycle Club, Ind.
709 Ottumwa Wheel Club, Iowa
710 The Parsons Cyclers, Kansas
711 Springfield Cycle Club, Mo.
712 The Lima L. A. W. Racing Club, Ohio

THE ROCHESTER

Combination Cleaning Rack and Holder.

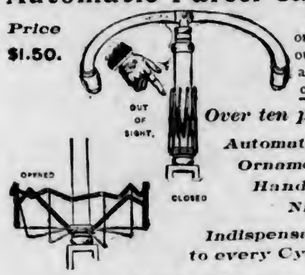


As a Cleaning or Repairing Rack. As a Rest or Holder.

Indispensable to every up-to-date lover of the Bicycle who desires the best facilities for keeping his wheel in the best condition. **PRICE, $1.50.**

Automatic Parcel Carrier.

Price $1.50.



Weighing only FOUR ounces with a carrying capacity of *Over ten pounds.*

Automatic, Ornamental, Handsomely Nickeled.

Indispensable to every Cyclist.

For sale by all dealers. Carrier sent prepaid on receipt of price.

ROCHESTER BICYCLE COMBINATION HOLDER CO.
145 Power's Block, Rochester, N. Y.

.. 1896 ..



CUT SHOWS FULL SIZE.

Better Size. Better Quality.

Same chain graphite as before, but other ingredients are new and improved.

Convincing Proof. Every bicycle rider in the United States, and many who are not riders, will recognize the writer of the following letter.

JOS. DIXON COMPANY, Warsaw, Ind., Jan. 14, 1896.
Jersey City, N. J.

Dear Sirs:

You may be interested in knowing that I used your bicycle chain graphite *exclusively* during my 21,000 mile ride around the borders of the United States, and that it gave me *entire* satisfaction, as is evidenced by the fact that, as stated, I used it to the exclusion of various other makes which were tenderd me free. It saved me much hard work, as its application never failed to cause an easy-running chain.

Yours truly,
TOM W. WISHER

If your dealer does not keep it, send 10 cents for sample. It will pay you.

Joseph Dixon Crucible Co.

JERSEY CITY, N. J.

QUERIES AND ANSWERS

J. W. D. and others: — See article "Through Nova Scotia," in this number of the L. A. W. BULLETIN.

M. K. D.: — Write only on one side of the paper, and not too much of that.

RAY, P. M.: — We do not care to shoot at a masked target. Give your address.

PERU, Ind.: — The boys are cutting the old track into good shape for the twenty-fifth, and expect a big crowd.

W. T.: — Your name and address would insure consideration of your communication. We cannot publish unsigned letters, though the names need not necessarily be published.

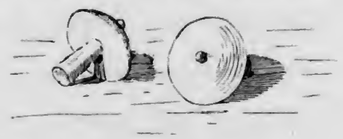
BLANCHE K.: — Don't have a red lens in front of your bicycle lantern. Get as near a white light as you can. A tiny red lens on the left side and a green one on the right would be proper.

DON'T blame the donkey for being such. The reason why is a (p) parent.

REPAIRING PUNCTURES.

M. S., New York: — The plugging of a tire as you did it should be successful, if the conditions were right: *i. e.*, if the wound was clean and thoroughly "solutioned." We would not advise any attempt at vulcanizing, except by some one who has had experience in that line.

TERMS USED BY HORSEMEN



"A PAIR OF PLUGS."



"A SPANKING PAIR."

Test of 19 Years

Columbias have been tested in the crucible of experience, with the fire of public opinion, and have not been found wanting—$100 worth of secured bicycle quality. Same price to everybody.

Catalogue of Truth free at Columbia agencies —by mail for two 2-cent stamps.

Pope Mfg. Co., Hartford, Conn.

SUCH IS THEIR EASE OF REPAIR

"Spokesman," in London, Eng., *Chronicle*, says:—"A London bicycle maker has assured me that if he should have a puncture at the end of the street in which his shop is situated, a quarter of a mile away, he would repair his Single-Tube Tire on the spot rather than wheel the machine up the street to his own workshop."

HE WAS TALKING OF

.HARTFORD TIRES.

THE STANDARD SINGLE-TUBES.

Worth having tires that you can quickly and easily repair. You can get Hartfords from any dealer and on any bicycle.

THE HARTFORD RUBBER WORKS CO.

HARTFORD, CONN.

BRANCHES:

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Reserve 805

THE L·A·W BULLETIN AND GOOD ROADS

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

Vol. XXIII. Boston, June 26, 1896. No. 26.



JUST THINK!

Oh, think of the farmers who come and go
Through a sorry road like this!
And think of the grief they needs must know,
And the good roads' joys they miss!
And think of the poor dumb brutes that reel
Through the mud till they faint and fall!
And think of the cyclers who cannot wheel,
On a road like this, at all.

Subscription, $1.00 per Year. Special Club Rate, to League Members Only, 25 cts. Price, 5 cents.

Entered at Boston Postoffice as Second-class matter.

PAID CIRCULATION, 56,392.

DON'T PUSH

Your wheel home when you get a punctured tire. Carry the . . .



...THE **SIMPLEX** BICYCLE TIRE REPAIR TOOL

MAILED ANYWHERE.

With which you can mend any size puncture in single or double tube tires. The only repair tool in the market that uses **$1.75**

TAPERING SOLID RUBBER PLUGS



Easy to insert in a punctured tire, but cannot slip out.

Send Five 2-Cent Stamps for Samples of Assorted Sizes.

MANUFACTURED ONLY BY

BICYCLE APPLIANCE CO.

1004 Walnut Street,

Illustrated Booklet Free. Mention Bulletin. **Philadelphia.**

A Cycle of Perfection is the

Manufactured by a Long-Established House, 1840

Lovell . . . Diamond Bicycle . .

Our wheels for 1896 are models of beauty, strength and durability. All sizes, styles and prices.

Catalogue free.

JOHN P. LOVELL ARMS CO.

BOSTON, MASS.

Makers of

Lovell Diamonds
Lovell Special and
Lovell Excel Bicycles

Ask Your Shoe Dealer
for
"Ball-Bearing"
Bicycle Shoe
No. 972

Made from "Prince of India" leather —tough as whipcord—pliable as rubber. This shoe supports your foot at every point. You are comfortable, whether walking or riding. You can have the choice of many styles.



See that this Trade-Mark is stamped on heel.

PRATT FASTENERS hold laces without tying.

C. H. FARGO & CO. (Makers)
CHICAGO

CORRESPONDENCE

SHAME ON YOU! MEN.

EDITOR L. A. W. BULLETIN:

Several lady riders have called my attention to the fact that they are so frequently accosted by ungentlemanly wheelmen when they ride out in the evening, that they either have to put up with what has become a serious annoyance or forego their evening's pleasure. The ladies referred to do not go out absolutely alone; but in groups of two or three. The majority of the riders they meet act like gentlemen, but there are always a few toughs who make the ride unpleasant.

As the gentlemen *are* in the majority, they should I think, do everything in their power to put a stop to the evil complained of. Let the ladies enjoy their evening rides unmolested. Each rider should see to it that he does not himself transgress (for even those who think themselves gentlemen sometimes forget to act consistently with that character), and let him frown down and vigorously protest against rudeness on the part of others toward the wheelwomen.

ANOTHER CYCLONE MOUNTED ON A RAMBLER ...AND... G. & J. TIRES **STRUCK ST. LOUIS**

His Name it was Laing—Alex Laing

ANOTHER Rambler RECORD!

The Great Forest Park Road Race is an annual event of considerable importance in St. Louis, on the occasion of which prominent speed merchants from all parts of the land take part. This year, June 8th, **The Sixth Annual** was no exception to the rule. It was hotly contested by good men. Alex Laing, a St. Louis boy, **on his Rambler.**

Captured First Time Prize, Breaking the Record.

The former course record was held by Willian Van Wagoner—54 minutes, 9 seconds. Last year "Unpaced Hamilton" did it in 54 minutes, 17 seconds; but this year it was easier, for Laing rode his **Rambler** and did it in the record time of 53 min., 50 1-5 sec.

It's in the running of that the **Rambler** *it, not in the paint, Leads!*

Gormully & Jeffery Mfg. Co.

Foreign Branch, Coventry, England.

Riding Academies:
85 Madison Street, Chicago.
174 Columbus Avenue, Boston.
1325 14th Street, N. W., Washington, D. C.
939–945 8th Avenue, New York.
336 Flatbush Avenue, Brooklyn.
201 Woodward Avenue, Detroit.

That the wheel tempts women to ride out unaccompanied by men shows what a powerful factor it is in the emancipation of women, who so seldom take the initiative in the direction of furthering their own independence.

No. 60,322.

A BICYCLE SHED.

EDITOR L. A. W. BULLETIN:

Up to the year 1893 there were a few wheels ridden to the American Waltham Watch Company's establishment (where I am employed).

In the spring of that year there were so many stored around the yard that the company (through the kindness of its president, Mr. E. C. Fitch) voluntarily built a shed, costing $1,080, large enough to hold one hundred wheels. An employee keeping his wheel there pays twenty-five cents per month for the time he actually uses it. The money is paid to the Watch Factory Mutual Relief Association, so the company gets no direct benefit whatever.

No. 64,333.

EDITOR L. A. W. BULLETIN:

What to do with the increasing number of bicycles was a problem the managers of a shoe factory, employing five hundred people, have been wrestling with for the past two years, and perhaps the solving of it will interest other managers and riders.

We hang them up, wheels up, saddles down on hooks screwed into the ceiling. Each rider furnishes hooks for his machine. It effectually puts them out of the way, is inexpensive, and there is no danger of their being banged and scratched up.

W. T. BENJAMIN, No. 63,014.

NEWARK, N. J.

The Wicked Chip, or "The Perversity of Inanimate Objects."

EDITOR L. A. W. BULLETIN:

How many BULLETIN readers have been warned to guard against a serious accident that is liable to occur from the flipping up of an innocent chip or short stick if 't is struck by the wheel just right? Probably but one per cent. In this city of 2,500 riders, I know of but one other than myself who has had the startling experience, although some others whom I do not know have doubtless met with it.

If the chip catches you on a tour many miles from home, 't will do its best to "knock you out" and seriously damage the wheel.

Its manner of doing the trick is something like this: You are jogging along at a good-road pace on a smooth road or side path, feasting your eyes on the many lovely views of hill and dale, etc., when suddenly you pitch out your head, conjuring many shooting stars, whilst your wheel joins in the somersault over you!

On recovering consciousness you look all around for the *thing* that has so ruthlessly maltreated you.

Whose Fault?

Yours, sir, — for when your damaged Standard Cyclometer reached us, *your name* was not on the wrapper of the package, consequently we could not identify your property; and there was delay until we could ascertain the name of the sender. Otherwise, the exchanged Cyclometer would have gone to you by return mail.

Don't be careless about this little matter. *Write your name on the wrapper of the package*, thereby hasten the sending of the exchanged Cyclometer, and so insure your own peace of mind, and add to the joy of our shipping clerk.

New York Standard Watch Co.

Secure a Policy of the

New England Burglary Insurance Company...

OF BOSTON, MASS.

Guaranteeing you indemnity for loss of your

BICYCLE BY THEFT

The Company has a cash capital of $200,000, fully paid in, and is the only stock insurance company in the United States doing this line of business, recognized and licensed by the Insurance Departments of the various States.

Your bicycle, if lost, will be returned, replaced or money paid therefor.

Premium Charges Small

AGENTS AT ALL IMPORTANT POINTS.

Your dilapidated wheel gives the clue: a bent valve stem and broken spoke adjoining; and so you next find a small, harmless-looking stick, three or four inches long, with convex ends and a wire print across it. It had flipped up and wedged the front wheel so tight against the fork that it has instantly stopped your progress and brought you to grief.

My experience was startling, disagreeable and expensive. I hope this warning will put my fellow riders on their guard. No. 63,576.

POUGHKEEPSIE, N. Y.

DOES N'T CARE FOR LOOKS.

EDITOR L. A. W. BULLETIN.

I wish to say a word about sitting up while riding a wheel. I have seen riders humped over in front, and some that sat so straight they were humped backward, which is worse than forward. A man in walking leans forward, and the faster he walks or runs, the more he leans forward. Riding a wheel is only sitting down to walk, and the faster you go, the more you will lean forward. When I began to ride I was badly hump-shouldered from working over a bench and lathe; now, I am as straight as any one, and have the name of being a scorcher if I like.

There is as much sense in some one refusing to wear hats because some one else wears his on one side of his head, as there is in refusing to ride a wheel because some one they saw was riding humped over. I, for one, will ride where I have the most comfort, if I have to stand on my head to do so.

E. J. WHITSON, No. 68,487.

HARD AND SOFT TIRES.

EDITOR L. A. W. BULLETIN:

I am of the opinion that the character of the road should in a large measure govern the question of how hard the tire should be. I am seldom out for a run on my wheel but what some "good Samaritan" informs me that I should pump up my tire, which I am in the habit of riding as soft as I can, and still be free from any bumping of the rim on uneven places. The result is I ride over quite rough roads, almost entirely free from the jolting and jar incident to a hard pumped tire. The only place I have found a very full tire to be more pleasant and comfortable than the slack-filled one, is on an asphalt pavement, where a slack filled tire is annoying by reason of the apparent suction created.

Don't ride with a very hard tire until you have given one rather soft a trial, then, if you prefer the hard one, I would suggest a cushion tire and consequent freedom from punctures.

No. 85,382.

Now "ho, for the farm!" the city folks cry,
As to rural relations they flit;
But though big crops of weeds the whole farm impede,
They don't hoe the least little bit.

THE L. A. W. Bulletin AND Good Roads

A WEEKLY JOURNAL

DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY

STERLING ELLIOTT,

12 PEARL ST. - - - - BOSTON, MASS.

SUBSCRIPTION PRICE:

ONE YEAR $1.00

" " Special Club Rate, *to League Members only* . .25

Editor: STERLING ELLIOTT.

Associate Editor, . . . NIXON WATERMAN.

JUNE 26, 1896.

MUD AND MURDER.



IN offering a panacea for almost every known political skin disease, the platform adopted at St. Louis prescribes nothing for curing the serious trouble in the nation's blood. It favors the continued enlargement of the navy and a complete system of harbor and seacoast defences, but says nothing about improving the millions of mud streaks, sometimes mistakenly referred to as public highways.

It seeks to make the nation appear more formidable by giving the coast defences another coat of paint and powder, but does not refer to the superlative advantages to be derived from a great system of national highways and millions of happy, intelligent toilers of the soil.

The strength of a nation cannot be estimated by the size and number of its cannon nor by the thickness of its fortress walls. The happiness, prosperity and well-being of the great, common people is the supreme test of its power. And this power, standing for the defence and good of the nation, should be made graciously apparent throughout all the smiling years of peace, and not simply as a blood-stained monster in an altogether improbable time of international madness, called war.

Total number printed this week, . . . 59,000
Sent to paid Subscribers,. 56,392
Samples to Advertisers, Exchanges, etc., 2,608

In seeking to enlarge the nation's sword it has forgotten to give more strength to the nation's arm.

A deeper and more warlike scowl on the nation's face will count for but little while the nation's arteries and stomach and bowels are filled with mud.

There is really nothing to be gained by pulling the tail-feathers from the great shanghai of commerce and sticking them in the bantam's top-knot of international strife.

"Mud" is the enemy this nation should fight until its isolated communities become one united and prosperous people, with the happy means of mingling in times of peace and massing in times of war.

"Mud" is a present, living, national issue, affecting the happiness of all classes and ages, everywhere. Its extermination would be one far-reaching, perpetual victory for peace and prosperity. Mud costs the nation more, annually, than all the other drains upon its resources combined. It breeds isolation and ignorance, poverty and pollution.

If the means and men employed in the army and navy were put to the service of constructing a vast system of national highways instead of riding military broomsticks in search of straw men set up for the purpose of being torn down, the health of the nation would soon smile its lasting approval and humanity would become more human.

Instead of giving Uncle Sam a thicker coat of mail that it will tire him to carry about, we should so tone up his internal system of blood and brain and brawn that his wonderful physique will become something dazzling to look upon, not only in the red glare of war but in the pure white light of triumphant peace.

We want good roads.

JUST MUD.



BY TENNY'S SON.

Mud, mud, mud,
As far as the eye can see,
And I'm glad my tongue can't utter
The thoughts that arise in me.

O well for the city chap
As he rides on the level street,
And well for the country lad
That he 's born with large, web-feet.

And the half-filled carts go on,
With a little jag of a load,
But O just to feel the joy of a wheel
And a nice, hard, level road.

Mud, mud, mud,
As far as the eye can see,
But the joy I miss on a road like this
Can never come back to me.



Like Finding Money

to own a Business Clipper at the difference in price you pay for it and the other of equal grade. There is no bicycle of equal grade and epual quality sold at a price as low. No maker of bicycles ever produced more satisfactory wearing bicycles **at any** price. More expensive wheels have been made and sold for more money, but nothing the equal of a Business Clipper has yet been made and sold at anywhere near the same price. This is a broad statement, but our experience during the past three years has **convinced us** of it. Fine Frames and Best Bearings make them so.

MADE BY THE GRAND RAPIDS CYCLE CO. GRAND RAPIDS, MICH.



AMERICA "TRUSS"

America Cycle Mfg. Co.

73-75-77 FULTON ST., CHICAGO, ILL.

A TWO THOUSAND PACE.

Golden yesterdays are happy twilights in our memories, and hopeful to-morrows are brightening dawns in the rosy sky of anticipation; but the triumphant to-day is a material joy and a present gratification.

The past record of the League of American Wheelmen contains much to be proud of, little to regret. The future is full of the promise of good things. The present is most satisfying.

The number of applicants for membership last week exceeded two thousand, a high-water mark never reached until this year, but now becoming a common occurrence in the growth of the organization.

The worth of the League increases in value to each member as the membership of the organization increases.

The members are now becoming so numerous, and so distributed throughout the whole country, that the fraternal features of the brotherhood of wheelmen is just now becoming happily manifest.

"A little leaven leaveneth the whole lump." The membership of the League is now sufficiently large to exert an influence upon the whole body of wheelmen, and it is worthy of note that almost every victory, local or general, that has been achieved, has been won under the L. A. W. banner.

The Good Roads campaign has now become general, in city and country, from Maine to California. More work and more intelligent work is being done than at any previous time.

The public has reached the firm conclusion that the wheel has come "to fill a long felt want," and that it is "here to stay."

Two centuries ago the Roman emperors built a system of highways that remain to-day a priceless legacy to the people.

The influence of the imperial wheel may result in securing highways that shall be a blessing through the centuries yet to be.

The "two thousand a week" pace is one of the most hopeful signs of the times. Yet the pace will be much greater.

MINNEAPOLIS, MINN.

"The wheelmen of the city have at last tired of the indifference of the city authorities to their requests, and are making preparations to assert themselves in obtaining what they believe to be their rights. To that end it is now proposed to form a strong alliance among the different clubs and individual riders and to work along lines that it is hoped will be more effective." — *Minneapolis Times.*

That's the way to talk. Wheelmen should be careful not to ask for too much, but having determined on what is just, they should stand together for its accomplishment.

Look on the bright side, but ride on the shady side.



Sterling Cycle Works

274-276-278 WABASH AVE.
... CHICAGO ...

Retail Dept., 274 Wabash Ave.

Pacific Coast Branch,
314 Post St., San Francisco.

Schoverling, Daly & Gales,
302 Broadway, New York.

THE MISSION OF THE WHEEL.

In ye olden time peoples who lived on the opposite sides of waterways or mountain chains felt it was their bounden duty to fall upon one another whenever they happened to meet, and to smite one another hip and thigh, above or below the belt.

Most of the wars of history were geographical wars. Had the surface of the earth been made all in one piece and all of one character, without distinguishing lines or marks or rivers or ridges; no highlands or lowlands; no seacoast or interior, much of the bloody nightmare called history would never have been written. Creeds and parties would not have been born.

Boundary lines, their establishment and maintenance, have caused a whole lot of trouble, one way and another.

And why? Because a boundary line usually marked the limit of the people's knowledge of men. They did not know, hence they did not love the people on the other side of the waterway or the mountain ridge.

They were strangers and distrusted the motives of one another. They had not learned that deep down in the hearts of all mankind, black and white, savage and civilized, are hidden the same hopes and incentives, and that all the peoples of all the earth are forever doing that which to them somehow seems to be the right and proper thing to do under the circumstances.

Ignorance has been the monster evil of the world. The mountain chain that separated nations was the innocent cause of the mountain of ignorance that stood like a frosty shadow between two peoples. They did not know one another. They lacked knowledge and intercourse. They could not reason. They were shut away from the congress of nations, the parliament of religions, the tournament of peoples, and the illuminating and uplifting forces of a universal convocation of the world's thinkers.

The great world's fairs are designed to bring all nations into closer and better relationship. They are thought to be humanizing, civilizing and Christianizing in their effect.

Anything that facilitates travel and communication among the peoples of the world does those same things.

The bicycle is a leveler and a harmonizer of peoples. It is knitting the world closer together and is broadening and deepening the brotherhood of men. It is bringing the people of city and country into pleasant relationship with each other. They are becoming acquainted. They will love each other more as they know each other better.

During the summer the bicycle will be the means of inducing thousands of citizens of the United States to enjoy tours through Canada. The St. Lawrence River, that has marked their boundary line of knowledge of that beautiful country, will be overcome and the horizon of their intelligence will be broadened. Canada and this land of ours will



NO MORE LEAKS

"Anti-Leak" is put inside of any tire by any rider through the valve-tube. It coats the inside of the tire and instantly closes all punctures made thereafter. Does not injure tire or impair resiliency, and when your tire is punctured **you never know it.** "Anti-Leak" sent prepaid for $2.00 per can, holding enough for two tires.

Send for Circulars.
Hustling Riders Wanted as Agents.

MIDLAND "ANTI-LEAK" CO.
MIDLAND, MICH.

Mention L. A. W. Bulletin.

be brought within sight and hearing of each other. They will be nearer and better neighbors therefor. And thousands of American wheelmen will tour through Europe learning the good things to emulate and the evil things to avoid.

During this winter many northern wheelmen will tour through the south as southern wheelmen are now touring through the north. Knowledge will come of all of this. Not the knowledge one gets from a car window and a guide book, but a knowledge of the real people of the land, those who till the soil and do the world's work.

What the ship and the railroad train have done in a crude, wholesome way, the multitudinous wheel will carry to a happy finish in a minute manner. They will remain the great trunk roots of the international tree of knowledge, but the wheel will be the fibrous fingers that touch the people.

The bicycle, and the smooth and beautiful roads it is, by the force of merit, compelling the world to build, is an evangel of peace and light. With it the prisoner will break away from his isolated cell of narrow ignorance and fly to where the sails of truth from all the harbors of the world come bringing their cargoes of joy.

Regarding the wheel
We, somehow, feel,
And think you will find quite surely,
It's a lack of good care
Much more than the wear
That makes it grow old prematurely.

A BOY'S BEST FRIEND.

His mother is a boy's best friend:
And though the happy, careless youth
Is slow to see it, in the end
There shines upon his mind the truth.
One day of sickness, he will find.
Will much more forcefully instill
This lasting thought into his mind
Than forty books of proverbs will.

TAXATION OF BICYCLES.

Bicycles are personal property and any assessor may tax them as he would a wheelbarrow or a lawn-mower, in proportion to value. The idea of putting a *special* tax on bicycles is absurd, and should not be seriously considered. The bicycle is not exempt from taxation, so far as we know, in any part of the country, though there may be a temptation to try and make it so if the "special tax" fellows do not subside. If assessors will place a fair valuation on bicycles and treat them as they do other property, we have no doubt wheelmen will, as a rule, be content to accept the situation, but to put a special tax on the soft-footed wheel on the plea that the money is needed to keep up roads is not good logic.

The only place where a special tax should be levied for such a purpose is on the road-destroying narrow-tired wagon.

W. S. Dorner, Zanesville, O., wishes best route from Buffalo to Montreal.

Cheap Bicycles

ONE of the largest manufacturers in the West has a few hundred high-grade machines ready to assemble that were made up on the order and specifications of a prominent bicycle jobber. They are first-class goods, fitted with the very best of tool steel bearings, and in every way up to date. They have been selling at $100.00 list, and are as good as any other make listing at that figure. The jobber cannot use his entire order, and they are offered and will be sold singly or in lots to suit purchasers at

Ridiculously Low Prices,

as the manufacturer must have money.
Full particulars by mail.

Address "MANUFACTURER,"
Care of L. A. W. Bulletin.

AN L. A. W. BULLETIN INDEX.

Volume twenty-three of the L. A. W. BULLETIN closes with this number. An index to the contents of the volume has been prepared, and will be forwarded to subscribers who ask for it.

A NINE-MILE RAILROAD

in North Carolina has just announced a new rule which makes cyclers pay extra for the transportation of their wheels. We are asked by a local wheelman what should be done about it. We don't know what the condition of the wagon road is, but if that is good it should not take long to decide what to do.

This reminds us of a burglar who, on looking at a mail bag which had an elaborate lock on the end of a leather strap, said that a lock on leather "made his jackknife laugh."

A nine-mile railroad that refuses to take cycles as baggage is certainly doing its part toward the building of a new turnpike.

D. B. Shepp, L. A. W. Pennsylvania Division, reports the following:

Scorcher. What sort of roads have you in Bucks county?

Singletube. Real balbriggan.

Scorcher. What do you mean by that?

Singletube. Oh! Fine (k) nit.

BITING DOGS.

A League member in Pennsylvania writes that while riding along a public highway he was attacked and bitten by a savage dog which he "promptly shot," and he asks if in case the owner of the dog sue him will the L. A. W. take care of his case? Answer: This would rest with the State officials of his division. We don't hesitate to predict, however, that they would undertake the case, unless there is some feature that does not appear on the surface. It is not probable, however, that the owner of such a dog would care to have the case come up in court.

SOAK YOUR CHAINS.

A great many wheels have "squeaks" which seem to be either in the crank bearing or chain, and the trouble in nine cases out of ten is that the chain is not properly oiled.

The stick lubricants which one rubs on the chain don't go far enough in, and the strain comes on dry parts. *Oil* your chain. *Soak* it in oil or melted mutton tallow and see if it is n't "great."

John Hawes.

New York.

Henry W. Holt, Staunton, Va., wishes to know best road from Brooklyn to Greenport, and its general condition; also if he can reach Newport from Greenport by wheel.

RACING
..MEN..

FIND THE

Sav-yur Pacemaker

INVALUABLE IN TRAINING.

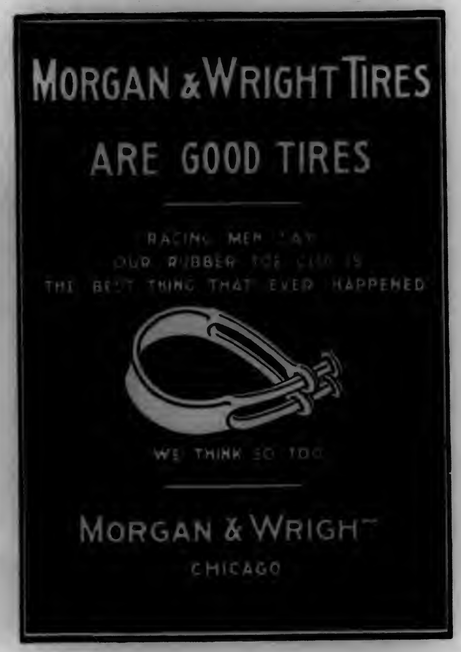
The instant the wheel reaches the speed desired, a bell rings.

A PERFECT COACH!

If in training send for one.

SENT PREPAID FOR $1.50.

VICTOR MFG. CO. DETROIT, MICH.



Select Cycle Tours

To the Catskills.

I desire to call the attention of the "Metropolitan District" Wheelmen to a most delightful and inexpensive one-day trip to the Catskills.

ROUTE.

Catskill Evening Line. Steamers leave New York, foot of Christopher street, N. R., daily at 6 P. M. Return: Leave Catskill week days at 6 P. M.; Sunday, 7 P. M. During July and August a special boat at 10 P. M., Sunday only. Excursion, including berth, $1.70; supper 50 cents extra. Wheels carried free and well cared for.

Leaving Catskill Landing about 5 A. M., ride west through Palenville (at foot of the mountain proper); thence through the Palenville Clove to Haines Falls House, where turn left, cross the Falls to Santa Cruz Park, where an excellent breakfast is had. The distance from Catskill is seventeen miles, and time about three hours. After proper rest, retrace to main road, and continue west to Tannersville to Hunter, a distance from the Park of seven miles; after dinner, and on the return, turn left before reaching the Haines Corners Railway Station, and ride to the old Mountain House. From here take the road north of the Otis Elevating Railway Station, past "Sleepy Hollow," and the flat rock which has the reputation of being the identical one on which old Rip Van Winkle slumbered for twenty years, to the valley and main road below leading into Catskill, where take boat as above.

FEATURES.

The sail up the Hudson to one for the first time will prove a treat indeed, and to any is always refreshing. The ride to Palenville with few exceptions, and for short distances, is over good roads. Through the famous Palenville Clove, more or less walking is necessary; yet the continual change of scenery and delight of the wheelman, makes the slight effort hardly noticeable, and one feels more than repaid when reaching the Park, which is at an elevation of 2,150 feet above sea level. The view from this point is second to none in this region. The run to Hunter is over good roads and through a rolling country.

From the old Mountain House, a view of 15,000 square miles is obtained, including the Hudson River valley and Berkshire Hills beyond. Here also, is the now famous Otis Elevating Railway, operated by a cable, with an ascent of 1,750 feet in a distance of one and one-third miles.

H. H. J., No. 64,384.

NEW YORK, June 12.

If wishes were bicycles beggars would scorch.

Room 56, Equitable Building,
BOSTON, May 22, 1896.

I desire to notify the trade that I am the owner of Letters Patent of the United States, granted to Pardon W. Tillinghast, of Providence, R. I., No. 486,915 of Nov. 29, 1892, and No. 497,791 of May 23, 1893, for improvements in pneumatic tires, which said Letters Patent cover the manufacture, sale and use of all single-tube or hose-pipe tires in the market.

The following companies have been licensed to make and sell such tires, to wit:

The Pope Manufacturing Co.
The New York Belting and Packing Co., Ltd.
The Revere Rubber Co.
The Boston Woven Hose and Rubber Co.
The Diamond Rubber Co.
The New York Tire Co.
The Hartford Rubber Works Co.
The Mechanical Rubber Co. of Chicago.
The B. F. Goodrich Co.
The Newton Rubber Works.
The Hodgman Rubber Co.
The Kokomo Rubber Co.
The Hartford Cycle Co.
The Mechanical Rubber Co. of Cleveland.
The Peoria Rubber and Mfg. Co.
The Indiana Rubber and Insulated Wire Co.

No other manufacturers are authorized to make or sell single-tube or hose-pipe tires, and dealers are warned not to purchase such tires of any other manufacture. Any person selling or using any such tires manufactured by any one not licensed by me will be liable to prosecution for infringement.

A SUIT has been brought under the Tillinghast patents against an infringing manufacturer in the United States Circuit Court of Massachusetts, and other suits will shortly follow in the several circuits of the country.

THEODORE A. DODGE.

If you want a **Wrench that is durable,** and **will not take the corners off the nuts** on your bicycle, here it is!

HALL'S IMPROVED WRENCH FOR THE... BICYCLE

Nickel Plated (6 inch Size)
Weight, 6¼ oz.
Pat. March 13, 1894.

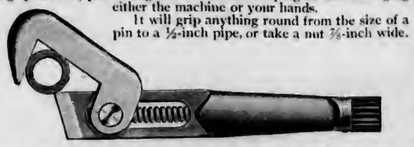


It is drop-forged from **Tool Steel,** assuring lightness, strength and durability.

It will grip a nickel-plated or polished **nut** without marring or crushing the corners.

You can use this Wrench so that the harder you pull, the tighter it will grip the nut, preventing the Wrench from flying off and damaging either the machine or your hands.

It will grip anything round from the size of a pin to a ½-inch pipe, or take a nut ⅝-inch wide.



This cut shows the Hall Bicycle Wrench, as used on tubing, and also how it may be applied on nuts, the corners of which have worn round. **No other wrench will grip a nut so worn.**

MANUFACTURED BY

SAMUEL HALL'S SON

No. 229 West 10th Street, New York City, U. S. A.

Sent by mail on receipt of price, . . . $1.00

Palmer... Tires

Are more easily mended than other tires, and the repairs are permanent

In the event of puncture, a plug is inserted, without letting the air out of the tube. In a double-tube tire the inner tube must first be removed from the outer casing—an undertaking impossible for anyone but an expert. But a child can repair a PALMER TIRE. Palmer Tires are expensive, but they are the most durable

"Wheel and Tire," containing all official American bicycle records, will be mailed to any address for one two-cent stamp.

The Palmer Pneumatic Tire Co.

CHICAGO.

THE LEAGUE COLOR:
What Shall It Be?

EDITOR L. A. W. BULLETIN:

May I enter a protest against changing the League colors? Let us keep the royal purple because it is *our color.*

Red, white and blue is any and everybody's color, and means anything and everything when carried. It is used alike for Sunday-School picnics and political parades, and for a club or organization has no individuality. Every one who knows anything about the L. A. W. knows its color now, and infers that any one carrying it is a member thereof; but if we carry the national colors it signifies Decoration Day, Fourth of July or any other national celebration. Let us stick to our color, and be loyal enough to the L. A. W., to display it at all times on our wheels — every one.

MRS. E. C. ALLIS, Consul.

NEW YORK CITY.

EDITOR L. A. W. BULLETIN:

I see that a request is made that L. A. W. members display the League color (royal purple). Now, as this is a national society, I am of the opinion the color should be red, white and blue, and we would be proud to wear these on our wheel. What method is necessary to bring this change about?

No. 35,856.

NEW HAVEN.

D. D. YOUNG, Atlantic, N. J., writes: — "I have a set of streamers for my handle bars of our color, with L. A. W. on one side and No. 90,207 on the other side, worked in silk; it looks very pretty. I would say, let each member have one made: see the effect; it is worth the cost twice over. If I am asked the meaning of it, I present them with an application blank and explain everything, and seldom fail to get a member."

EDITOR L. A. W. BULLETIN:

In your valued paper of June 12, Mr. H. G. Bradbury makes a suggestion that I hope will receive general approval and adoption, even though he proposes to revive a form of decoration that has been forgotten since the days of high wheels, solid tires and mud guards, viz., that L. A. W. members wear the League colors, royal purple, on their wheels. But I would suggest that a standard length and width of ribbon be adopted, and that a form of the letters L. A. W. be woven or embroidered on it in bright gilt.

I think the first form best, as it would secure uniformity in style, workmanship and fabric, and, by making the necessary arrangements with a manufacturer, the lettered ribbon could, no doubt, be furnished to members by the League at as low a figure as the plain is now secured from retailers.

In any event the *cost* would not amount to enough to retard its general use.

I would suggest a silk and satin finish ribbon, as a streamer on left handle bar near grip two and a quarter inches wide, and one and a quarter yards long. This would admit of a letter one and three-quarters or one and seven-eights inches high.

No. 98,322.

HYDE PARK, MASS., June 16, 1896.

EDITOR L. A. W. BULLETIN:

I read a great deal in the BULLETIN about wearing L. A. W. colors. I would like very much to know why that color, purple, does not predominate on the L. A. W. button? I have a large and small one on which the prominent color is *yellow.* It would look much better for a man to wear a button on which the L. A. W. color was prominent than to wear a *ribbon* on his wheel. There are so many different colored buttons worn that I think it would be a good idea to have *all* L. A. W. buttons made alike with the League color the outside circle.

No. 80,370.

"Shoot folly as it flies," says Pope,
But now we find a lot
Of folly that's so up to date,
It's too fly to be shot.

THE ALLWOOD

Simple in Construction.

Neat, Strong and Durable connecting parts.
Aluminum Nickel Alloy.
Bearings and fittings same as a Hundred Dollar Wheel.

Price per Frame, $16.00.



Build Your Own Wheel

A COMPLETE HIGH GRADE WHEEL, $50.

Agents Wanted Everywhere.

Also Headquarters for Wood Handle Bars, Rims, Mud and Chain Guards.

We can quote Special Low Prices. Correspondence solicited.

Send for Catalogue.

Allwood Cycle Co.

Canarsie Grove,

LONG ISLAND, N. Y.

... THE WORLD-FAMED ...

Humber Cycles

Hold accepted World's Records at every recognized distance from 2-3 mile to 1800 miles.

THE HUMBER TRADE MARK HUMBER & CO. AMERICA LTD NEW YORK LONDON PARIS

Humber Quality

means

Speed

Strength

Service

HUMBER & CO., America (Limited)

ELLIOTT BURRIS, Managing Director,

WESTBORO - - - - - MASS.

∴ HUMBER DEPOTS ∴

318 Broadway, Fifth Ave. and 42d St. NEW YORK.
350 Boylston St. BOSTON.
10th and Walnut Sts. PHILADELPHIA.
545 Fulton St. 1313 Bedford St., Brooklyn.
1402 14th St., N. W. WASHINGTON.
111 North Charles St. BALTIMORE.

Branches in all parts of the civilized world.

BLESS HER HEART!

JAMES BARTON ADAMS.

She tipped adown the theatre aisle,
On her head a feathery tower;
Her pretty face wore a radiant smile
Of a hundred candle power.
She settled down in a central seat,
And the men who sat in the rear
Ejected words of volcanic heat
Which I am glad she didn't hear.
She pictured was in each fellow's mind
As a blot on the name of womankind.

The orchestra oozed from the stage's hold.
The leader swung his baton,
And a crash of horns and of fiddles told
That the overture was on.
Two shapely hands, with unstudied grace,
Removed the offending hat,
And a smile came over each fellow's face
As he sat there staring at
What each one vowed, in his wild delight,
Was the loveliest girl in the house that night.

EDITOR L. A. W. BULLETIN:

I have found that an excellent liniment to wash the muscles and strengthen and build up the tissues is made of equal parts of whiskey and witch hazel with half as much arnica added. This mixture rubbed briskly on aching muscles will give new life to a tired rider. It is also an excellent remedy in case of a sprain. I send you this in answer to inquiry in last issue of L. A. W. BULLETIN by L. A. W. M. D., who wanted to hear of a good wash for muscles, etc.

No. 93,177.

UNION QUALITY IGNORES COST



Union Crackajack II

Is a Mechanical Inspitation.

Made to suit the individual rider. Lasting quallties the first consideration. Good for a thousand years.

Don't forget, Mr. Rider, that it enjoys the seal of public approval, and is BUILT ON A GOLD BASIS

UNION CYCLE MFG. CO.

Boston Highlandville Philadelphia

Good Roads
Good Wheels

Let the riders use every effort to obtain the former—

We will supply the latter in the

ENVOY AND FLEETWING

5 MODELS 2 COLORS

The rider must be hard to please if we cannot satisfy his wants.

BUFFALO CYCLE CO.

Buffalo, N. Y.

The Best Summer Medicine.

The wheel, the best physician, paves
The way to sweetest bliss,
Because it brings the city's slaves
To happy scenes like this.

WHEN anyone tries to make an example of us we feel we are being worked.

THEY call it the road-bed because the tired wheels go there.

IN PAYING the Indians for their land, the first governor of the "Keystone" State proved he was not a steal Penn.

EVERY man thinks his bride is made of purest gold when she's a wooed an' won.



FIRST MASONIC CYCLE CLUB.

EDITOR L. A. W. BULLETIN:

The article regarding "The Orion Cycle Club of Brooklyn," as being the first and only Masonic Cycle Club in the United States, published in your issue of May 8, was just brought to my notice and in reference to same, will say that the "Lu Lu Wheelmen of Philadelphia" is composed of the Mystic Shrine; was organized in August, 1891, and had for a long time the honor of being the only League Club in Philadelphia.

LOUIS E. FISCHER, Sec'y, No. 70,240.

Old Features
of Standard Excellence

New Features
of Modernized Ideas

Combine to make

"Gold Crank"

FALCON BICYCLES

Popular with all who appreciate superiority in bicycle construction.

THE YOST MFG. CO.

New England Branch,

259 Columbus Avenue, Boston.

Factory and General Offices, Yost Station, Toledo, Ohio.

Wheeling at night
With the "Search-Light"
—is a pleasure.

Send for No. 72 Circular.

THE 1896 SEARCH LIGHT



HAS A RIGID BRACKET

And will Not Jar Out.

It is no cheap bicycle lantern, but the only really first-class article of its kind on the market.

Price $5.00 at all Dealers.

BEWARE OF IMITATORS! Bear in mind that the 1896 "Search-Light" Lantern is fully protected by patents which will be rigidly maintained.

BRIDGEPORT BRASS CO.

Bridgeport, Conn.

Or, 19 Murray St., New York, 85-87 Pearl St., Boston, 17 North 7th St., Philadelphia.

DECORATION DAY RUN TO BABYLON, LONG ISLAND.

BY GEO. T. MOREY.

Leaving our place of business, my friend and I agreed to meet at the King's County Elevated Railroad at 5.30, and from there get an early train and an early start for Babylon. We were both up betimes, and at promptly 5.30 we were shouldering our "wheels" and climbing the elevated station stairs, and awaited the coming of the train. Handing our tickets to the conductor we pushed into the "smoker" and found that there were others with the same mind as ours, bound for a day's outing down the "Merrick" turnpike to Freeport, Amityville Babylon, Islip or Patchogue. Wheels, wheels everywhere. The cars looked liked a train on the "New York Central" bound for State Camp at Peekskill: the bright shining handle bars, the polished tubing, hubs and spokes glistening in the aerly morning sunlight. Arriving at the end of the Elevated Railroad, the guard calls out, "Last stop, all out," and then the procession began. Cyclists with their lady-companion cyclists, alone and tandem, slowly filed out of the cars, and again shouldering their "bike" descended to the street. Investing from a small boy five cents worth of "pepsene" (spelled as the gamin pronounced it), we mounted our wheels, glanced at the cyclometer, and began our day's fun. "Our first dismount," said my companion, "will be 'Belmore,' where we will stop for breakfast." Going along at a twelve-mile-an-hour rate, we were suddenly brought to a standstill by the shrill whistle of a locomotive, and our calculations were upset by having to dismount at this point, and watching a string of thirty or forty freight cars bowl along the track towards Long Island City. By the time the train had passed there was quite a gathering at the roadside. *Wheel clubs*, *tandems*, *sociables*, and one fellow, on an "1888" Columbia high wheel. He attracted more attention than any of us, and was greeted with remarks as to the weather,—"Is it cold up your way?" which he took good naturedly. I took my pocket kodac out to get a snap shot of him, but before I could press the button he had disappeared in the woods and around a turn in the road. We arrived at Belmore Hotel at 7.15 o'clock, and was greeted by Manager Swain (formerly of Amityville), who said, "breakfast was just ready." We did not need a second invitation, or any "tonic" to excite an appetite, After doing nineteen miles, nature rebelled against going any further. Partaking of porterhouse steak, hot coffee, cucumbers and "French fried," we adjourned to the stoops, and mine host Swain passed the "perfectos," and we lay around in his hammocks and swings for nearly two hours. We took a picture of landlord *Swain*, with his two dogs on his lap, which he said, not long ago to me, was equal to work by "Sarony."

The morning stillness was broken by the whirring of wheels, and we got a fleeting glnce of thea



(Shows pelvis as it rests on the Christy saddle.)



(Shows pelvis as it rests on the ordinary saddle.)

CHRISTY... ANATOMICAL SADDLE

The only saddle that is built on anatomical principles. Used, recommended and endorsed by physicians. Has thick cushion pads, where pads are needed. If it is fitted to your bicycle, there will be no chafing, stiffness or soreness, and riding will be made a pleasure. Especially adapted for women cyclists. Send for illustrated catalogue.

Price, $5.00.

A. G. SPALDING & BROS.

Largest Manufacturers in the World of Bicycles, Bicycle Sundries and Bicycle Clothing. Dealers should send for sundry catalogue and prices.

New York Chicago Philadelphia

FACTORY AT CHICOPEE FALLS, MASS.



The Improved Standard Rubber Cushioned Spring Saddle

Price, $4.00.

With solid supporting frame, made of one piece of bent wood, never changing shape. No shocks, no vibration, does not heat or chafe. Light, strong and comfortable, attractive and and a perfect seat. Made for ladies and men, and meets all hygienic requirements.

Schlesinger & Yeomans Mfg. Co.

125-137 Rees Street, Chicago, Ill.

Mention L. A. W. Bulletin.

BROWN SADDLES ARE ALL RIGHT.



BROWN SADDLE CO.

ELYRIA, OHIO.

"Pequod" wheelmen of Brooklyn fast division, making a century run to Patchogue. We started in to catch up with them, but soon gave it up. They were riding for business. We were out for pleasure, and had a full day before us. We did not dismount until we arrived at Babylon, and stopped at the "Sherman House," getting there at 10.15, thirty-five miles from the Brooklyn Elevated Railroad. The hotel was crowded with wheelmen. Noticing the following club uniforms, "Bushwicks," "Williamsburgh," "Kings County," "Long Island," "Brooklyn," "Ocean Parkway," of Brooklyn, "The Century." "Riversides," "Harlem," "Grammercy Park," of New York, and "Hudson County," of Jersey City, we rode down to the Great South Bay, and from the end of the pier we sat and watched the pleasure craft, either under full sail or at anchor near by. We obtained some excellent views; one in particular being a yacht under full sail, bearing directly down upon us. We were well paid for our trouble in riding down to the pier, as the roads were very bad, and we gave it up two or three times.

Mine host of the "Sherman" informs us that he is over-run with customers, and it would be three o'clock before he could promise any dinner, and not wishing to tarry so long we bade him adieu. Bowling along we espied a farm house nearby, which looked cool and inviting, and as we had sought in vain at the many hostelrys, and had been refused, we alighted at the gate and, pushing our wheels up the shady path, banked on both sides by roses and shrubs, we enquired of the young lady who answered our knock, if we could have something to eat, explaining to her that we had tried at the different towns for food, but without success. Oh, the hospitality of these good people on Long Island. We sat down in a plain summer kitchen, and partook of cold ham, pie, cake, and genuine milk. We were too hungry to say grace, so we just pitched in. I have dined at all the first class restaurants in New York and Brooklyn, but this dinner at this country farm-house tasted better than the bread of heaven. We were glad to see the outskirts of Brooklyn, and hear the din and bustle of the city as we arrived home at seven o'clock. We both were glad that the next day was Sunday, and two people were absent from roll-call at Sunday School next day.

LOVE'S DUPLICATES.

NIXON WATERMAN.

I love you, love you, love you, dear,
More than my tongue can tell!
In all the land, both far and near,
There 's none I love so well.
And though to others, now and then,
I say these words, 'tis true,
How can a fellow help it when
They so resemble you?

AN INDIANA wheelwoman says to "Please tell the dear girls who wish to prevent their leggings from wrinkling to sew a whalebone on the inside of the side of legging which the buttons are on. This will keep them smooth and free from wrinkles."

Try a Bottle of Evans' India Pale Ale

It's sure to please you.

If you want Richer Blood

now is the time to drink

EVANS' STOUT.



THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & CO.

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price list of uniforms.

Build Up..... those shattered nerves, revive that tired brain, with PABST..... Malt Extract

THE "BEST" TONIC



PROTECT THE ROADS.

Did you ever drive along through the country and notice two-wheel tracks that have worn deep ruts into the surface of the road? Have you noticed that these deep ruts give a severe wrench to a light carriage when you go to turn out for an approaching vehicle? Have you watched how these same ruts hold the water after a heavy rain and become two long muddy canals, through which you plough your way, while the rest of the road has become moderately hard? Now, when you come to look at the matter seriously, what is the use of those two ruts, and why can they not be avoided? Would n't we have better roads if we could do away with the ruts?

Of course, you may ask what this has to do with selling carriages, but you know well enough that good roads mean a greater demand for carriages because they increase the pleasure of driving. The ruts can be avoided easily enough if all vehicles do not track alike, or if drivers would exercise a little care in using the whole road, and would not all drive in the same track. There's a good deal of outcry in favor of wide tires, but even if every vehicle were compelled to have wide tires, and they all tracked alike, while the drivers continued to use the same care that they now seem to exercise in keeping exactly in the wheel tracks of every other vehicle that has used the road, we should only have a little wider ruts than we have now. That is about all we would gain from wide tires. If, on the contrary, we should arrange it so that the front wheels of every vehicle tracked inside of the back wheels, and if in addition we could educate drivers up to using the whole road, and not to continue following one another like a lot of school boys playing the old game of follow my leader, we might at least protect the roads we have, and keep them in much better condition than we possibly can under existing circumstances.

Can't you, as one of those who should be interested in the Good Roads question, do a little missionary work in this matter, and talk to your customers about protecting the roads by not all driving in the same track? Might you not gain a little advertising advantage over your competitors by putting up signs along the roads, here and there, reading something like this: "Protect the roads. Don't all drive in the same track." This should be in large, bold letters. Then follow it with an announcement of your business, briefly told, in letters legible enough, but a trifle smaller. You'll earn an enviable reputation as a public spirited citizen, and at the same time will find the signs a good drawing card to attract custom. Why not try it? — *The Hub News.*

The Moon.

'T is made of green cheese, some assert,
Whose words we cannot controvert.
It has oc-curd to us they may
Condense it from the milky whey.

THE ABSOLUTELY ACCURATE
Seth Thomas Cyclometers
Possessing features found in no other Cyclometer.



The President of the Century Road Club of Missouri says: "I find your cyclometer the most accurate one I have ever had."
A well-known manufacturers' agent of Baltimore says: "It is the prettiest I have ever seen and the most satisfactory I have ever used."



1000 MILES, PRICE $1 **10,000 MILES, PRICE $1.50**
Dust-Proof, Light, Strong, Accurate, Durable and Easily Read.
Registers 1,000 or 10,000 miles, and can be set at any time without the use of special tools. Will not register when motion is reversed; thus a rider can spin his wheel backward when oiling, etc., without disturbing index. The star wheel recording each revolution of wheel, is fitted to the under side of the Cyclometer, permitting close adjustment to wheel, and doing away with the objectionable side arm found in many other makes. Sold by all dealers or sent by mail upon receipt of price.
Seth Thomas Clock Co., 49 Maiden Lane, New York. 144 Wabash Ave., Chicago. 126 Sutter St., San Francisco.

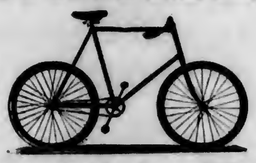
YOUR LAMPS GO OUT
Because you do not use the Blue Incandescent Lamp Wick. Gives a brilliant light, **never requires trimming**, will not jar out, burns kerosene. Send five cents for sample wick, with size of burner or name of lamp. **G. W. COLE & CO., 111 Broadway, New York.**

Riders and Repairers.



THREE-QUARTER ACTUAL SIZE.
Tapering Rubber Plugs (patent applied for) are the ideal tire menders — cannot slip or be punctured anew. *Send five 2 cent stamps for assorted samples.* Manufactured only by
BICYCLE APPLIANCE CO., 1004 Walnut St., Philadelphia.
See Simplex advertisement, page 922. Mention this paper

"WHITMAN"



Whitman $100 Patriot $85
Best wheel that can be produced from the finest materials, scientifically and skilfully used. Embodiment of every essential feature known in bicycle construction.
CATALOGUES ON APPLICATION.
HAND MADE.
Easiest Running
Most Durable
Best Appearance
WHITMAN SADDLE COMPANY,
118 Chambers Street - - - - - - New York.

THE IMPROVED AUTOMATIC CYCLE SADDLE
As we now make it, is an especially good Ladies' Saddle. It is made in two sections, each section working automatically with the movement of the leg, and by means of a screw the automatic principle can be regulated at will. Seat can also be widened to suit rider.



Dr. W. T. DODGE, Surgeon to St. Mary's Hospital, Big Rapids, Michigan.
"I like your saddle very much. It is made on the correct principle."
Manufactured in Cane, Wood, Leather or Padded Seat, with or without Springs. Send for circulars, to the
AUTOMATIC CYCLE SEAT CO.
441 Rood Block, Grand Rapids, Mich.

MAIDEN'S WAY.

BY H. E.

Gazes with a timid glance,
On the cyclists swift advance,
Wonders — shall she take the chance?

Trips half way across the street,
Stops! turns back in time to meet
Raging, baffled cyclist fleet.

Cyclist in the gutter tossed,
Maiden learning to her cost:
"She who hesitates is lost."

THOSE ACCOMMODATING RAILROADS.

EDITOR L. A. W. BULLETIN:

On the 30th of May we rode to Trenton, and took train from there to Philadelphia, paying fifteen cents for each wheel, receiving checks for same. On applying for our wheels at Philadelphia, we were asked if we had paid for "excess of baggage." Replying in the affirmative and producing our checks, we were told that that was not sufficient proof that we had so paid, yet, as we differed on that point, the official magnanimously consented to let us have them without any further payment for said "excess of baggage." As our wheels were the only baggage we had, and being both featherweights, the situation was rather comical; we could not decide as to whether we were "excess of baggage" or baggage. However, on the following day at 10 P. M., we took the same line from Philadelphia to New York, and after paying the regular fares and forty cents for each wheel, and being advised that if we wished our wheels to go on the same train with us we should put them in the baggage car (which we did), and then getting into a crowded car with standing room only, until we reached Trenton.

By this time we had decided that we were not even "excess of baggage," but some kind of a commodity that had n't any rights whatever.

I was surprised that this, the most reputable road in the country, should treat their patrons with such utter contempt. When paying full fare and an extra charge for wheels, I think I am justified in saying that they should *at least* have *suitable accommodations* for wheels and *seats* for passengers. I am told that the Philadelphia & Reading does not charge for carrying wheels, in which case the next time I have occasion to ride between New York and Philadelphia I shall either patronize it or ride my wheel.

No. 86,072.

NEW YORK CITY.

A Leap-Year Flame.

Said Patrick to Bridget: "Your eyes in my breast
The tinderest sintiments hatch."
Said Bridget to Pat: "Don't you think 't would be best
Since we 're *tinder* to strike up a *match*?"

TAILORS are not orators but they can make fitting remarks.

DURING dog days muzzlin' is much worn.

"Gendron" Bicycles
Truest Bearings
Most Rigid Frame

Much Hard Pedaling...
Results from Bicycle frames lacking rigidity and bearings not being true. It costs but little more to get an
Easy-Running
Gendron..
Send for Catalogue.
Gendron Wheel Co.
TOLEDO, OHIO.

McCune Cycles.....
NONE BETTER
Send for Catalogue.
EVERETT CYCLE CO.
Everett
Agents Wanted.



Oriental Philosophy.
You can't hope to get more than you pay for — especially when it comes to bicycles. If you can buy a $100 wheel for $50, that's all its worth. The Orient is worth $100, and that 's its price.
Our Catalogue will cost you 4 cents.
WALTHAM MFG. CO.
Main Office,
240 Broadway, N. Y.
Factory: Waltham, Mass.
BRANCHES:
New York, Chicago, Philadelphia, Brooklyn, Boston, Denver, Detroit, Buffalo, Providence, Cincinnati, Omaha, Springfield, Mass. Waltham, Lynn, Mass. Newark, N. J. Kansas City, Mo.

Trenton Cyclometers
are best, and quality considered, are the cheapest. Made of aluminum.
Three Models for 1896
Model A registers 1,000 miles and repeats, weight, 2¼ oz. Price $1.00.
Model B registers 10,000 miles and repeats, weight, 2¼ oz. Price, $1.50.
Model C registers 10,000 miles and repeats, weight, 1¼ oz. Price, $1.75.



TRENTON WATCH COMPANY,
TRENTON, N. J.

TRUTH IN RHYME.

BY H. E.

Little drops of water,
Little grains of dust,
Fill the mighty wheelmen,
With feelings of disgust.

Little grains of dust and
Rain in little drops,
Bring the mighty wheelmen
To unexpected "stops."

Little grains of dust and
Little drops of rain,
Make the mighty wheelmen
Grow a bit profane.

BICYCLES FOR PARK POLICEMEN.

The stopping of runaway horses in Washington and Douglas parks on Sunday by policemen who were off duty and were riding bicycles for pleasure, ought to convey a timely suggestion as to a possible enlargement of the field of usefulness for the bicycle. On Sundays the parks and boulevards are filled with women and children, as well as thousands of wheelmen and vehicles of all kinds. The danger to life and limb from an infuriated animal dashing through one of these boulevards is fearful to contemplate. The boulevards are practically monopolized by wheelmen on Sunday, and, while the authorities have taken measures to prevent the frightful consequences of scorching, there appears to be no provision made for guarding against the fatalities that would result from an unmanageable horse turned loose in a thickly crowded boulevard.

The runaway horses on Sunday were stopped by officers who pedalled their wheels with such velocity that they managed to overtake them, grabbed their bridles, and by a heoric risk of their own lives managed to stop them.

This is not the first time that it has been demonstrated that a runaway horse can be stopped by a good wheelman. **In New York the experiment of mounting park policemen on bicycles has pr most successful and satisfactory.**

Officers on foot are powerless to prevent scorching or to enforce the lantern ordinance if wheelmen choose to disregard these regulations. Mounting a certain number of officers on wheels in the Chicago parks would secure a stricter observance of the rules that have been adopted as necessary measures of public safety, and would afford more adequate protection for the people who fill the parks on Sundays and holidays. — *Chicago Times-Herald.*

He who would play the poet's part,
If he's consistent, must
Expect, in life, the marble heart,
In death the marble bust.

M. W. ROLLINS, Bronxville, N. Y., wishes best road from Boston to Portsmouth, N. H.

DOES the frog in the rail have anything to do with making the engine jump the track?

Can You Reach Your Pedals with Comfort?

1½ INCHES SAVED IN REACH.

SADDLE COMPLETE $4.00

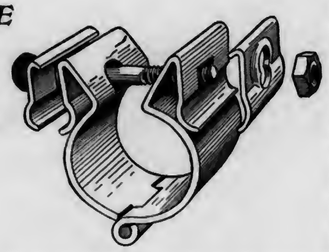


CLAMP SEPARATE $1.25

CAN BE USED AS A REGULAR SADDLE

without seat-post on wheels built to reach; permits short man to ride regular size bicycle, and enables the small boy to ride his father's wheel.

Majority round wire spring saddles will fit the clamp; perhaps your own will answer. Mention size tubing in ordering. Postage stamps taken in payment. Can be used as child's seat. Send for descriptive circular. Cannot injure the lightest tubing or mar the enamel.



◆◆◆◆

Chalfant Baby Seat Co.

Discounts to Dealers. 274 Wabash Ave., Chicago, Ill.

A Painful Truth.

While women to the front would get,
And for more recognition sigh,
A parasol 's the best thing yet
They 've found to catch the public eye.

BICYCLE RACES ON WATER.

The whaleback steamship, the Christopher Columbus, which was a feature of the World's Fair, has arrived at Chicago, where extensive repairs and alterations have been made to fit the steamer for the season's excursion business. One of the new features is a bicycle track, fifteen laps to the mile, constructed on the lower deck, where scorchers may disport themselves and bicycle races may be had "on water." It is proposed to have races during excursions to Milwaukee, prizes being given to the riders who make the most laps between Chicago and the Cream city, between which points the whaleback will ply. Short races also will be had, and they are expected to prove a drawing card. The bicycle track is constructed so as not to interfere with the freedom of passengers. — *Chicago Record.*

BOUNTY FOR CYCLERS PROPOSED.

The insane desire on the part of those in possession of the taxing power to "do the bicycle" is but the effect of a cause. The bicycle has in its power to so brace up the American people to the real duty that the present peanut politicians of all stripes see and feel that their days are numbered. The self-reliance born of the wheel is the real emancipator of the men and women of this republic, and one feels that in very desperation this miserable, narrow policy of a duty of one dollar a wheel is to be imposed.

Allow me as one non-rider to offer my protest. In place of the tax, seeing what good the body politic must get from the use of the wheel in the increase in numbers of good healthy citizens, improved miraculously both mind and body, I respectfully submit a proposition for an annual bounty to all bicyclers in the State or city: First, as the bicycle is as much an educational factor as our city college; second, a factor for good health in a very, very much larger degree than our health department, and third, every one knows that in place of the bicycle wearing in the slight degree any roadway it absolutely aids its repair.

Finally, no one can be in the company of wheelmen and women for ever so short a space of time without seeing how it has improved the powers of observation and conversation, good breeding and real good fellowship, and how every one who becomes a cycling devotee at once becomes a healthy, sober, broad-minded man or woman. — Henry W. Rowland in *Baltimore Sun.*

NO WONDER the whole world is behind time since everyone carries his watch in front.

Reciprocity.

In winter's cold we closely cling
To clothes that warmth and comfort bring;
But when the summer's heat is shed
'T is then our clothing clings instead.

THE European monarchs all want peace; but each wants the biggest piece.

JAMES M. WAUGH, of Crawfordsville, Ind., was "fined and costed" eight dollars for failing to give wheelmen part of the road. He pleaded guilty. The "Tally-Ho" wheelmen did it. Who 'll be the next road-hog to have his bristles singed?

"THROW physic to the dogs." Ride a wheel.

INTEMPERANCE in cycling worketh evil.

THERE is many a time when the pen is poor and the ink well.

He who wheels a little way
Will live to wheel another day.

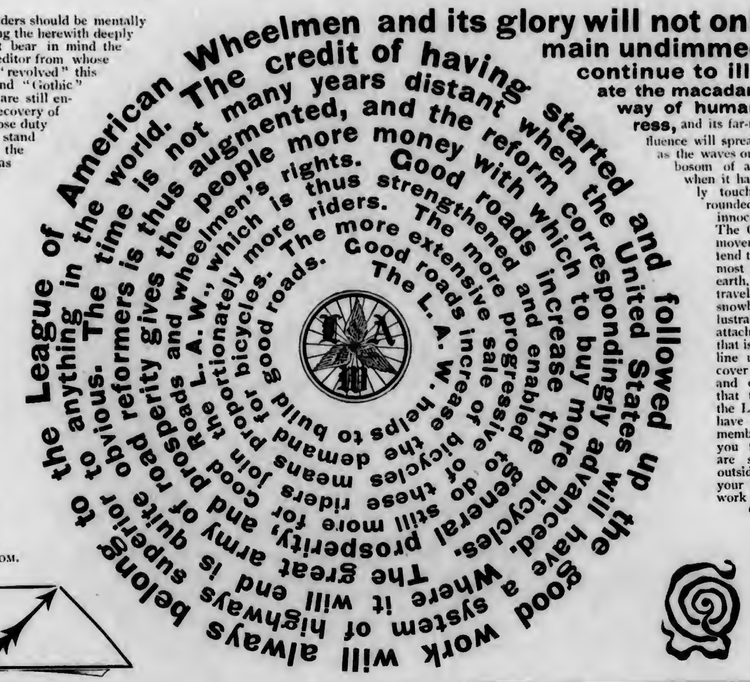
THE political bicycle parade is getting into line.

NO THOUGHTFUL man ever referred to a frosty Boston girl as an old flame of his.

If any of our readers should be mentally disturbed after taking the herewith deeply to heart, they must bear in mind the tribulations of the editor from whose brain evolved or "revolved" this peculiar circular and "Gothic" statement. Hopes are still entertained for the recovery of the compositor whose duty compelled him to stand on his head; art of the time and to work as a Chinaman reads, —from the bottom up. The office boy has resigned his commission, after his mental and moral struggle with the problem in justification, and the office cat — since the first proofs were exhibited — has vanished, evidently taking our circular truth for a Fourth of July pin-wheel, with a bunch of Chinese fire-crackers attached. So, after reading, have tender feelings — as far as possible — towards everyone and work all the harder for Good Roads.

(Signed)
FOREMAN OF COMPOSING ROOM.





THE ERUDITE MISS.

She came from Boston, so in speech
I sought her lofty plane to reach,
And to my words such figures gave
As "from the cradle to the grave."
But ah, I very quickly learned
Such common speech she must have spurned,
For life's confines she mentioned were
"From bassinet to sepulchre."

MERELY professing to be religious does n't sprout wings.

WHEN the wild waves are n't saying anything they are tongue-tide.

WHEN you ask a girl for a kiss and she turns up her nose, it means you are to kiss her on the mouth.

THE difference between a dignified man and a stupid one is — is so slight it does n't matter.

A WHEEL should always be thoroughly tired, but its rider should never be so.

"Here 's five cents for you, sonny," the parson paused to say,
"If you that nasty cigarette will promptly throw away!"
The boy, delighted, took the cash and said, "How kind you are,
This nickel you have given me will buy a good cigar."



That reminds me! Your wheel is not perfect unless polished with the best.

"TRY ACME"

It Prevents Rust and Corrosion.

If you cannot get it from your dealers, send 10 cents for 2 ounce box paste.

J. L. ROBINSON & CO.
1127 Penn Avenue - - - - Pittsburgh, Pa.

PRIZE MEDALS
CLUB PINS, ETC
SEND FOR PRICES
3 WINTER ST
JOHN HARRIOTT, BOSTON, MASS.

ODORLESS AND CLEAR AS CRYSTAL.

CYCLOIL *The Best Lubricant. The Best Lamp Oil.*

Prevents rust, cannot gum, burns brilliantly, does not jar out.

25 cents per 8 ounce bottle.

Ask your druggist for it, or write to

McKesson & Robbins, 91 Fulton St., New York.

NEW SHAPE, BETTER THAN EVER



Sample Stick, 10 Cents.

JOS. DIXON CRUCIBLE CO., Jersey City, N. J.



SCARF OR STICK PIN.
Sterling Silver Bicycle.
Send 15 Cents in Stamps.
Cat. of Jewelry FREE.
McRae & Keeler, Attleboro, Mass.

An Aluminum Souvenir Watch Fob



Mailed for 26 cents. The phenomenal and unprecedented success of **Indiana Chain** is certainly due to merit. Write for prices.
INDIANA CHAIN CO., 30-40 W. South St., Indianapolis, Ind.
Kindly mention L. A. W. Bulletin. **M. & M. W. Co., Chicago.**

BILL JONES' REFORMATION.

Bill Jones played "penny-ante" until far into the night;
He played and was a loser, so he knew it was n't right.
His hard-earned wages, small enough before the game began,
Were smaller still when it was done: the cards against him ran.

Next morning — ah, the morning! — when his good wife called him up
To eat his Sunday breakfast there were smiles in every cup.
The baby cooed and carrolled while his wife, so sweet and glad,
Told how she 'd made the baby's gown, but Bill's poor heart was sad.

With pride she mentioned how she 'd saved (to her it seemed a lot)
A dollar. (That would help to lift the mortgage from their cot.)
And Bill, he swallowed all his grief and in his heart he swore
He never would (he never did) play poker any more.

THE SOCIETY EMBLEM CO.
P. O. Box 351, Providence, R. I.
Finest made; hard, any color enamel tires, ruby centres.



2 or more sent C. O. D. on approval.

Rolled Gold, $1.25	90 cents	
Solid Gold, 2.25	$1.75	

Charms $2.75; made to order with any society (Masonic, K. of P., I. O. O. F., etc.), on reverse side for 40 cents extra.

CYCLISTS' COMPANION

Send ten cents for copy of 150-page book (just published) containing full treatise on Learning to Ride, Trick Riding, Training, Repair and Care of a Wheel. Late Records, Dress Suggestions, Touring Points, with description fifteen choice European Tours. List of Clubs, Secretaries, Meets, Events, etc., etc. Worth its weight in gold. A wealth of information from our best writers. Over 15,000 already sold. Address

CYCLIST PUBLISHING CO.
1813 North 16th Street - - Philadelphia, Penn.

STOLEN. June 16, 1896, Orient Cycle, No. 927; front tire 1½ inch, rear tire 1⅝ inch; light track wheel; weight about 19 pounds. On finding notify Chas. A. Bruce, Natick, Mass.

STOLEN. A Royal Tandem, No. 6,019; black enamel; double diamond frame, handle bars adjustable — one ordinary, one ramshorn, Sager saddles; front tire, Hartford No. 70, rear tire, Hartford Sulky; gear 88; small dent under front saddle. Reward of $10 offered. Geo. J. McFadden, No. 95,691.

BICYCLE SALESMAN. Retail, watchmaker of twelve years' experience, own bench and tools, wishes place with bicycle-jewelry house, wholesale or retail. References, present employers. J., box 25, 493 Sixth ave., New York City.

A CURE FOR THE PROFANE.

Editor L. A. W. Bulletin:

In a recent issue of the Bulletin, on page 817, I find an article about profanity, and in it is the query from a New York lady, "What is there about wheeling that is so conducive to profanity?" As she charges "the many wheelmen" with profanity, there must be something about the pavement in front of her residence to cause these universal eruptions. If she will have her servant remove the broken glass from under the nearby street lamp and not have the sprinkling done as though they were extinguishing a conflagration, I will warrant her ground for complaint will disappear.

No. 99,006.

The sun-dog is a "setter."

In New York City a bicycler arrested for breaking a city ordinance may give his wheel as a bail bond and thus be spared the grief and shame of a ride to the police station, and the trouble of summoning friends to go his bond. It should be so everywhere.

"PATRONAGE SOLICITED."

In a recent issue of the New York *Press* appeared the following: "The ladies of St. Mary's Guild of the Episcopal church at Richmond Hill, L. I., will serve supper, ice cream and strawberries in the rectory of the church from 4 until 10 P. M. to-day. *The patronage of wheelmen is solicited.*"

A Western member writes: — "In this part of the country a protector for the withers is used a great deal. It is generally made of leather and is put on on the top of the collar. (Not used with a breast strap.) The hames pass through holes made for them. It hangs down on each side of the neck and protects the neck, where the sun and rain, and rubbing of the collar are very liable to cause a sore. Why not have some of these with "Good Roads" on them for the among our western drivers?"

"A number of riders of our city," writes a Brooklyn member, "after riding through our park wonder how it is that so much money is being spent on roads and paths while the park is left in the condition it is. It is full of ruts running across the road, and what with a good road would be a fine run, is simply unbearable, as the jolting one gets is fearful. Why does not the park commissioner see to this and make it the fine ride it could be made?"

Commenting on a correspondent's suggestion to put the toe clips well towards the inside of the pedals, a Colorado member says, "I think he is wrong, that is, for the majority of us, as in walking our toes stick out, and the same in riding a wheel. In putting toe clips on my wheel, I put them one-third the distance from outer end, and they come square over the toe of the shoe, while with the side of my heel I have wore the enamel off the side of the frame. If I was pigeon-toed I might want the clips farther in."



"WE WANT GOOD ROADS."

The Blue-Ribboner.

The man whose silly caper
Merits fortune's darkest frown
Starts a forty-column paper
In a seven-column town.

JUST ONE WORD.

Nixon Waterman.

TELL me something that will be
Joy through all the years to me.
Let my heart forever hold
One divinest grain of gold.
Just a simple little word,
Yet the dearest ever heard;
Something that will bring me rest
When the world seems all distressed.

As the candle in the night
Sends abroad its cheerful light,
So a little word may be
Like a lighthouse in the sea.
When the winds and waves of life
Fill the breast with storm and strife,
Just one star my boat may guide
To the harbor, glorified.

Don't buy thermometers now. They 're too high.

How doth the timid woman
Employ each pleasant day;
She rideth up the "River Side,"
And "wobbleth" all the way.

H. E.

Dogs are not permitted in some parks for fear they might bark the trees. This may seem strange, yet there's many a dogwood.

While London now is big and grand
Her overthrow is very clear;
The capital of Ireland
They say is D'ublin every year.



Ripans Tabules.

EUROPEAN BICYCLE TOURS,

J. Perry Worden, director. Only management booking memberships for any sailing in July. Eighteen plans. Bartlett & Catron, 102 Girard Building, Philadelphia.

AN IMPORTANT LETTER.

Philadelphia, June 17, 1896.

Bicycle Appliance Company.

Gentlemen: — I take pleasure in assuring you that the Simplex Repair Tool, as used by our ambulance corps, on the Newark-Philadelphia Century Run, of Saturday last, was a success in every way, having made upwards of thirty odd repairs of all sizes and in no case was the rider deprived of the use of his wheel for a longer period than four minutes.

I remain, Very respectfully yours,
George A. Bilyeu,
Captain Century Wheelmen.

(See adv. on page 922.)



AT THE COUNTY FAIR.

County fairs are nearly ripe enough to pick; and, by the way, county fairs are, collectively, a forceful event in the year's history.

The county fair is seen by the many, the city exposition by the few. The exposition is machine-made and tailor-finished. The county fair is home-grown and hand-picked. What the county fair does and says means a whole lot to a whole lot of folks.

It goes without saying that bicycle racing will be an important feature of interest and amusement in every up-to-date fair held this year.

Will the other and more important corelative of bicycling, Good Roads, receive the attention it should at these many farmers' shows?

In every county wheelmen should endeavor to have the directors of the fair incorporate in its exhibits an intelligent exposition of the value of good hard roads, the methods of building and maintaining the same, and such other information regarding the proper width of tires, etc., as will lead to the improvement of highways.

This feature should be made prominent in every county and district fair. The farmers should be the first to move in the matter, but as the wheelmen have thus far been the real force back of the Good Roads agitation, they should persevere until by sheer force example the truth is dinned into the minds of the whole people.

See to it that there shall be an attractive Good Roads exhibit at your county fair.

A BAND of horses and mules from the John Day country, where bicycles are not numerous, were driven westward for market when Frank Chamberlain, riding a wheel, encountered them as he was descending a grade east of Prineville, Or. Thinking a stampede the quickest way out of the scrape, the daring bicyclist jerked back the lever, opened the trottle and threw on all steam. All would have ended well, perhaps, had it not been for one lone mule, which, overcome by terror, or cussedness, stood pat. He was a populist mule, and stuck fast "right in the middle of the road." There was neither time for turning to the right nor to the left, much less a chance to jump off. Frank, bicycle and all crashed squarely into the mule amidships. A moment's mix-up of legs, arms, wire and ears, and Frank shot out in one direction, the mule in another, and what was left of the bicycle caught on a projecting limb of a neighboring pine tree on its way down. The young bicyclist says he is "done bicycling in this blasted mule country."—Portland *Oregonian*.

"WORKING" THE ROADS.

EDITOR L. A. W. BULLETIN:

In your issue of 12th inst. a little paragraph reads: "The roads have been 'worked' long enough. They should now be improved." That is right to the point! If anything will bring forth billingsgate from the driver or wheelman riding over the country roads of the interior of this (N. Y.) State during a month or two in late spring, such "worked" roads will do it. The abominable road scraper traverses the ditches, hauling up into the road bed all the stones and quackgrass sod and impalpable dust of back decades; and this it repeats year after year, hauling back into the road the same old stones and the same old dust. Can a more asinine thing be thought of? It would seem as if the simplest and best method of obtaining good roads would be for each county to purchase and keep running from, say, April 1 to Dec. 1 of each year, a certain number of stone crushers (according to its miles of road). They could be run by cheap labor and, where practicable, by county poor and tramps. Then let the farmer "work out" his taxes by drawing stones from his own farm to the crushers, in doing which he would be killing two birds with one stone (supplying road material and ridding his farm of stone). That is all we should expect a farmer to do intelligently in connection with good roads. To be sure such stone would not be the very best stone for the purpose, but they will have to be used sooner or later. The method of making the road with this material could easily be determined upon.

No. 37,727.

A WIDE TIRE LAW.

The Connecticut Wide Tire Act, which becomes a law July 1, prescribes that:

All vehicles having an iron axle two inches square, or an axle of equivalent capacity, shall be equipped with tires not less than four inches in width.

All vehicles having an iron axle one inch and three quarters square, or an axle of equivalent capacity, shall be equipped with tires not less than three inches in width.

All vehicles having an iron axle one inch and a half, or an axle of equivalent capacity, shall be equipped with tires not less than two and one-half inches in width.

Any person who shall violate any of the provisions of this Act shall be fined not more than $100.

"WHAT is so rare as a day in June?"
Why, a day in March, which is *perfectly raw*.

E. C. A.

League of American Wheelmen

.. Official Department ...

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12 PEARL STREET, - - - BOSTON, MASS.

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MISSISSIPPI. Chief Consul, D. S. Wright, Vicksburg. Secretary-Treasurer, Geo. F. Bauer, Jackson.

MISSOURI. Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2630 Osage St., St. Louis.

MONTANA. Chief Consul, Theo. H. Emery, Helena.

NEBRASKA. Chief Consul, A. R. Edmiston, N. Y. Life Building, Omaha. Secretary-Treasurer, W. M. McCall, Kochler Hotel, Grand Island.

NEVADA. Chief Consul, A. C. Helmold, Reno.

NEW HAMPSHIRE. Chief Consul, G. H. Phinney, Hanover St., Manchester. Secretary-Treasurer, F. E. Gale, 59 State St., Concord.

NEW JERSEY. Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 320, Trenton.

NEW YORK. Chief Consul, Isaac B. Potter. Secretary-Treasurer, W. S. Bull. Office of the division, Vanderbilt Building, New York, N. Y.

NORTH CALIFORNIA. Chief Consul, F. H. Kerrigan, New City Hall, San Francisco. Secretary-Treasurer, Stanley G. Scovern, 1590 Fulton St., San Francisco.

NORTH CAROLINA. Chief Consul, P. Heinsberger, Jr., Wilmington.

NORTH DAKOTA. Chief Consul, Oscar S. Chenery, Grand Forks.

OHIO. Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

OKLAHOMA. Chief Consul, Charles L. Wenner, Perry. Secretary-Treasurer, Reuben Harrison, 224 Chickasaw Ave., Oklahoma City.

OREGON. Chief Consul, A. Inglis Donnell, 391 6th St., Portland. Secretary-Treasurer, Frank M. Wells, No. 7 Waldo Building, Portland.

PENNSYLVANIA. Chief Consul, Samuel A. Boyle, District Attorney's Office, Philadelphia. Secretary-Treasurer, P. S. Collins, Box 1177, Philadelphia.

RHODE ISLAND. Chief Consul, George L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA. Chief Consul, C. C. Monaghan, Santa Ana. Secretary-Treasurer, J. A. Kelly, 211 New High St., Los Angeles.

TENNESSEE. Chief Consul, Charles J. Scherer, 221 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings Bank, Memphis.

TEXAS. Chief Consul, E. W. Hope, Sherman. Secretary-Treasury, C. F. Wilmans, 179 Elm St., Dallas.

UTAH. Chief Consul, C. N. Butler, Box 884, Salt Lake City. Secretary-Treasurer, W. S. Evans, Box 487, Salt Lake City.

VERMONT. Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, G. W. Hurlburt, Burlington.

VIRGINIA. Chief Consul, A. A. O'Niell, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON. Chief Consul, E. G. Dorr, Tacoma. Secretary-Treasurer, Percy I. Sinclair, Tacoma.

WEST VIRGINIA. Chief Consul, Charles H. Gieger, 1010 Main St., Wheeling.

WISCONSIN. Chief Counsul, W. A. Brown, Marinette. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING. Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL. Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.



OFFICIAL CAP PIN.

Size of cut. Enameled front in colors. Mailed to any address for thirty-five cents.

OFFICIAL LAPEL BUTTON.

Mailed to any address for twenty-five cents. The same button with catch pin for ladies' use.

Send orders for the above to

ABBOT BASSETT,
12 Pearl St., Boston Mass.

Postage stamps above the two-cent will not be received.



RENEWAL BLANK.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—I enclose One Dollar, for which renew my membership and subscription to the L. A. W. publication for another year.

Number..... Date of Expiration.....

Name.....

Street and No. or P. O. Box.....

City..... State.....

City and Division in which my home is and to which I should be attached.....

Bulletin will be stopped at date of expiration. You have 60 days in which to renew.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary L. A. W., 12 Pearl Street, Boston, Mass.

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VII of the Constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and refer to two League members (or three other reputable citizens) named below.

Name.....

Street or Box.....

City or Town..... State.....

Cycle Club..... Write references on margin below.

☞ If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can be easily exposed to view, and a pocket for personal cards, send 25 cents. If you want your name in gold, stamped on the holder, send 50 cents. Celluloid holder, 10 cents.

VETERAN BAR.



Any member who has been connected with the L. A. W. for ten consecutive years is entitled to wear the bar. The bar is of gold, with the word "Veteran" in enamel. All orders must be sent to the secretary accompanied by the price of bar, $2.50. Bar with gold badge attached, $5.50. Members holding numbers less than 2480 may place orders for the bar with their renewals.

NEW TICKET HOLDER.

We have a new ticket holder, simple in design and moderate in price. It is of celluloid, steel bound, and it exhibits both sides of the ticket without exposing it to wear. It will be sold for ten cents.

RACING BOARD.

Transferred to Professional Class.

W. E. Kenyon, Chicago, Ill., own request.
H. Van Herik, Chicago, Ill., own request.
H. Vogt, Chicago, Ill., own request.
Ernest Ulbricht, Chicago, Ill., own request.
Julian T. Fitzgerald, Chicago, Ill., own request.
Fred'k Longhead, Sarnia, Ont., Canada, own request.
A. F. Bingenheimer, Milwaukee, Wis., own request.
O. B. Hackenberger, Denver, Col., own request.
Mr. Bertie J. Banks, Denver, Col., own request.
Robert J. Hall, Ft. Worth, Tex., clause (a).
E. R. Pynchon, Denver, Col., own request.
F. H. Townsend, Winchendon, Mass., clause (b).
Bert Hackett, Olathe, Kan., clause (b).
Colin Kay, Brooklyn, N. Y., clause (b).
H. P. Mosher, Plainfield, N. J., clause (c).
John B. Draper, South Tacoma, Wash., own request.
A. H. Boyden, Oakland, Cal., clause (a).
D. E. Whitman, Los Angeles, Cal., clause (a).
W. A. Burke, Los Angeles, clause (a).
C. W. Ashley, Sioux City, Ia., own request.
F. B. Ashley, Sioux City, Ia., own request.
Will M. Barnum, Austin, Ill., own request.
J. F. Culley, Austin, Ill., own request.
Rae H. Kiteley, Colorado Springs, Col., own request.
Wm. F. Sanger, Milwaukee, Wis., own request.
Alfred Amberg, Chicago, Ill., own request.
M. H. Burt, Wichita, Kan., own request.
John E. Cozine, Meridian, Miss., own request.
Ernest Stade, St. Louis, Mo., own request.
E. E. Anderson, St. Louis, Mo., own request.
E. O. Manger, Philadelphia, Pa., own request.
A. J. Nicolet, Chicago, Ill., own request.
E. F. Miller, Vineland, N. J., own request.

Suspended.

For competing in amateur races after having competed with a professional, Robert J. Hall, Fort Worth, Tex., is suspended from all track racing for thirty days from June 1.

For competing in unsanctioned races following are suspended from all track racing for thirty days from June 1: W. E. Barstow, C. Long, T. E. Goodwin, Floy Glass, Theo. Nelson, John Davis, Orill Rheichard, F. C. Cowdry and Bradley Stone, of Ithaca, Mich.; also Walter Edgar, Robert Gifford, Ford Axtell and Carl Sykes, Howell, Mich.; Bailey, West, Tucker, Cornelius, of Hillsdale, Mich.

For competing in unsanctioned races following are suspended from all track racing for sixty days from May 30: Charles Shoop, E. Lindner, Charles Joiner, William Shope, Ben Beck, S. G. Eastman, Earle Crawford, Robert Scott, Roy Riggs and Leo O'Kane, of Polo, Ill.

For competing in unsanctioned races following are suspended for thirty days from June 6 from all track racing: E. H. Laughlin, Charles G. Herbert, Robert Hall, Heber Davidson, Braid Larkins, Howard Blake, Ed Loomis, George Fowler, Will Bott, Robert Jewell, S. H. Hale, of East Liverpool, O.

For competing in unsanctioned races following are suspended from all track racing for thirty days from June 1: John W. Hughes, Jeansville, Pa.; George Herwig, Hazelton, Pa., and J. W. Zeller, Lewisburg, Pa.

For competing in unsanctioned Sunday races following are suspended from all track racing until September 1: J. Cleary and Walter Hanson, of Kenosha, Wis.; Julius Meiswinkle, Milwaukee, Wis.

For competing in unofficially classified races following are suspended from all track racing for thirty days from June 1: Frank Cottle, Ernest C. Ely, John Baxter, Alfred Paquin, A. A. Paquin, W. G. Richardson, L. H. Smolensky and Alton Thurston, of Fall River, Mass.

Albert Shuck, New York, and George Van Amburgh, New York, are suspended from all track racing for one year from June 12, for repeatedly riding in unsanctioned women's races.

For competing in unsanctioned races following are suspended from all track racing for thirty days from June 6: A. M. Johnson, Stillman Valley, Ill.; J. B. Bohner, Oregon, Ill., and Charles Berry, Rochelle, Ill.

For competing in unsanctioned races, Francis A. Gately, Roxbury, Mass., is suspended from all track racing for thirty days from June 12.

American professionals riding abroad will please note that the Halensee Track, at Berlin, and the tracks at Coburg, Cologne, Wurzburg, Dresden, Hamburg, Lautern and St. Johann, Germany, have been blacklisted by the International Cyclists' Association, and any races thereon must necessarily be unsanctioned.

Attention of race meet managers in and near Pennsylvania, is called to one F. G. Herwig, of Hazelton, Pa., now under suspension. Acceptance of his entry for July meets will render promoters ineligible to future sanctions.

Sanctions Granted.

July 4—Union Wheel Club, Manchester, Vt.
July 4—Y. M. C. A., Northampton, Mass.
July 4—Portsmouth Bicycle and Athletic Association, Portsmouth, N. H.
July 18—Yale and Towne, Stamford, Conn.
July 3 and 4—Monte Vista Wheel Club, Monte Vista, Col.
July 4—Salmon and Sustin, Clinton, Mo.
July 4—Arkansas Travelers' Club, Little Rock, Ark.
July 4—Zoo Park, Springfield, Mo.
July 4—West Side Wheelmen, West Pittston, Pa.
July 4—F. M. Dampman (Tioga track), Philadelphia, Pa.
July 4—Connellsville Wheelmen, Connellsville, Pa.
July 4—Evans City Band, Evans City, Pa.
July 4—B. J. Murphy, Altoona, Pa.
July 18—Pullman Palace Car Co., Wilmington, Del.
July 4—Y. M. C. A., Wilkesbarre, Pa.
July 4—Queer Wheelmen, Washington, D. C.
August 1—Green Ridge Wheelmen, Scranton, Pa.
July 4—Red Bank Wheelmen, Red Bank on Shrewsbury, Monmouth County, N. J.
July 4—Elizabeth Athletic Association, Elizabeth, Pa.
July 4—Pitman Grove, N. J., G. W. Carr.
July 3 and 4—Warren Cycle Club, Warren, Pa.
July 4—Letter Carriers' Association, Paterson, N. J.
June 27—Pittsburg Athletic Club, Pittsburg, Pa.
July 4—Brotherly Help Association, Columbia Park, Ill.
July 21—Jackson Wheelmen, Jackson, Miss.
July 4—Windsor Cycle Club, Kenosha, Wis.
July 3 and 4—Superior Cycle Club, Superior, Wis.
July 4—Macomb Cycle Club, Macomb, Ill.
July 3 and 4—Clear Lake Club, Clear Lake, S. D.
July 3 and 4—A. B. Richmond, Grand Rapids, Mich.
July 4—Queen City Bicycle Club, Travers City, Mich.
July 13—Bad Axe Cycle Association, Bad Axe, Mich.
July 15 and 16—Michigan Cycle Club, Kalamazoo, Mich.
July 1 and 2—Peoria Agricultural and Trotting Association, Peoria, Ill.
July 4—V. M. C. A., Peoria, Ill.
July 3 and 4—Battle Creek Driving Club, Battle Creek, Mich.
July 2 and 9—Saginaw Wheelmen, Saginaw, Mich.
July 11—Company C, Washington Light Infantry Corps, Washington, D. C.
July 4—Hammonton Athletic Association.
July 4—A. Putnam Woodward, Danielsonville, Conn.
July 4—McAfee & McMaster, Nashua, N. H.
September 7—McAfee & McMaster, Nashua, N. H.
July 4—Essex County Bicycle Association, Essex, Mass.
July 4—United Catholic T. A. B. Societies, Worcester, Mass
July 4—Crescent Park Cycle Track Association, Riverside, R. I.
July 4—John H. Cooper, Pittsfield, Mass.
June 27—Boyd Cycle Club, Worcester, Mass.
July 11—W. F. Searle, Peabody, Mass.

MASSACHUSETTS BOARD OF OFFICERS.

Regular quarterly meeting, Young's Hotel, June 11. Chief consul and forty-five members present.

Chief consul reported that although 5,000 memberships had expired since April 1, the division already had 1227 more than at the close of the last year. Number of local consuls, 166. The number of persons competing for prizes, exclusive of local consuls, 113. Largest number of names sent in by any one person is now over 200. League hotels appointed to date, 21. Repair shops, 33.

BICYCLES AS BAGGAGE.

The Legislature has passed a resolution requesting the railroad commissioners to investigate and report on the bicycles-as-baggage question. It is stated that the case will be heard some time this month.

An effort is being made to regulate the sprinkling of streets in cities, so as to improve on the present muddy condition of things.

It is reported that Columbus avenue, Boston, is to be asphalted from Park square direct to Franklin Park.

Secretary-treasurer Peck reported balance as follows:

Cash on hand, March 12, 1896	$487.41
Receipts to June 10	4,481.48
Total expenses to June 10	2,532.14
Cash on hand June 10	2,336.75
Due from Secretary Bassett	1,100.00
Total	$3,436.75

The A. C. C., through its president, Spencer T. Williams, offered to pay one-third of the amount given for prizes May 30 by the division. Offer accepted with thanks.

Receipts and expenditures of the Spring Meet, May 30, showed that the appropriation of one thousand dollars was not exceeded.

Reuben S. Swan, Chairman of the Finance Committee, reported the receipts and expenditures for the quarter in detail and stated that the secretary's accounts had been audited and found correct.

Chairmen of the other committees made verbal reports showing that the Massachusetts division's interests are being properly looked after.

S. T. Williams, Chairman of the Rules and Regulations Committee, submitted certain changes in the By-Laws, the principal object of which is to place the receiving of nominations and the making up of the State ballot in the hands of a committee of seven, of which the secretary-treasurer shall be one, instead of leaving it entirely with the secretary-treasurer as formerly, said committee to be elected at the regular September meeting of the board of officers, and the returning board will hereafter be chosen by the Elections Committee.

A General Committee was also provided for, consisting of the chief consul, vice consul, secretary-treasurer and the chairmen of all standing committees. Such a committee has been in existence for the past year and a half and was appointed by the chief consul without special authority from the By-Laws. A number of minor changes were made to harmonize other portions of the By-Laws with the above amendments.

Five hundred dollars was appropriated for the expenses of a summer meet. The location to be settled by the General Committee, which meets June 25.

Three hundred dollars was also appropriated for the fall meet at Springfield.

The Rules and Regulations Committee was instructed to publish at once a hand book which is to contain the new Constitution and By-Laws, together with a list of hotels, repair shops, etc. The edition to be 10,000 copies.

NEBRASKA.

I hereby announce the appointment of W. W. Turner of Omaha, and C. H. Miner of Red Cloud, as local consuls.

A. R. EDMISTON, Chief Consul.

OMAHA, NEB, June 13, 1896.

STOLEN BICYCLES—$25.00 REWARD.

Stolen from the corner of 119th street and Lexington avenue, New York City, on June 19: A Smalley, 1894 pattern; No. 20,065; aluminum plated; rubber mud guards on rear wheel; Veeder cyclometer; luggage carrier. The property of WM. TAYLOR, L. A. W. No. 61,873, 19 East 115th street, New York, N. Y.

Stolen from the corner of Delaware avenue and Amherst street, Buffalo, N. Y., on June 12: Columbia, model 40; No. 18,234; 1895 pattern. The property of CECIL CLARKSON, L. A. W. No. 85,510, 391 Forest avenue, Buffalo, N. Y.

Stolen from No. 326 West 72nd street, New York N. Y., on June 10 or 11: Columbia, 1895 pattern; No. 13,617; has been used but very little.

A reward of twenty-five dollars ($25.00) will be paid by the NEW YORK STATE DIVISION in each case, for information leading to the detection and conviction of the thief.

NEW JERSEY.

Additional Consuls.

Asbury Park,	Edith Mitchell
Barnegat,	J. Curtis Bennett
Clifton,	J. E. Marcy
Clarksburg,	Mount D. Gravatt
Cranford,	Winslow A. Shaw
Deleware,	M. S. Anderson
Elizabeth,	Robert S. Green
Georgetown,	J. H. Hutchinson
Guttenburg,	Jas. J. Brennan
Hopewell,	Theo M. Hall
Highwood,	Jas. Street
Magnolia,	C. P. Lawrence
Manalpan,	F. B. Leming
Nutley,	S. S. Davis
Oxford Furnace,	W. W. Pope
Passaic,	Frank Terhune
Pennington,	Chas. Sumner Havens
Port Colden,	Martin Thomas
Rutherford,	W. S. Peck
Riverton,	Chas. W. Davis
Rosemont,	C. C. Dean
South Amboy,	Edwin Fruman
Tinton Falls,	Reginald S. Bennett
Washington,	W. W. Christine
Wyoming,	Wm. H. Matterson, Jr.
South Amboy,	Miss Antonette Straub
Junction,	R. Albright
Bellemead,	Louis Van Cleef
Oceanic,	John Bolander
Helmetta,	Geo. J. McNeill
Mountain View,	A. G. C. Stetson
Cranbury,	A. O. Rue
West End,	Longley L. Nunally
Plainfield,	Mrs. S. A. Cruikshank
Bakerville,	J. W. Hodges, Jr.
Kingsland,	Philip A. Hagel
Englewood,	F. M. Demarest
Eatontown,	T. E. Snyder, Jr.

ROBERT R. GENTLE, Chief Consul.

APPLICATIONS FOR MEMBERSHIP

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on Saturday preceding day of publication. All applications received after that hour must go over to the list of the following week.

Send two 2-cent stamps for a Constitution and By-Laws.

Boston, June 26, 1896.

Total, 1,725—55,595.

Over 116,000, ALABAMA, 3—46.

BIRMINGHAM C. C.

742 Caldwell, T. J., Hood Machine Co., Birmingham

UNATTACHED.

3 Fulton, W. M., Hood Machine Co., Birmingham
4 Goddard, V. B., Hood Machine Co., "

Over 116,000, ARKANSAS, 4—248.

UNATTACHED.

745 *Fitzgerald, Mrs. C. E., Masonic Temple, Little Rock
6 *Hall, Isabel, 818 Cumberland st., "
7 Hall, R. Jefferson, 818 Cumberland, "
8 Hoeltzel, Jake, 207 Main st., "

Over 116,000, COLORADO, 10—605.

MONTROSE W. C.

749 Ross, Frank, Montrose
D. W. C.

750 Buskirk, A. O., box 692, Durango
1 Southard, W. P., box 1112, "
D. W. C.
2 Ricker, J. A., 1427 Elizabeth st., Denver

UNATTACHED.

3 Kniseley, Frank T., Alamosa
4 Crapsey, J. W., 103 N. Wahsatch ave., Colorado Springs
5 Mahoney, J. L., box 307, Florence
6 Ridle, G. C., box 218, "
7 Williams, Jesse G., box 295, "
8 *Norton, Hettie A., Montrose

Over 116,000, CONNECTICUT, 20—1137

M. W. C.

759 Bacon, J. P., jr., box 994, Middletown
R. of N. E.

760 Hinckley, Edward S., Norwich
1 Hutchins, Geo. W., 3 Elizabeth st., "
2 Crary, John B., 83 Williams st., "
3 Kendall, Wm. C., 49 Main st., "
B. W. C.
4 Fenn, Henry, 197 Norman st., Bridgeport
5 Irving, Chas. S., 261 Lafayette st., "
6 Mills, W. S., Parallel st., "
7 Leonard, S. E., 485 Iranistan ave., "

UNATTACHED.

8 Allen, R. S., 117 John st., Bridgeport
9 Whitney, Howard E., 380 Main st., Danbury

770 Sloat, L. G., 24 George st., "
1 Hopkins, B. C., box 112, Danielson
2 Crooks, Robt., 42 Hopkins st., Hartford
3 Lane, G. Watson, box 815, Middletown
4 Guinn, C. H., 156 Spring, New Haven
5 Hulse, Chas. W., 16 Howard ave., "
6 Nott, Wilfred T., 88 Clark st., "
7 Case, Herman S., 502 Franklin st., Norwich
8 Soule, Frank E., New Milford
9 Lay, Daniel I., Old Lyme

780 Brown, A. Leland, 306 Main, Stamford
1 Emery, A. H., Jr., 312 Main st., "
2 Waterbury, Clifton E., 7 Hoyt st., "
3 Fancher, Bertram H., 15 Pleasant, "
4 Beardsley, Sidney S., box 445, Stratford
5 Wells, Edward M., box 242, "
6 Hall, W. M., 74 Linden st., Waterbury
7 *Staples, Mrs. C. T., West Cheshire

Over 116,000, DELAWARE, 2—43.

UNATTACHED.

8 Richardson, John, Jr., Chas. Warner Co., Wilmington
9 Watmough, N. P., Harlan & Hollingsworth Co., "

Over 116,000, DISTRICT OF COLUMBIA, 3—143.

UNATTACHED.

790 Bush, Louis, Washington
1 Lepper, Fred W., 825 D. st., N. E. "
2 Fowler, Edwin H., 1126 E. Capitol, "

Over 116,000, FLORIDA, 1—48.

J. W.

793 Nichols, Francis O., Jacksonville

Over 116,000, GEORGIA, 5—31.

I. B. C.

794 Banks, C.H., 73 Huntingdon, Savannah

UNATTACHED.

5 Neely, John F., 63 Gwinnett, "
6 Moore, W. R., box 122, Rome
7 Johnson, E. S., 705 Broad st., Augusta
8 Smith, H. C., Augusta Chronicle, "

Over 116,000, ILLINOIS, 78—2305.

B. L. C.

799 Knapp, Jos., Belleville
800 Simpson, G. J., "
B. B. C.
1 Mull, K.W., 214 S. Centre, Bloomington

ILL. C. C.

2 *Morford, Mrs. Arthur E., 987 Spaulding ave., Chicago
C. & C. C. C.
3 Brown, F. J., 910 Gilbert st., Danville
E. C. C.
4 Cloudman, M. M., 320 Watch st., Elgin
C. C. C. C.
5 Holtmann, J. F., 917 E. Cook st., Springfield
6 Broeker, W., 501 S. 8th st., "
C. C. L. C. C.
7 *Reiner, Miss M., 222 W. Adams st., "
J. Y. M. C.
8 Parmele, Alice A., 119 S. Jeff st., Peoria
M. W.
9 Doane, Chas. P., 4 5th ave., Maywood

UNATTACHED.

810 Myers, C. H., Ashton
1 Ackers, T. B., 68 Bryant ave., Chicago
2 Brawner, Jas. W., 4217 Calumet ave., "
3 Barrett, Oliver S., Am. Ex. Co., "
5 Batty, Fred, 435 N. Cala. ave., "
6 Gregory, S. S., 100 Washington st., "
7 Hill, E. N., Am. Exp. Co., "
8 Harlan, James S., 100 Wash. st., "
9 Milner, Geo. E., 733 Walnut st., "
820 Mirfin, Arthur A. Granada Hotel, "
1 Miller, A. H., 3949 Langley ave., "
2 May, Thos. D., 653 Hirsch st., "
3 Wilson, A. B., 75 W. Wash. st., "
4 Santer, Geo. L., Am. Exp. Co., "
5 Morice, F. H., 4153 Langley ave., "
6 Brown, J. L., 6 Madison st., "
7 *Girling, Mrs. Winthrop, "
8 Laing, Thad R., 2449 Indiana ave., "
9 Wegener, A. B., 978 Millard ave., "
830 *Ward, Mrs. W., 1st & Madison ave., Dixon
1 Ward, Waldo, 1st & Madison ave., "
2 Hunter, Geo. E., 325 Watch st., Elgin
3 Cowley, James R., Freeport
4 Richards, C. E., 2 Grove st., "
5 Wolff, C., Fort Sheridan
6 Scotford, F. E., box 85, Hinsdale
7 Denman, J. B., Highwood
8 *Bottum, Bertha Highland Park
9 *Love, Bessie, "
840 Lundstrum, A., 116 Akin ave., Joliet
1 Thomas, Chas. D., M.D., Lacon
2 Booth, Fenton W., Marshall
3 Bartlett, Fred J., box 384, "
4 Mullins, Theo. M., 112 E. Court st., Paris
5 Scott, J. A., 127 E. Wood, "
6 Schenck, Ben. P., Pekin
7 *Abell, Miss Cora, 515 7th st., Peoria
8 Balzer, Wm. J., 203 N. Douglass, "
9 *Banvard, Miss Lizzie, 806 State, "
850 Bordereaux, G. C., 614 Main, "
1 Bull, Geo. J., 812 7th st., "
2 Callender, J. E., 105 High st., "
3 *Cleaver, Alice, 513 7th ave., "
4 Easton, Chas. S., 918 Moss ave., "
5 Fraser, J. J., 305 W. Jeff. st., "
6 Kuhl, Theodore, 901 Perry ave., "
7 Kempshall, R. W., 124 High st., "
8 Magee, T. E., "
9 Miles, C. C., 1211 N. Madison ave., "
860 *Ohl, Miss Louise, 410 Illinois ave., "
1 Putnam, Frank H., 113 Depot st., "
2 Reynolds, Sam. D., 518 N. Jeff. st., "
3 Sonneman, L. C., 229 N. Orange st., "
4 Detweller, W. H., 108 S. Adams, "
5 Edwards, C. T., 2112 N. Jeff. ave., "
6 Kellenbach, H. D., 122 Thrush, "
7 Rodenhause, H. C., 1321 S. Adams, "
8 Wells, Geo. H., 202 S. Douglas, "
9 Weaver, W. L., lock 26, Princeville
870 Blanchard, Wm. K., "
1 Davidson, H., 837 Vermont st., Quincy
2 Koehler, Geo., 108 N. 6th ave., "
3 Frisch, Jacob, 405 N.4th st., Springfield
4 Kern, W. J., 728 S. 8th st., "
5 Murphy, John D., 915 S. 4th st., "
6 King, Fred S., Wyoming

Over 116,000, INDIANA, 39—757.

B. R. C.

877 Sherfey, David A., Brazil

EVANSVILLE C. C.

8 Nonweiler, Gus, 930 E. Mich. st., Evansville

HUNTINGTON C. C.

9 Lesh, Frank E., 286 N. Jeff st., Huntington

INDIANAPOLIS C. C.

880 Greenleaf, J. L., 58 N. Penna., Indianapolis

DRAGON C. C.

1 Bennett, Hy. W., 7 Canal st., Wabash
2 Cochran, Chas. W., 167 W. Hill, "
3 Grover, Ed. A., 7 Canal st., "

UNATTACHED.

4 Mayer, Carl, 930 E. Mich st., Evansville
5 Anderson, Dr. E. W., 37½ E. Washington st., Indianapolis
6 Byrkit, Hugh S., 38 Bd. of Trade, "
7 Craft, Harlan W., 58 N. Penn st., "
8 Lockard, S. H., 77 S. Liberty st., "
9 *Stacey, Mrs. G. C., 336 Clifford ave., "
890 Stacey, Geo. C., 336 Clifford ave., "
1 Wilson, J. Russell, 58 N. Penna st., "
2 Perrin, W. H., Lafayette
3 Burt, Frank E., 230 N. Vine st., Muncie
4 Branch, M. G., 114 N. Walnut st., "
5 Boyle, W. H., 217 W. Jackson st., "
6 Carson, C. H., 117 S. Mulberry st., "
7 Everett, Frank, 319 W. Gilbert st., "
8 Frazier, T. A., 160 W. Wash. st., "
9 Garver, L. M., N. Elm st., "
900 Gray, O. H., 110 W. Wash. st., "
1 Harter, Geo. W., box 23, "
2 Hudson, E. L., box 424, "
3 Long, J. M., box 403, "
4 Palmer, Vic C., 309 E. Main, "
5 Palmer, Frank C., 309 E. Main, "
6 Storer, J. C., 510 W. Howard, "
7 Umbarger, Carl, 11 S. Wal. st., "
8 Whitely, W. N., box 66, "
9 Walterhouse, John T., Court House, "
910 Wochtell, F. L., 110 N. Wash. st., "
1 Young, Dan. W., 115 E. Jackson st., "
2 Zuber, Ed., 816 W. Main st., "
3 Kent, J.E., 252 E.Main st., New Albany
4 Kent, Mrs. J. E., 252 E.Main st., "
5 Conn, Sol., Jr., box 294, Winamac

Over 116,000, IOWA, 35—1179.

B. C. C.

916 Burnett, Mulford, 117 S. Marshall st., Burlington

C. R. C. C.
7 Sloat, S. G., 711 5th st., Cedar Rapids
8 Ottmar, F. M., 621 1st st. W., "
ORANGE SOCIAL C.
9 Cruson, Justace H., Calamus
C. C. C.
920 Cox, Ed. H., box 24, Colfax
1 Miller, Hiram, box 123, "
D. W. C.
2 Sears, W. W.,620 Locust st., Des Moines
MOULTON C. C.
3 Riddle, J. T., Moulton
W. C. C.
4 Perkins, Matthew M., Winterset
5 Garner, G. W., box 114, "
ROCK RAPIDS C. C.
6 Roach, Lorin J., Rock Rapids
UNATTACHED.
7 Harris, Ralph M., Adel
8 Elliott, Carl, Ames
9 Kenworthy, M. P., box 62, Casey
930 *Watkins, Miss H., 345 4th ave., Clinton
1 White, T. I., 809 L. st.W., Cedar Rapids
2 Harwood, Forest H., box 104, "
3 Knox, Sinclair, 2nd ave., "
4 Blassing, E. A., Central City
5 Daniel, Joseph A., Davenport
6 Hubbell, Chas. H., 721 W. 7th, "
7 McKenney, Dustoa W., "
8 Plath, Carl A., 314 W. 3rd, "
9 *Drayton, Miss Inez, 625 E. 15th st., "
940 Smith, Marcius C., "
1 Shissler, Chas. M., 726 W. 9th, Des Moines
2 Van Horn, Chas., 1425 Freemont ave., Dubuque
3 Schumacher, H., M.D., cor Wash. and Webster, Durant
4 Scott, John, box 507, Emmetsburg
5 Clark, Earl, 323 N. Clinton, Iowa City
6 Kledaisch, Geo. A., 227 S. 6th, Keokuk
7 Pelgen, J. L., 616 Main st., "
8 Lotsperch, H. W., 211 W. Albany, Ottumwa
9 McKelvey, Lee, Johnston st., "
950 Thomas, B. F., Jr., Traer

Over 116,000, KANSAS, 24—679.

W. W. W. W.
951 Myers, P. V. N., Lawrence
L. C. W.
2 Cart, Ernest H.,739 Olive, Leavenworth
3 Judge, J. R., 1106 S. Broadway, "
4 Kelley, Arthur B., 4th & Walnut, "
5 Kelley, John M., 4th & Walnut, "
6 Mayo, Walter L., 219 N. Broadway, "
7 Spratley, J. W. Jr., "
8 Seckler, W. L., 230 Miami, "
9 Waste, J. G., 211 Elm, "
THE P. C.
960 Berry, H. D., Mathewson House, Parsons
SALINA B. C.
1 Simmons, Len W., Salina
W. W.
2 Craig, J. F., 637 N. Topeka ave., Wichita
3 Hays, Will, c|o Hettinger Bros., "
UNATTACHED.
4 Rooney, A. P., Horton
5 Sheen, Will, Lawrence
6 Stimpson, E. F., 1237 Tennessee st., "
7 Speer, O. M., Lebo
8 Sherman, Albert, Neodesha
9 Flint, J. L., box A. A., Topeka
970 Feakins, F. L., 724 Polk st., "
1 Moorhead, Jno. L., box A.A., "
2 Prescott, E. A., box A.A., "
3 Johnson, W. L., 1543 Orange ave., Wichita
4 Preston, Chas. A., 1432 S. 4th ave., "

Over 116,000, KENTUCKY, 28—610.

L. W. C.
975 Cary, Graddy, Hotel Reed, Lexington
UNATTACHED.
6 Dearing, W. G., Flemingsburg
7 Conklin, J. W., Leitchfield
8 Roberts, C. R., "
9 Atmore, C. P., L. & N.R.R., Louisville
980 Boyd, J. A., L. & N.R.R., "
1 Carter, Allen R., 1048 4th, "
2 Campbell, C. D., 510 W. Ormsby, "
3 Ritchie, Benj. S., 1119 Third, "
4 Stapp, Geo. H., 230 E. Oak, "
5 Young, Perce G., 510 W. Chestnut, "
6 Curry, D. P., 2002 W. Jefferson st., "
7 Collins, Dr. Moses, 105 W.Broadway, "
8 Howell, W. O., 336 W. Market, "
9 Johnson, E. G., 1441 2nd st., "
990 Morton, C. B., 1204 1st, "
1 Stafford, R. J., 1245 Reservoir ave., "
2 Strother, Geo. W., 1915 4th ave., "
3 Terry, Alvah L., 515 W. Oak st., "
4 Lucas, Dr. C. G., 718 2nd st., "
5 D'Wolf, N. S., 742 Third st., "
6 Huggins, Clem. W., 707 W. Main, "
7 Schweitzer, E. G., 20th & Portland ave., "
8 Daubert, E. J., Owensboro
9 Vanarsdale, Ernest, "

Over 117,000.

000 Alverson, Geo. W., Pine Grove
1 Alverson, Marshall, "
2 Rothchild, May F., Shelbyville

Over 117,000, LOUISIANA, 3—45.

C. C. C.
006 Hurst, Will A., St. Anthony st., Baton Rouge
SOUTHERN WHEELMEN.
4 Greenbaum, E., 808 Perdita st., New Orleans
UNATTACHED.
5 Dobson, Frank A., School for Deaf, Baton Rouge

Over 117,000, MAINE, 3—437.

P. W. C.
006 Jackson, Chas., 575 Congress st., Portland
7 Thompson, W. O., City Bldg., "
UNATTACHED.
8 Logan, Fred F., 115 Washburn ave., "

Over 117,000, MARYLAND, 25—872.

MD. B. C.
009 Bryan, Wm. S., 208 Courtland st., Baltimore
010 Bosley, Wm. H., North & Fayette, "
1 Creager, Noble H., 11 E. Lex st., "
2 Donnelly, Ed. A., 1418 E. Chase st., "
3 Eisenbrey, L. P., 218 W. Lex st., "
4 Feldner, F. W., 1500 Mt. Royal ave., "
5 Horner, Edgar F., 301 N. Howard, "
6 Hurlburt, A. S., 403 N. Charles st., "
7 Murray, J. A., 1011 Edmondson ave., "
8 McIntire, W. W., 1305 N. Calvert, "
9 Payne, J. Morgan, Law Bldg., "
020 Sayre, M. B., 220 N. Charles st., "
1 Sellman, Jas. L., 409 Exchange pl., "
2 Swindell, C. J. B., 1008 W. Lafayette ave., "
3 Slagel, D. C., 404 North st., "
4 Thorpe, J. B., 2013 N. Charles st., "
5 Williams, T. J., Merchants' Bank Building, "
CRESCENTIA W.
6 Brough, John, 624 W. Lexington st., Baltimore
FULTON C.
7 Euter, H. A., 1238 Market st., "
UNATTACHED.
8 Becker, Henry, 1007 Milton pl., "
9 Kerr, Eugene, 922 St. Paul st., "
030 Harvey, W. T., 801 Lennox st., "
1 *Harvey, Miss Emily, 18 E.Franklin st., "
2 Latimer, Dr. Thos. S., "
3 Ulman, Ferdinand, Salisbury

Over 117,000, MASSACHUSETTS, 178—8149.

COLONIAL C. C.
034 Brigham, Geo. E., box 3323, Boston
5 Fisk, Fred K. D., 32 Quincy st., Cambridge
6 Pierce, Chas. E., 17 Forest st., "
7 Goodnow, Freeman C.,318 Harvard st., Cambridgeport
8 Mercer, Wm. L., 342 Broadway, Somerville
BERKELEY C. C.
9 Conolly, G. J., Bradstreet ave., Beachmont
REVIEW C. C.
040 Collier, A. T., 91 Congress ave., Chelsea
1 Gould, Jas., 284 Broadway, "
2 Scannell, Henry, 34 Garden st., "
3 Jones, J. Edwin, 198 Broadway, "
4 Hand, Wm. H., 220 Broadway, "
5 Irving, Chas. R., 10 Warren ave., "
6 Barnes, Frank E., 58 Nichols st., "
7 Legg, Chas. E., 267 Washington st., "
8 Fairfield, H. G., 247 Walnut st., "
9 Sanborn, Harlan P., 271 Wash. ave., "
050 Lenderkin, Chas. E., 141 Wash. ave., "
1 Legg, Allen H., 267 Wash. ave., "
D. E. W.
2 *Young, Miss Kate, 13 Merlin st., Dorchester
OXFORD C. C.
3 Joyce, John J., Indian Orchard
METROPOLITAN W.
4 Vrooman, Earl M., 113 Townsend st., Roxbury
PURITAN B. C.
5 Cooper, C. T., Jefferson ave., Salem
6 Boomhover, David, 22 La Grange st., "
MAT. ROAD CLUB.
7 Fenno, E. H., Sharon Hotel, Sharon
TAUNTON C. C.
8 Maynard, W. L., 16 Union, Taunton
9 White, Howard L., Winthrop st., "
MEDFORD C. C.
060 Conant, E. B., 195 High st., W.Medford
W. S. C. C.
1 Moore, E. L., 22 Cottage ave., W. Somerville
UNATTACHED.
2 Peckham, Geo. F., box 727, Athol
3 Amoroso, Attillio, 85 Franklin, Allston
4 *Rice, Josephine, Warren st., "
5 Wiggin, J. L., box 685, Andover
6 Marchington, J. H., 57 Carpenter, Attleboro
7 Bellows, Robt. P., 29 Hereford st., Boston
8 Crain, S. M., 70 Kilby st., "
9 Coy, Fred W., 124 Howard ave., "
070 Croll, C. G., 85 Essex st., "
1 Coates, Geo. E., 95 Milk st., "
2 Clark, Geo. C., 3 River pl., "
3 Carlisle, F. H., 28 Charlestown st., "
4 Esbjorn, S. H., 81 Washington st., "
5 *Friend, Miss E. M., 156 Huntington ave., "
6 Hemmenway, E. S., 166 North st., "
7 Hickley, Dr. J. W., box 3454, "
8 Lane, Spencer G., 77 Worcester st., "
9 Locke, John A., 78 Utica st., "
080 McInnes, A., 134 Elliot st., "
1 McMurray, Chas., Langham Hotel, "
2 Pratt, Albert J., 10 Tremont st., "
3 *Stone, Miss B. F., 54 Chandler st., "
4 Thomas, Ed. G., 383 Federal st., "
5 *Vickery, Mrs. J. J., 54 Chandler st., "
6 Vickery, John J., 54 Chandler st., "
7 With, J. C. F. K., 17 Batterymarch st., "
8 Ware, Robt. D., 105 Devonshire st., "
9 Kellogg, Warren F., 5 Park sq., "
090 Edwards, John C., 34 School st., "
1 Abbott, Curtis, 5 Tremont st., "
2 Waldo, C. H., 280 Causeway st., "
3 Marvin, Geo. E., 31 Milk st., "
4 Calkins, C. L., 297 S. Montello st., Brockton
5 MacLean, W. J., 95 Church st., "
6 Hammond, John F., Barre
7 Bouve, Lander M., 22 Cypress st., Brookline
8 Ellis, Harry C., 35 'Coolidge st., "
9 Nichols, E. E., 237 Broadway, Chicopee Falls

100 Crowther, Frank, 123 Broadway, "
1 Smiddy, Wm. H., City Mills
2 Thurman, Harry, "
3 Chase, W.K., Reservoir st., Cambridge
4 Buchanan, W. H., 547 Mass. ave., "
5 *Francis, Leonora, 42 Putnam ave., "
6 Francis, Olmore, 42 Putnam ave., "
7 *Francis, Louise, 42 Putnam ave., "
8 Marvin, L. P., (P.O. 344 State st., Albany, N.Y.), "
9 Ripley, P. T., 60 Winthrop, "
110 *Gorman, Miss N., 47 Crescent st., "
1 Jennison, Stanly, 35 Trowbridge st., "
2 Mather, M. W., 13 Mt. Auburn st., "
3 Whiting, B. C., 73 Allston st., "
4 Johnson, H. H., 4 Upton st., Cambridgeport
5 Latona, F., 66 School st, Charlestown
6 *Latona, Annie, 66 School st., "
7 Marshall, E.C., 157 Bunker Hill st., "
8 Pegram, Frank R., Cohasset
9 Brunton, Robt., Jr., box 500, "
120 Loring, John E., box 55, Concord Junct.
1 Brown, F. W., 71 Alban st., Dorchester
2 *Brown, K. L., 71 Alban st., "
3 Le Bosquet, M., 328 E. Eagle st., E. Boston
4 Ross, M., 153 Myrtle ave., Fitchburg
5 Horne, C. Archie, box 675, Haverhill
6 Janvrin, C. W., 13 Webster st., "
7 Morse, Frank B., box 671, "
8 Waterman, Eben C., box 9, Hanover
9 Ayer, Harold, 15 Austin st., Hyde Park
130 Coburn, Azro A., 16 Pearl st., Holyoke
1 Evans, Fred T., 84 Race st., "
2 *Bowditch, Miss C., Pond st., Jamaica Plain
3 Kinnicutt, G. H., Lenox
4 Proctor, C. S., Lowell
5 Bates, W. F., 20 Boscobel Blck., Lynn
6 Cross, Chas. A., 19 Market st., "
7 Gauchet, D. B., 65 Washington st., "
8 Snow, Callis H., 27 Birch st., "
9 Holmes, F. E., 41 Brook st., Lawence
140 Bennett, Geo. W., 135 S. Main, Milford
1 Brown, Walter F., 18 Francis st., Malden
2 Carlisle, Fred B., 35 High st., "
3 Saunders, J. E., 278 Medford st., "
4 Sanderson, C., 132 Commercial st., "
5 *Sanderson, Mrs. C., 132 Commercial st., "
6 Shaw, Hugh, 125 Clifton st., "
7 Andrews, H. J., 522 Main st., "
8 Webb, A. J., "
9 *Atkins, Mrs. W. H., 10 Capen st., Medford
150 Fletcher, F. H., 6 Gove st., "
1 Worth, Chas. R., 18 Harvard st., "
2 *Myrick, L. B., 459 Lebanon st. Melrose
3 Duchemin, C. W., 18 Market, Newburyport
4 *Brownell, Annie E., 133 4th st., New Bedford
5 *Brightman, E. D., 14 Parker st., "
6 Caswell, Wm. T., 450 Acushnet ave., "
7 *Larrabee, Emma D., 14 Parker st., "
8 *Tripp, Edith E., 152 Cottage st., "
9 Gordon, Wm., 3 Park pl, "
160 Hughes, Griffith R., 173 4th st., "
1 *Boyden, Mrs. E. N., Edinboro st., Newtonville
2 Parker, L. H., Beaumont ave., "
3 Sevengy, Eugene, 73 Faxon st., Nonantum
4 Clark, Alvan W., 17 Hollis st., N. Cambridge
5 Louisfell, Albert, Oakdale
6 Banning, Parker M., box 131, "
7 Pettis, C. L., Oxford
8 Harrington, T. M., "
9 Taber, L. R., Quincy Point
170 Hallett, R. I., box 378, Reading
1 Nesmitt, C. I., "
2 Kennedy, Sinclair, Readville
3 Staton, Frank, Cornell st., Roslindale
4 Lambert, W. T., 259 Walnut st., Roxbury
5 *Lambert, Mrs.W.T., 259 Walnut st., "
6 Quigley, Wm. D., 28 Madison st., "
7 Sawyer, Wm. R., D.D.S., 643 Warren st., "
8 Nichols, Edward W., box 321, Salem
9 Boyd, Ernest R., box 321, "
180 Woodman, Jas. E., 1 Missinuy, "
1 *Aylwin, Miss F. T., 10 Boardman st., "
2 Copeland, Ernest L., 74 Webb st., "
3 Oliver, Ernest A., 3 Spring st., "
4 Doland, John, Jr., 17 Federal st., "
5 Howard, Arthur M., 113 M St., S. Boston
6 Richardson, Hoffman, Swampscott
7 Parks, Chas. E., 150 School, Somerville
8 Fiske, H. E., box 327, Stoneham
9 Ward, R. A., box 376, Shelburne Falls
190 Whitney, E. G., Townsend
1 Crawshaw, S., 262 Highland, Taunton
2 King, Harry J., City Hotel, "
3 Tetlow, Edwin A., City Hall, "
4 Guthrie, J. L., box 305, "
5 Kent, Edw. F., box 278, W. Medford
6 Knox, L. E., Dover st., Whitman
7 Otto, W. T., 192 Adams st., Waltham
8 *Otto, Mrs. Dora A., 192 Adams st., "
9 *Clark, Annie M., 21 Robbins st., "
200 Malloy, James, 83 Cushing st., Westboro
1 Dion, Alfred L., "
2 McGovern, Thomas, box 881, "
3 Schwarzenberg, G., Humber & Co., "
4 Kimball, Harry L., box 212, W. Newton
5 Lincoln, W.H., 46 Piedmont, Worcester
6 Earle, Geo. W., 32 Prescott, "
7 Flint, Chas. H., 58 Cedar, "
8 Hardy, C. K., 515 Main st., "
9 McGrath, Michael, 73 Austin, "
210 Warden, Geo., 113 Cambridge, "
1 Ingerson, Geo., 6 Vernon st., Woburn

Over 117,000, MICHIGAN, 44—701.

DETROIT W.
212 Field, M. B., 584 Mich. ave., Detroit
UNATTACHED.
3 Freer, Paul C., 42 Forest ave., Ann Arbor
4 Huber, G. Carl, 24 E. Ann st., "
5 Novy, F. G., 25½ Lawrence st., "
6 Staebler, A. H., American House, "
7 Byington, J. F., Sanitarium, Battle Creek
8 Taft, Willard K., 405 E. Main, "
9 Webster, A. R., Brooklyn
220 Creed, John A., box 101, Centreville
1 Sutherland, Otho M., Clare
2 Freese, Geo. W., Clinton
3 Alexander, A. G., 285 Bush st., Detroit
4 Blouin, J. J., 249 1st ave., "
5 Daniel, F. H., 386 6th st., "
6 McGeagh, J. F., 38 Elizabeth st., "
7 *McColl, Mary J., 29 Maybury st., "
8 Rolling, Fred H., 191 Woodland ave., "
9 Van Euten, G. H., 51 Alexandune st., "
230 Wohulich, F. P., 5 Hodges bldg., "
1 Crawford, A. J., 196 Randolph st., "
2 Crawford, M. T., 196 Randolph st., "
3 Joachimsthal, L. M., 188 Randolph st., "
4 Patterson, J. E., 27 Garfield ave., "
5 Poli, F. G., 50 Gratiot ave., "
6 *Robinson, Isadore, 63 Adelaide st., "
7 Robinson, Benj., 63 Adelaide st., "
8 Worcester, D. D., 115 W. Canfield ave., "
9 Gibbs, H. C., Escanaba
240 Lowry, J., "
1 Hodges, Fred, "
2 Struckmeyer, W. R., "
3 Randall, F. T., "
4 Norton, Capt. D. J., "
5 Johnson, John, "
6 Firkus, Wm., "
7 Farrell, Thomas, "
8 Chambers, Andrew, "
9 Johnson, A., "
250 Peters, Harry, "
1 Rice, G. D., box 1133, Hudson
2 Miller, C. L., Kalamazoo
3 Robbin, W. O., Corrunna ave., Owosso
4 Sinclair, E. L., 719 S. Saginaw, Saginaw, E.S.
5 Linsley, E. B., Three Rivers

Over 117,000, MINNESOTA, 21—379.

COMMERCIAL C. C.
256 Coe, F. A., 407 Phoenix Building, Minneapolis
7 Cone, R. D., 517 Guar. Loan Bldg., "
H. B. C.
8 Gunderson, Lars, 2711 1st ave S., "
L. A. W. B. C.
9 Gray, Thos. J., 602 Nicollet ave., "
260 Gedney, C. B., 140 Highland ave., "
ZUMBROTA B. C.
1 Eastman, G. W., Zumbrota
2 Mosher, A. E., "
3 Rowley, P. H., "
4 Wedge, Frank, "
5 Pierce, D. C., Mapleton
N. U. C. C.
6 Kiekusch, Chas. E., box 514, New Ulm
UNATTACHED.
7 Daly, E. N., Elk River
8 Hilferty, Chas. D., box 576, Hastings
9 Perry, E. L., box 966, Litchfield
270 Perkins, G. H., 3315 Chicago ave., Minneapolis
1 Titus, A. A., 2701 Grand ave. S., "
2 Tallant, F. E., 28 South 3rd st., "
3 Trumer, M. E., 505 Guar. Loan Bldg., "
4 Westerdahl, Andrew, Bank of Minneapolis, "
5 Munn, M. D., Newspaper Row, St. Paul
6 Wright, W. H. S., 9 Crocus pl., "

Over 117,000, MONTANA, 3—66.

ELECTRIC CITY C.
277 Ferguson, Gowan, Great Falls
8 Brown, W. F., "
9 Redby, W. T., "

Over 117,000, MISSOURI, 27—1970.

MARSHALL C. C.
280 Gaulden, Martin, Jr., Marshall
1 Striker, Adolph, box L., "
MOBERLY C. C.
2 Morriss, W. E., 301 Rud st., Moberly
SPRINGFIELD C. C.
3 Morice, E. L., 320 South st., Springfield
4 Ormsbee, Dr. J. L., 419 Commercial, "
5 Woolley, S. C., 121 Public square, "
UNATTACHED.
6 Thomas, Claude, Albany
7 Lyons, Peter, "
8 Kidd, Logan C., Apleton City
9 Toppin, J. W., box 63, Brookfield
290 Pitts, S. H., Salisbury
1 Myer, Joe, "
2 Crigler, O. L., Santa Fe
3 Beall, J. B., 906 Union Trust, St. Louis
4 Brackett, D. S., c|o Ely & Walker D. G. Co., "
5 Bryan, Richard S., 2654 Locust st., "
6 Clark, M. M., c|o Pac. Ex., "
7 Grant, W. P., 814 N. Broadway, "
8 Jones, J.E.,Manual Training School, "
9 Jones, C. E., Man. Training School, "
300 Krall, G. W., Man. Training School, "
1 Major, Wm., 5312 Theodosia ave., "
2 Myers, E., 4265 Wash. ave., "
3 Richardson, Jas., 5545 Cabanne pl., "
4 Rugg, Otto E., 1010 Pine st., "
5 Stone, P. E., 35 Benton pl., "
6 Dawson, C., box 140, Webster Groves

Over 117,000, NEBRASKA, 6—277.

WILD WEST W.
307 Plumer, Arthur W., Maxwell
TOURISTS C. C.
8 Parish, John W., 407 1st National Bank Building, Omaha
UNATTACHED.
9 Kent, S. T., Grand Island
310 Swanson, A. G., 510 S. 33rd st., Omaha
1 Griswold, S. G. V., 201 S. 25th ave., "
2 Proulx, A. E., "

Over 117,000, NEW HAMPSHIRE, 8—319.

EXETER B. C.

313 Knight, Joseph E., Exeter

PITTSFIELD C. C.

4 Brown, A. C., Main st., Pittsfield

UNATTACHED.

5 Eastman, Chas. W. box 134, Amoskeag
6 Derby, F. H., box 41, Franklin Falls
7 Russell, Dr. Geo. H., Keene
8 Buck, Wm. P., box 504, Manchester
9 Ward, Wm. E., 1 Langdon, "

320 Brown, Geo H., Pittsfield

Over 117,000, NEW JERSEY, 134—3696.

GILBERT W.

321 Buttle, S. D., 68 Orchard st., Bloomfield

CHATHAM W.

2 Berry, Henry T. (P.O. 71 Broadway, New York City), Chatham

BERGEN CO. W.

3 Baldwin, J. D., Englewood
4 DeCamp, James R., "
5 Larson, Nelson, "
6 Ullrich, Frank, "

HACKENSACK W.

7 Conklin, Robert, Hackensack
8 Griffith, G. P., "
9 Glatz, George C., "

330 Matheson, J. J., Englewood
1 Vreeland, J. D. B., Hackensack
2 Williams, A. F., "
3 Wells, George E., "
4 Wells, Chester A., "

B. M. C. C.

5 Britten, E. F., 803 Montgomery, Jersey City
6 Erwin, James S., 76 Montgomery, "
7 Kiernan, James, 52 Storm ave, "
8 Pyle, William L., 400 Bergen ave. "

PALMA C. C.

9 Bedle, Thomas F., 1 Exchange pl., Jersey City
340 Datz, Albert, 87 Railroad ave, "
1 Menagh, Frank E., 170 Pavonia ave. "
2 Wick, Robert K., 111 Wayne st., "
3 Wolbert, F. C., 47 Montgomery, "

M. W.

4 Paulmier, J. Lovel, box 21, Madison

M. C. C.

5 Tomson, William C., box 43, Milford

MONTCLAIR W.

6 Niederhauser, Theo., 578 Bloomfield ave., Montclair
7 Studer, A. C., 29 Forest, "

TOURIST C. C.

8 O'Dea, James K., 121 Main, Paterson

B. M. C. L.

9 Lupke, Paul, box 106, Trenton

MERCER CO. W.

350 Bissell, W. E., Jr., 244 Academy, "

UNATTACHED.

1 Cunningham, Frank M., box 164 Atlantic City
2 Delisle, William S., Allaire
3 Betticher, Rev. C. E., box 300, Beverly
4 Indiahan, T., 378 Broad, Bloomfield
5 Noble, Frank S., 190 Linden ave., "
6 Evans, Will L., 96 E. Commerce, Bridgeton
7 Silvers, W. L., Jr., 281 N. Pearl, "
8 Shimer, C., Point and Pearl, Camden
9 Cory, William H., 523 Bailey st., "
360 Hand, J. R., box 244, Cape May City
1 Park, F. W., box 166, Cranford
2 Roehrs, E. H., box 5, Carlton Hill
3 Molier, Charles, Dover
4 Bodkin, R. D., 268 Prospect, East Orange
5 Merriman, R. K., 7 N. 21st, "
6 Twaits, H. E., 258 Prospect, "
7 Wilde, John, 84 Orange, "
8 Cassidy, John C., Halsted st., "
9 Mumford, E. H., Tabor Mfg. Co., Elizabeth
370 Rogers, George W., "
1 Turner, Thornton F., Englewood
2 Rittenhouse, A. H., Mine, Flemington
3 Lee, J. W. A., Grand ave., Hackettstown
4 *Whilldin, Miss Ella, 914 Wash st., Hoboken
5 Birschoff, J. H., 1,016 Willow ave., "
6 Devitt H. W., 1 Exchange pl., Jersey City
7 Erith, C. R., Hudson Coal Co., "
8 Fountain, G. C., 219 Pacific ave., "
9 Hosier, Edward, 103 Bright st., "
380 LeBlanc, G. T. C., 213 7th st., "
1 Leai, Leonard G., 92 Bright st., "
2 Morgan, H. M., 99 Sip ave., "
3 Trennery, Edward, 465 Bergen ave., "
4 Wright, Oliver M., 213 7th st., "
5 Young, E. L., 507 Grand, "
6 Sharrot, G. E., 30 Jewett ave., "
7 *Rich, Miss M. G., 66 Monticello ave "
8 LeClair, L. R., Lyndhurst
9 Salmon, A. B. C., (P. O., Newark N. J.) Maplewood
390 Eastlack, J. D. B., Merchantville
1 Lane, A. H., "
2 Williams, John R., "
3 Breckenridge, W. E., 36 St. Luke's pl., Montclair
4 Corby, W. N., 65 Orange rd., "
5 Courter, W. D., 22 Montague pl., "
6 Davenport, W. E., 469 Bloomfield ave "
7 Hutchings, H. B., 34 S. Willard, "
8 Prahst, Rudolph, 133 Bloomfield ave, "
9 Reuss, E. A., box D., "
400 Simister, T. M., 134 Upper Montclair "
1 Whitaker, C. C., Jr., 119 Clermont ave "
2 Williams, E. S., 140 Harrison ave., "
3 Samson, Felix, South st., Morristown
4 Howells, J. C., Baltusrol, Mountainside
5 Beebe, F. H., 1,137 Broad, Newark
6 Bamberger, L., 147 Market, "
7 Burne, Lucien, 559 High, "
8 Downs, William, 169 N. 11th, "
9 Fuld, F., 147 Market, "
410 Frank, L. M., 147 Market, "
1 *Frank, Mrs. L. M., 147 Market, "
2 Goldingay, T. 77 Wakeman ave., "
3 Gray, E. C., 143 Orchard, "
4 Haselmayer, John E., box 16, "
5 Hines, Henry C., Broad and Court, "
6 Jacoby, Victor, 582 Broad, "
7 Jenkinson, Harvey D., 23 Center, "
8 Jenkinson, Richard C., 678 High, "
9 Mentz, J. J., 33 S. Orange ave., "
420 Ranch, F., 28 Central ave., "
1 Robertson, G. F., 90 Miller, "
2 Reichle, Charles G., 76 Bowery, "
3 Schmidt, Charles, 31 Bedford, "
4 Ward, E. T., Broad and Court, "
5 Weeks, W. K., 35 Park st., "
6 Oxford, J. T., 251 Summer ave., "
7 Scofield, C. A., 120 Congress st., "
8 Keasbey, Lindley M., 763 Broad st., "
9 Pratt, F. R., 629 Prudential bldg., "
430 Robb, George B., 16 Tichenor st., "
1 Searing, J. J., Jr., 49 James, "
2 Voorhees, John S., New Brunswick
3 Slack, T. H., 483 Scotland, Orange
4 Bennett, George Edgar, "
5 *Bennett, Mrs. George Edgar, "
6 Van Houten, A. Z., 20 Lexington ave., Passaic
7 Lambert, E. H., 121 Ellison, Paterson
8 Burnet, J M., 908 Madison ave., Plainfield
9 Lord, Herman, Pitman Grove
440 Olewine, C. E., (P. O., 12 Broadway, N. Y.) Ridgewood
1 Schellinger, W. M., Jr., box 606, Palmyra
2 Lufbery, W. B., box 555, Rahway
3 Shrive, George, box 259, Rutherford
4 Keasbey, H. B., box 384, Salem
5 Miller, S. Fischer, S. Orange
6 Gardner, W. A., Succasunna
7 Bower, W. F., box 160 Summit
8 Knapp, E. F., box 387, "
9 Smith, E. L., box 255, Trenton
450 Toman, J. F., 20 E. Hanover, "
1 Person, William, Bellevue ave., Upper Montclair
2 Muller, Charles W., 442 Palisade ave., Weehawken Heights
3 Carey, A. W., Jr., box 17, Wenonah
4 Embree, G. H., Kimball ave., Westfield

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9 Scheelje, W. J., 173 12th st., Brooklyn

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9 Biegen, Frank 852 8th ave., "
470 Flint, Dr. Austin, 60 E. 34th, "
1 Fessler, Albert, 432 W. 51st, "
2 Grolet, John L., 896 8th ave., "
3 La Your, L. E., 1,718 Broadway, "
4 Moffett, Thomas, 480 W. 24th, "
5 *Norman, Miss T., 364 W. 51st, "
6 Noble, Ernest, 310 W. 53rd, "
7 Proudman, E., 301 W. 41st, "
8 Tompkins, L. J., 339 Broadway, "
9 Woodward, A. B., 401 W. 59th, "
480 Casamajor, Henry, 41 South, "
1 Gerlach, Philip, 228 E. 48th, "

F. B. C.

2 Newgass, W., 131 Maiden Lane, "

HARLEM W.

3 Seggermann, Victor A., 1 W. 115th, "

C. C. C. C.

4 Dwyer, Ignatius A., 507 W. 49th, "

ELYSIUM C. C.

5 Baum, Albert, 210 E. 72d, "

KENILWORTH C. C.

6 Rechnitzer, A., 387 St. Nicholas ave "

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7 Pilat, Oliver I., 596 E. 140th, "

N. S. W.

8 Bulter, George, 729 E. 134th, "

N M. A. C. W.

9 Moran, R. E., Madison ave and 45th "
490 Scott, B. J., Madison ave and 45th, "

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1 Williams, John J., 329 W. 4th, "

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2 Mooney, Charles W., 223 W. 105th, "

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6 McEwan, J. B., 26 Clinton ave., "
7 Rappe, C. G., 118 Clinton st., "
8 Ridgway, F. W., 121 State, "
9 Sheehan, B. V., Western ave. toll gate, "
510 Farrell, James C., Argus st., "
1 Merriman, W. E., Comptroller's office, "

2 Stillman, R. P., Albion
3 Bellows, Isaac, 151 Spring, Amsterdam
4 Waldron, W. G., 151 Spring, "
5 Boynton, W. J., 15 Easterly ave., Auburn
6 Wride, E. G., 27 Lincoln, "
7 Burch, E. D., box 16, Argyle
8 Cogan, T. R., Shore rd., near 70th st., Bay Ridge
9 *Cogan, Mrs. T. R., Shore rd., near 70th st., "
520 *Amendt, Miss A. L., Hotel Hollywood, Bath Beach
1 Parr, John, Hotel Hollywood, "
2 Miller, L. J., Bergen
3 Alford, W. M., 183 Pulaski, Brooklyn
4 Burt, W. F., 9 Macon, "
5 Butts, Millard 186 Hall st., "
6 *Beck, Caroline, 169 Wilson, "
7 *Beck, Flora A., 169 Wilson, "
8 Babcock, E. L., Bedford ave., and Broadway, "
9 Close, C. T., 67 Cumberland, "
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1 Colson, Augustus, 69 St. James pl., "
2 Cawl, Robert C., 245 Steuben, "
3 De Bevoise, H. S., 589 Greene ave., "
4 *Donahue, Mrs. B. S., Hotel St. George, "
5 Daucel, C., Jr., 708 Putnam ave., "
6 *Edmonds, L. H., 588 Hancock, "
7 Elger, W. D., 79 Monroe, "
8 Foster, E. H., box 14, "
9 Gray, R. M., 270 Penn st., "
540 Hendricks, J. A., 55 Lincoln pl., "
1 Humphreys, W., 181A 31st st., "
2 Hagedorn, G. W., 935 Flatbush ave., "
3 Johnson, F. M., Jr., 215 Ryerson, "
4 Jung, A. N., 15 S. Portland ave., "
5 Kreig, F. W., 49 Floyd, "
6 Kelsey, J. M. C., 406 Greene ave., "
7 *Kelsey, Mrs. J. M. C. 406 Greene ave., "
8 Lawles, A. J., 1,020 Bedford ave, "
9 Lawles, J. F., 1,020 Bedford ave., "
550 Mitchell, W., 770 Putnam ave., "
1 MacAlpine, C. S., 196 St. John's pl. "
2 Moffat, J. L., 808 Prospect pl., "
3 Mott, W. J., 360A Tompkins ave., "
4 Millett, G. B., 5. Pulaski, "
5 Menrer, Andrew, 175 Pulaski, "
6 Olewine, J. C., 353 Grand ave., "
7 Petit, John J., 1,219 Dean, "
8 *Penney, Miss E., 340 Fourth, "
9 Peterson, Andrew A., 258 South 5th, "
560 Pierce, Albert P., 382 9th st., "
1 Randolph, H. R. S., Broadway and Bedford ave., Brooklyn
2 Reed, Dr. H. B., Brevoort pl. and Franklin ave., "
3 Rumple, G. E., 97th st. and Marine ave., "
4 Simon Leon, 18 Vernon ave., "
5 Stafford, Willis E., 617 Monroe, "
6 Sheaman, George, 520 Putnam ave., "
7 Sabin, J. F., 595 11th st., "
8 Taft, Joseph H., 54 Monroe, "
9 Vincent, J. E., 243 Skillman, "
570 White, A. P., 285 Jefferson ave., "
1 Weeks, W. H., 876 Greene ave., "
2 *Wentz, Mrs. R. W., 347 Gates ave. "
3 Whitner, W. H., 169 Hall, "
4 Weber, F. H., 75 Manhattan ave., "
5 Woodbridge, C. E., 48 Strong pl., "
6 Jackson, B. D., 240 Dean, "
7 Lang, Frank N., 16 Court, "
8 Wilcox, George 247 Dean, "
9 *Cranford, Miss E. F., 168 Clifton pl "
580 Pichard, G. L., 179 55th st., "
1 Arnott, J. Charles, 127 Putnam ave "
2 Ackerman, E. W., 390 Waverly ave "
3 Ackerman, Ira J., 93 Clermont ave "
4 Brush, W. W., 395 Jefferson ave., "
5 Bartindale, J. W., 1,291 Bergen, "
6 *Barnes, Mrs. W. W., 37 Prospect pl "
7 Buckley, O. K., 411 State, "
8 Beers, E. LeGrand, 129 Pierpont, "
9 Castner, A. S., 1,201 Bergen st., "
590 Carpenter, P. S., 317 3rd st., "
1 Ellsworth, W. W., 16 Lafayette ave., "
2 Eisen, C., 692 Myrtle ave., "
3 Gonzalez, Manuel A., 169 Quincy, "
4 Hagan, C. F., 247 Garfield pl., "
5 Hay, James, 191 Joralemon, "
6 Hand, W. H., 370 Bainbridge, "
7 Hodgson, J. B., 47a Sumner ave., "
8 Houghtlin, Alfred, 846 Greene ave., "
9 Jeffrey, J. G. F., 533 Throop, "
600 Jaeck, Emil, 777 Macon, "
1 King, Cortland P., 1,562 Fulton, "
2 Knickerbocker, H. McC., 353 Schemerhorn, "
3 Lefevre, I. A., 36 Liberty, "
4 *Martin, Mrs. J. H., 619 Carlton ave "
5 Martin, J. H., 619 Carlton ave., "
6 Moneypenny, S. M., 609 Lafayette ave., "
7 Sutton, R. W., 353 Schemerhorn, "
8 Sheldon, F. C., 354 Greene ave., "
9 Smith, D. C., 85 Morton, "
610 Van Mater, J., 354 Macon, "
1 Biggam, W. H., 1,197 Dean st., "
2 Carter, G. C., 542 Pacific st., "
3 Capelle, H., 169 Hooper st., "
4 Fairchild, F. M., 750 Putnam ave., "
5 Morris, Willis H., 678 Macon st., "
6 Most, Harry 1,108 Bedford ave., "
7 Vogel, Will H., 224 Keap st., "
8 Auer, H. J., Marine bk., Buffalo
9 Andrews, H. D., 316 Woodward ave "
620 *Chapman, J. M., 475 W. Utica, "
1 Capon, A. A., 281 Prospect ave., "
2 Duthie, G. A., 323 Connecticut st., "
3 *Diffin, Miss L., 206 Richmond ave., "
4 Lewis, J. A. M. D., 201 Franklin st., "
5 Leeder, W., 200 Georgia st., "
6 Miner, E. Frank, 238 Whitney pl., "
7 *Miner, Mrs. O. E., 238 Whitney pl. "
8 Reynolds, E. P., box 34, "
9 Rockwood, A. J., 787 Front ave., "
630 Schmidt, A. E., 117 Northampton, "
1 Smith, S. C., 249 Hoyt, "
2 Wilkes, E. N., Marine bk., "
3 Wood, Frank D., 139 Front ave., "
4 Woolley, George H., 122 Fargo ave., "
5 Board, F. A., 606 Parkside ave., "
6 Breckenridge, W., 190 Military rd., "
7 Adams, C. W., 269 Summit ave., "
8 Ashley, J. W., 356 Main, "
9 Bass, F., 169 Vermont, "
640 Bolster, R. J., 400 Main, "
1 Davis, W. E., 419 DeWitt, "
2 Dollar, W. M., 427 Baynes, "
3 Denley, Frank, 91 Military rd., "
4 *Davis, Kathleen, 374 Delevan ave., "
5 Greene, Carleton, 178 Walden ave., "
6 Hedley, W. E., 54 Erie Co. bk., "
7 Jenkins, E. E., 366 Main, "
8 Jones, William A., 220 Wash., "
9 Knapp, Henry G., Dun bldg., rm. 54 "
650 Koerber, George J., 118 Pratt, "
1 Miller, C. W., 400 Main, "
2 Morgan, Wiliam P., 688 W. Ferry, "
3 Madden, Henry S., 933 Elmwood ave "
4 More, George E., 25 Hodge, "
5 Moyer, Hewson H., 54 Congress, "
6 Miner, C. A., 76 W. Chippewa, "
7 Pience, R. V., 653 Main, "
8 Paterson, A. G., 400 Main, "
9 Strickland, E. D., 521 Ashland ave., "
660 Wood, A. M., 76 W. Chippewa, "
1 Clark, J. E., 265 Bird ave., "
2 Hislop, J. A., 415 Hoyt st., "
3 Dakin, Charles S., 149 W. Tupper, "
4 *Dakin, Mrs. C. S., 149 W. Tupper, "
5 Thomas, William G., 412 Ellicott sq. "
6 *Cole, Susie E., 412 Ellicott sq., "
7 Halliday, S., 273 7th st., "
8 Hunter, J. D., 176½ Bird ave., "
9 Abrams, C. E., Chatham
670 Burrows, Frank, "
1 Gorman, Thomas P., "
2 Smith, S. McKee, box 31, "
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9 Bedell, G. D., box 582, Fishkill on Hudson
680 Ascott, Thomas, Clarkson st., Flatbush
1 Stewart, Archie, 29 Mohawk, Fort Plain
2 Crockett, R. E., box 114, Fulton
3 Hopkins, Charles E., "
4 Appleton, W., 227 Bway., Greenbush
5 Leak, Melvin, 132 3rd ave., "
6 Brown, L. H., Hammondsport
7 Lyon, George B., "
8 Prowse, W. H., Herkimer
9 Hahn, R. W., Hobart
690 Allen, D. H., 312 W. 5th st., Jamestown
1 Steinert, E. B., Kingston
2 Stiles, F. L., 668 3rd ave., Lansingburg
3 Day, F. A., Main st., Lestershire
4 Toborg, E. L. G., box C., Little Falls
5 Mapes, W. H., Lyons
6 Temple, Charles, box 1,041, Malone
7 Near, Willard H., Malta
8 Keane, F. W., Jr., 88 Linden Terrace, Middletown
9 Osborne, Wesley, 29 James, "
700 O'Neil, Harry E., 210 North, "
1 Bowman, Robert W., Moravia
2 Lynn, V. H., 116 W. 2nd, Mt. Vernon
3 Way, George A., "
4 Jova, A. V., M. D., Farrington, Newburg
5 Smith, John, Grand ave., "
6 Snedeker, Charles H., 245 Liberty, "
7 Waring, C. L., Water st., "
8 Young, H. P., The Palatine, "
9 White, F. W., 3 Gordon pl., New Brighton
710 McLean, North, New Dorp
1 Wright, Bert, New Lebanon
2 Sargent, Robert J., New Lebanon Centre
3 Allen, P. J., 1,278 3rd ave., New York
4 Adams, C., 129 W. 85th, "
5 Adams, Thomas E., 129 W. 85th, "
6 Bergmann, C. H., 8 W. 128th, "
7 Beach, W. M., 26 Broadway, "
8 *Buadas, Mrs. J., 200 W. 101st, "
9 Burk, W. L., Jr., 54 E. 130th, "
720 Burnham, G. E., 120 Broadway, "
1 Cooley, A. F., 151st st., near Jerome ave., "
2 Carmichel, C. B., 43 North, "
3 Conway, M. B., 105 E. 14th, "
4 Crabtree, W. B., 341 E. 19th, "
5 Dodge, E. L., N. Y. Prod. Ex. Bk., "
6 Doelle, Fred H., 623 E. 157th, "
7 Dantes, Alfred, 70 Greene, "
8 Eckert, Peter, 443 E. 77th, "
9 Freed, Olis, 126 Ludlow, "
730 Farrington, W., 382 Mott ave, New York
1 Fleming, E., M.D., 1932 Lexington ave., "
2 Feldmann, Herman, 69 7th st., "
3 Greenbaum, S. 217½ 7th st., "
4 Garrie, F. B., 39 Clinton Market, "
5 Grady, F., W. 68th st. Police station, "
6 *Gibson, Miss H. B., 54 W. 83rd st., "
7 Hiss, Nelson, 3 E. 38th st., "
8 Hubacher, A. 153 E. 88th st., "
9 *Harrington, Miss M. J., 86 Charlton, "
740 Huxham, S. S., 307 W. Broadway, "
1 Hoffmann. Victor, 252 W. 24th, "
2 Hawkins, E. S., 24 University pl., "
3 Hogeboom, F., 13 Waverly pl., "
4 Ingraham, S. P., 26 Mt Morris pk., W., "
5 Jaquet, H., 27 W. 30th, "
6 Klotz, E. H., 42 E. 22nd., "
7 Katz, Meyer, 201 E. 71st st., "
8 Kelton, S. Ingersoll, 40 Wall, "
9 Krawehl, R., 121 3rd ave., "
750 Keating, W. J., 119 Broadway, "
1 Kennard, Dr. L. W., 51 W. 48th., "
2 Kauder, Adolph, 218 E. 12th, "
3 Lowenstein, Louis, 12 E. 111th, "
4 Levy, Jacques, 167 W. 97th., "
5 Leland, W. B., 1,908 3rd ave., "
6 Lacey, F. F., rm. 70, 137 Broadway, "
7 McLean, E. D., 531 W. 152nd., "
8 Monhof, D., 445 Willis ave., "
9 Meyer, Julian H., 3 W. 87th., "
760 Mook, H. E., 34 University pl., "
1 Marvin, Fred C., 114 5th ave., "
2 Matzke, Conrad J., 1,152 Hoe ave., "
3 *Marsland, Miss A. E., 993 5th ave., "
4 Marshall, H. L., 639 Lexington ave. "
5 Nicholls, R. E., 276 8th ave., "
6 Nordsick, C. L., box 3,033, "
7 Neussell, Conrado E., 55 W. 33d, "

8 O'Connor, W. S., 53 Broadway, "
9 *Plyer, Miss E. H., 11 W. 127th., "
770 Palmer, Burton L., 44 Pine, "
1 Pfeiffer, C. G., 18 Washington pl., "
2 Pfeiffer, B. A., 18 Washington pl., "
3 Payne, Harry F., 4 Rutherford pl., "
4 Richter, J. O., 18 W. 54th., "
5 Ransom, Frank, 60 Broadway, "
6 Ruckel, J. H., 18 E. 127th., "
7 Roby, J. A. R., 26 E. 22d, "
8 Rothschild, M., 129 W. 69th., "
9 Speinghoen, L., 189th st. and Ryer ave., "
780 Stevens, F. H., 65 Beach, "
1 Secord, Dr. F. R. L., 10 E. 126th., "
2 Sturgis, G. S., 123 Lexington ave., "
3 Stradley, Charles K., 104 John, "
4 Stidham, H. L., 16 Livingston pl., "
5 Shields, G. O., 19 W. 24th., "
6 Tefft, F. W., 223 W. 40th, "
7 Tovey, Arthur E. J., 40 W. 33d, "
8 Taylor, Frank K., 222 W. 23d., "
9 Tepper, E. D., 128 W. 98th., "
790 Wendling, C. R., 494 Morris ave., "
1 Washburn, C. H., 56 W. 75th., "
2 Wilcox, F. A., 1 Broadway, "
3 Walter, H. W., 508 W. 157th., "
4 Waller, H .T. W., 60 Broadway, "
5 Wyman, J. E., 4 Benson st., "
6 Wallace, David S., 71 Grand st., "
7 Williams, John H., 142 E. 28th., "
8 Wells, T. Tileston, 19 Liberty, "
9 Weber, A. R., 148 W. 82d, "
800 Weeks, J. E., M. D., 154 Madison ave., "
1 Zweighaft, Dr. B., 104 W. 71st., "
2 Zimmerman, G., 237 E. 6th., "
3 Babcock, Woodward, 21 W. 49th., "
4 Browne, Norman W., 701 E. 135th. "
5 Deans, George DeW., 100 Wall, "
6 *Delmar, Miss Mabel, 213 W. 115th, "
7 Evans, Frank G., 30 W. 53rd., "
8 *Evans, Mrs. Frank G., 30 W. 53rd., "
9 Geddes, Charles P., 527 W. 34th., "
810 Macfarland, H. A., 130 W. 21st., "
1 Thomas, A. B., 515 Pearl, "
2 Gundersheim, Harry, 2,396 8th ave., "
3 Cohn, Leo, 2,431 8th ave., "
4 Argllagos, Frollan, 101 W. 69th., "
5 Beers, M. H., 408 Broadway, "
6 Bernheimer, S. G., 156 W. 97th., "
7 Barr, James I., 166 W. 76th., "
8 Brucklacher, Charles 1115 Broadway, "
9 Bier, Richard, 114 W. 102nd., "
820 Bagg, Milton P., 21 Maiden Lane, "
1 Best, Willis J., 64 Broad, "
2 Campbell, M. J., 222 E. 109th., "
3 Cummings, S. L., 115 Worth, "
4 Cohen, Jacob, 253 W. 52nd., "
5 Clarke, H. M., 18 Broadway, "
6 *Clarke, Mrs. H. M., 202 W. 74th., "
7 DeBaun, J. F., 219 W. 125th., "
8 Darling, S. B., 354 W. 52nd., "
9 Douglass, R. E., 241 E. 35th, "
830 *Eccleston, Mrs. H., 131 3rd ave., "
1 Fredericks, Isaac, 64 3rd ave., "
2 French, S. M., 503 W. Boulevard, "
3 Gleason, Joseph F., box 971, "
4 Grinnell, Frank, box 1,510, "
5 Grosvenor, J. B. M., (P. O. Beacon Hill Road, Newport, R. I.) "
6 Hazen, E. H., 307 Broadway, "
7 Jacobs, Joseph, 136 E. 113th st., "
8 Low, J. A., 157 Pearl st., "
9 Martin, G. B., 95 William, "
840 McKiernan, F. E., 253 Broadway, "
1 *McBride, Miss E. M., 55 W. 105th., "
2 McKay, C. E., 1 Water st., "
3 Newport, L., 109½ E. 40th st., "
4 *O'Donnell, C. G., 336 E. 123rd., "
5 Odell, G. W., 540 West End ave., "
6 Purdy, Richard A., 486 Broadway, "
7 Ryno, G. C., 199 Edgecomb ave., "
8 Rarig, S. D., 80 Broadway rm. 99, "
9 Stiffsonn, S. J., 205 W. 139th., "
850 Schmalholz, E. B., 73 3rd ave., "
1 Saulpaugh, C. E., 237 E. 118th., "
2 Schneider, George B., 105 Ludlow, "
3 Tompkins, C. M., Postal Tel. bldg., "
4 Totten, W. Ray, 95 Nassau, "
5 Trull, W. E., Jr., 229 Lexington ave "
6 Taylor, G. J. S., 667 E. 136th., "
7 Tompkins, F. M., 51 E. 21st., "
8 Von Eberhard, G., 120 Broadway, "
9 Wheeler, H. W., 76 W. 69th., "
860 Chester W. S., 34 W. 12th st., "
1 *Day, Mrs. C. S., 3 W. 63rd st., "
2 Fleischer, Paul, 454 E. 119th st., "
3 Fridenberg, Dr. A. H., 44 E. 61st st., "
4 Gosselin, Louis E., 11 E. 22nd, "
5 Homberger, L. M., 168 W. 96th st., "
6 Hooper, Will P., 59 5th ave., "
7 *Hooper, Mrs. W. P., 59 5th ave., "
8 Struller, L., 19 Nassau st., "
9 Martin, S. C., 343 W. 19th st., "
870 *O'Conor, Miss I., 86 87th st., Madison ave., "
1 Picknell, G. W., 51 W. 10th, "
2 Peckham, W. C., 31 5th ave., "
3 Roos, Charles L., 322 E. 30th, "
4 Taylor, Charles G., 476 Broome st., "
5 Van Santvoord, H., 70 Saratoga ave., Northside Cohoes
6 Miller, H. E., Niagara Falls
7 Brodhead, Charles T., Nyack
8 Lockwood, E. M. Jr., 18 W. 4th, Oswego
9 Shafer, Howard, Oakes
880 Aikens, C. E., 193 Chestnut, Oneonta
1 Burdick, Leon O., 216 Main, "
2 Holmes, Rudolph, "
3 Skinner, James H., 23 Center, "
4 Wright, S. J., Wilber Nat. bk., "
5 Wood, J. J., Central Hotel, "
6 Bennet, H. S., Tri States, Port Jervis
7 Stoll, Henry F., 22 Ulster pl., "
8 Thorn, E. S., box 31, Portlandville
9 Benedict, B. B., Patterson
890 Yocum, Edward, Peekskill
1 Adriance, J. E., 16 Garfield pl., Poughkeepsie
2 Gifford, Frederick, 310 Main, "
3 Hart, J. Stover, 9 Garden, "
4 Meeks, Edgar M., 30 Carroll, "
5 Dale, John W., 129 Academy, "
6 *Dale, Mrs. J. W., 129 Academy, "
7 Hoag, William M., Quaker Street
8 Cutler, J. W. 314 E. ave., Rochester
9 Carr, Allen B., 89 N. Clinton, "
900 Cables, Hartley A., box 1,041, "
1 Hutchinson, W. H., box 1,041, "
2 Losey, John B., 14 Rowley, "
3 Losey, F. D., 14 Rowley, "
4 *Sibley, Mrs. H. W., 214 E. ave., "
5 Miller, William E., 58 State st., "
6 *Miller, M. M., 22 Sumner pk., "
7 Steel, C. M., 20 Rundel pk., "
8 Schuyler, Fred, E. Main, "
9 Scrymguer, J. H., 153 Genesee, "
910 Taylor, Joseph M., 200 N. Union, "
1 Patrick, N., Jr., 20 Fulton ave., "
2 Smith, Eugene I., box 115 Scio
3 Peterson, Gus, Silver Springs
4 Knapp, Alfred S., box 124, Sparkill
5 *Knapp, Jeannette M., box 124, "
6 Willmott, Frederick, Spuyten Duyvil
7 Vick, Albert, box 128, Stottville
8 Dunn, George W., 217 Sabine, Syracuse
9 Hammer, Wiese, "
920 Hall, L. W., 305 Slocum ave., "
1 Trappe, Frank L., "
2 Thurlow, L. B., 113 Putnam, "
3 White, E. I., 16 White Mine bldg., "
4 Barry, J. F., Vanderbilt Hotel, "
5 Scoville, C. S., 802 S. Salina, "
6 Tucker L. H., 601 Montgomery, "
7 Hughes, W. J., 211 Tioga st., "
8 Doran, Charles W., 211 Tioga st., "
9 Warren, C. I., 39 3d st., Troy
930 Warren, Walter P., Jr., 39 3d st., "
1 Booth, Dr. B. S., 21 1st st., "
2 Stavenaw, George G., 585 River st., "
3 Adams, Walter K., Main st., Unadilla
4 Dunham, G. E., Daily Press, Utica
5 Pugh, Eugene F., 29 Broad, "
6 Harbottle, G. G., 25 Paddock, Watertown
7 Burke, P. J., S. Park ave., W. Seneca
8 Dodge, J. A. C., Williamsville
9 Benjamin, W. H., 66 Buena Vista ave., Yonkers
940 Bellows, C. E., 114 Park ave., "
1 *Phinney, Mrs. J. A., 145 Linden, "
2 Schlesinger, L. J., 193 Ashburton ave., "
3 Howarth, James F., 42 Pier st., "
4 *Schlesinger, Mrs. L. J., Ashburton ave., "

Over 117,000, NORTH CALIFORNIA, 35—1-487.

CRESCENT W.
945 Conner, G. S., Dixon
R. WHEELMEN.
6 Bates, C. D., Jr., 1413 Market st., Oakland
ACME C. C.
7 Carroll, Ben., Pleasanton
8 McDougall, A. S., "
ALPHA C. C.
9 *Lange, Miss K., 24 Zoe st., San Francisco
BAY CITY W.
950 Well, Alfred L., 1817 Jackson st., "
OLYMPIC C.
1 Hilbert, Henry, 103 Powell, "
S. F. ROAD CLUB.
2 Arrillaga, S., 2315 Jackson st., "
UNATTACHED.
3 Rosenau, M. J., Nat. Quar. Sta., Angel Island
4 Keatinge, R. H., Belmont
5 Alexander, W. E., c|o Sunset T. & T. Co., Fresno
6 Jacks, F. S., 139 Main st., Napa
7 Voorhees, F. D., 1065 Wash. st., Oakland
8 Rae, D. R., Linda Vista Terrace, "
9 Gilpin, Z. T., City Hall, "
960 Whitney, Wm. J., 1335 13th ave., "
1 Arendt, A., Pleasanton
2 Arendt, Jerome, "
3 Bernal, Gus., "
4 Bailey, Harry T., "
5 Sopas, Frank, "
6 Silver, Tom. "
7 White, Chas. S., "
8 Walters, Louis C., "
9 Curtis, F., 2813 Webster st., San Francisco
970 Anthes, Frank F., 611 Market st., "
1 Davis, R. J., 2517 Broadway st., "
2 Downing, Geo. J., B'dway Wharf, "
3 Mier, Rich. J., 508 Montgomery st., "
4 Reed, Geo. R., 513 Sacramento st., "
5 Dana, Al. M., 1229 14th st., Santa Rosa
6 Edwards, Walter H., box 129, Suisun
7 Eversole, F. C., Vacaville
8 Ward, J. W., "
9 Woodford, J. W., "

Over 117,000, NORTH CAROLINA, 2—43.

OAKLAND B. C.
980 Pitts, Wm. J., 27 Graves st., New Bern
UNATTACHED.
1 Mehegan, Jas. G., Tarboro

Over 117,000 OHIO, 54—2009.

Cinti B. C.
982 Thrasher, Dr. Wade, 708 Walnut, Cincinnati
Crescent W. C.
3 Wellman, Anthony J., 2841 Stanton ave., "
Comet W. C.
4 Pettit, Geo. W., 3737 Eastern ave., "
5 Zumvorde, Fred G., 217 Carrell st., "
Cinti Gym. C. C.
6 Callahan, Dr. J. R., 25 Garfield pl., "
7 Craig, E. E., 26 Concord pl., "
8 Martin, Alva C., 12 Concord pl., "
Cleve. W. C.
9 Davidson, E. B., 102 Superior st., Cleveland
990 Gardiner, A. J., Jr., 538 Prospect st., "
1 Gunn, Chas., cr. N. O. Stone, Euclid ave., "
2 McNair, J. M., 270 Euclid ave., "
3 O'Malley, H. M., Chagrin Falls
4 Schlitt, H. M., 534 Central ave., Cleveland
5 White, Windsor T., 124 Euclid ave., "
6 Whitney, Wilbur R., 21 Champlain st., "
7 Wells, R. G., Stand. Sewing Machine Co., "
T. W. A.
8 Johnson, C. L., 410 Oak st., E. Toledo
C. B. C.
9 Rodes, Will, Chillicothe

Over 118,000.

L. C. C.
000 *Otterbein, Miss Carrie, Marietta
T. W. A.
1 Lemont, W. H., 515 Walnut st., Toledo

Toledo C. C.
2 Day, J. E., Nashby B'ld'g. "
Y. M. C. A. W.
3 Dickson, J. Maurice, 535 Crosman ave., Youngstown
Unattached.
4 Thomas, Nicholas W., Carthage
5 Fuller, W. C., Chagrin Falls
6 West, Wm. L., 36 S. Point st., Chillicothe
7 Skeel, A. J., 1034 Scranton ave., Cleveland
8 *Callaghan, Kathrine T., 161 Superior, "
9 Beechovman, W. C., 2808 Park ave., Cincinnati
010 Burton, M. H., 903 Weave B'ld'g, "
1 Maryatt, Albert R., 128 W. 5th st., "
2 Smith, Fred. S., cr. Ellington Piano Co., "
3 Crane, Harrie D., 27 Hutchinson ave., "
4 Thomas, Frank P., 219 E. 3d st., "
5 Knaul, Chas. E., Evans Wood, Clifton
6 Gano, David R., Clifton ave., "
7 Lagan, John, Co. A, 17th Inf'ty Barracks, Col. Columbus
8 Groth, Henrich, Co. A, 17th Inf'ty Barracks, Col. "
9 Connelly, Thos., 846 E. 2d, Dayton
020 Schubert, E. A., Fostoria
1 Wiseman, Wm., "
2 Garrison, Granville M., box 162, Frankfort
3 Spinning, Frank J., Hartwell
4 Frankfather, E. B., Jerry City
5 Carpenter, F. H., Louisville
6 Wertenberger, Joe, "
7 Diehl, C. H., Mowrystown
8 Bramer, H., Pemberville
9 Curtis, Geo. W., box 3, Portage
030 Doerr, F. H., 7th and Gay sts., Portsmouth
1 Friel, W. J., 328 E. 11th st., "
2 Chapple, W. E., box 75, Sylvania
3 Brown, T. E., 400 Chamber of Commerce, Toledo
4 Gray, E. W., 400 Chamber of Commerce, "
5 Farnsworth, R. E., Waterville

Over 118,000 OREGON, 3—245.

O. R. C. C.
036 Jones, E. G., cr. Oregonian, Portland
Unattached.
7 Bretherton, W. W., Tax Ag't, S. P. Co., "
8 Burns, W. J., box 42, "

Over 118,000, PENNSYLVANIA, 320—7,362.

Lexon B. C.
039 Shaar, Will M., Chestnut Ave. Hotel, Altoona
Beaver Valley C.
040 Keeler, Jno., 4th ave., Beaver Falls
Conshohocken W.
1 O'Byrne, Ed. M., 223 Spring Mill ave., Conshohocken
Emporium B. C.
2 Hinkle, John J., Emporium
3 Walker, Geo. A., Jr., "
Lewisburg C. C.
4 Van Valzah, Robt., Lewisburg
5 Yarnell, John L., "
Mahanoy W. C.
6 Gonder, Percival M., Lakeside R'w'y Co., Mahanoy City
Mechanicsburg W. C.
7 Eberly, Weir B., High st., Mechanicsburg
8 Lloyd, Weir B., cor. Main and York, "
9 Sample, J. Frank, 231 Main, "
Perkiomen C.
050 Gumbes, S. W., Oaks
Penn. B. C.
1 Hunsberger, Chas., 3422 Wallace st., Philadelphia
Time W.
2 Conard, Geo. A., 676 N. 15th st., "
C. T. C.
3 Ffoulkes, S. Wynne, 1210 Walnut, Century W. "
4 Barrett, Joseph D., 1430 Catharine st., "
5 Konitzky, H., 1911 Diamond st., "
6 Harmer, L. Howard, 1505 Sp'g Garden st., "
7 Quick, W. H., 2123 N. 20th st., C. T. A. "
8 Keohane, Michael, 1725 Pearl, Diamond C. C. "
9 Fretz, S. W., 1935 N. Broad, St. Paul's W. "
060 Harkins, John J., 805 S. 18th Columbia W. "
1 Atkinson, Ulster, 623 N. 12th, "
Acorn C. C.
2 *Lewis, Mrs. Lawrence, Jr., 1820 Pine, "
Kenilworth W.
3 Anderson, Harry P., 418 N. 40th, "
Pa. W.
4 Reamer, Wm. W., 612 Union, "
Centaur C.
5 *Hastings, Miss Mabel, 1726 Spruce, "
6 Robinson, C. M., Drexel & Co., "
Phila. B. C.
7 Bourne, Wm., 1240 E. Susquehanna ave., "
8 *Lewis, Mrs. Morris J., 1316 Locust st., "
Hygeia W.
9 Hunter, John L., 3254 Carlisle, "
070 Wilkinson, Wm. J., M. D., 3017 Frankford ave., "
Cayuga C. C.
1 Mathers, James W., 1864 Brunner st., Nicetown, "
2 Twiss, Edward O., 3415 Smedley st., Tioga, "
So. End. W.
3 Nofer, Ferd W., 1017 Farraght Terrace, "
Pittsburg Century C.
4 Gillespie, Thos. D., cr. Biter & Couley, Pittsburgh
Olympian C. C.
5 Cressman, David D., box 254, Sellersville
6 Smith, Harvey, "
Crescent C. C.
7 Howland, F. B., 47 Brown, Titusville
Wilkes Barre W.
8 Nelson, John D., 176 S. Main, Wilkes Barre
Ramblers C.
9 Burnaford, Alfred E., 76 Pub. sq., "
080 Herring, Ernest M., 95 Hanover, "
Williamsport W. C.
1 Fisher, A., Hotel Updegraff, Williamsport
2 Goehrig, Wm. F., 142 North st., "
3 Kiehl, Chas. A., 19 W. 4th, "
4 Kurtz, Sam'l S., 214 W. 4th, "
5 Lewars, Jas. S., 349 Pine, "
6 Mudge, Harry, Market st., "
7 Pugh, James A., 4th and William, "
8 Stadon, Grant D., 31 W. 3d, "
9 Watson, John H., West Branch Bank, "
090 Walton, John R., 811 Hepburn, "
1 Washam, J. J., Police Dept. City Hall, "
2 Martin, Dr. W. B., box 600, Jersey Shore
3 Payne, Fred R., 1151 W. 4th st., Williamsport
4 Shaw, P. R., Poco Farm, "
Unattached.
5 Ullery, M. D., 5 Overlook, Allegheny
6 Bailey, Wm. L., Ardmore
7 Trontman, P. A., box 1, Avalon
8 Sleeth, Geo. M., Forest ave., "
9 Korb, C. F., 1305 11th ave., Altoona
100 Dunham, H. H., Logan House, "
1 Ickes, Dr. Geo. A., 2304 Broad ave., "
2 Jones, Arthur B., cr. P. R. R. Labratory, "
3 Perine, D. M., 1200 14th ave., "
4 Shomberg, A. F., 12th st. and 12th ave., "
5 Trout, T. J., 1307 11th ave., "
6 Learny, Wilfred, Berwyn
7 Cheeseman, L., box 70, Bellwood
8 Markle, Manuel, Bellefonte
9 Glidersleeve, John, Brookston
110 M'Kelvy, Jas. P., 100 Bell ave., Braddock
1 Redeker, Dr. F. W., East W. Bloomsburg
2 Gidding, J. M., "
3 Geese, Jeremiah, "
4 McKelvy, C. Watson, "
5 Harris, John V., box 385, Carlisle
6 Caufman, Albert E., 22 W. Main, "
7 Truesdale, C. M., box 1656, Conneautville
8 Reilly, Jno. F., Webster ave., Dunmore
9 Hummel, John W., Dauphin
120 See, Harry W., 160 S. 6th, Easton
1 Greves, Rev. U. S., Emsworth
2 Riegel, D. Oliver, box 110, E. Mauch Chunk
3 Barker, Olin G. A., Ebensburg
4 *Blanchard, Grace A., 819 Walnut, Erie
5 Dunn, Jno. W., 440 W. 17th, "
6 Brown, Ross R., E. Brady
7 Crawford, Geo. H., Forest House
8 Houseman, Harry A., Willow st., Frankford
9 Stearns, Geo. R., 4512 Mulberry, "
130 *Sproutt, Miss Kate, 4913 Franklin, "
1 Bowen, Sam'l B., 5530 Green, Germantown
2 Dunn, Howard K., 235 Winona ave., "
3 *Leach, Miss Mary E., 5345 Beifield ave., "
4 Shellenberger, Edw. B., 5505 Germantown ave., "
5 Freeston, Wm. E., 6334 Adams st., "
6 Palmer, Henry, Jr., 35 Wister st., "
7 Palmer, Wm. S., 76 Wister st., "
8 Muir, George, box 83, Hawley
9 Bergner, Wm. S., box 583, Harrisburg
140 Hirsh, Simon, 411 Market st., "
1 Hain, E. S., 7 N. Market sq., "
2 Zirgler, Frank E., box 644, "
3 Kinnard, J. N., 118 N. 3d st., "
4 Marks, Edgar S., 425 Market st., "
5 Whitmoyer, W. G., 710 N. 6th st., "
6 Thomas, Allen C., Haverford
7 Maxwell, Chas. B., box 281, Hontzdale
8 Coles, Robt., Jenkintown
9 Beyer, Reuben F., Jeffersonville
150 Bushong, Jacob, Kelton
1 Moore, Horatio, box 38, Kingston
2 Grabill, S. R., 56 S. Duke st., Lancaster
3 Lowell, Walter C., box 62, Lansdowne
4 Irwin, Geo. F., Malvern
5 Miller, Geo. F., Marysville
6 Arnold, Rev. A. J., Orange st., Media
7 McMahon, E. C., Mt. Jewett
8 Richardson, Walter E., McKees Rocks
9 Wellings, Thos. J., "
160 *Cook, Minnie M., Franklin ave., Morton
1 Cook, Walter A., Franklin ave., "
2 Lewis, A. W., "
3 Ottey, Wm. R., "
4 Crawford, S. H., box 118, New Galilee
5 Donaldson, Chas. E., box 200, "
6 Buchanan, Alex. S., Jr., box 344, Norristown
7 Hodge, Jas., Ormsby
8 Blowers, A. C., box 5, Osceola Mills
9 Bosler, Chas. W., Ogontz
170 Wood, Geo. B., "
1 Mason, Albert H., Merchants Hotel, Pottsville
2 Myers, H. Ely, Pipersville
3 Perot, L. Knowles, box 32, Phoenixville
4 Bingaman, Chas. A., 7032 Hamilton ave., Pittsburg
5 Blakeley, W. A., Grant and Diamond, "
6 Callery, C. D., 5th ave. and Ivy, "
7 Everson, John Q., box 111, "
8 Osborn, Arthur W., box 250, "
9 Pool, Stewart N., 129 Collins ave., "
180 Switzer, J. R., Court House, "
1 Anderson, J. G., 1st ave. and Terry st., "
2 Curry, J. A., 737 Ross ave., "
3 Hussey, C. G., 347 Fifth ave., "
4 Hurst, Francis L., 1423 Carnegie B'ld'g, "
5 Keller, Chas., 113 Biddle ave., "
6 Kankin, Jas. L., 5100 Penn. ave., "
7 Mueller, G. A., 400 Penn. ave., "
8 Neff, Lincoln T., 4010 Butler st., "
9 Rommel, F. C., Winebiddle ave., "
190 Sweeney, Jas. A., 417 Evaline st., "
1 Scott, Thomas, Westinghouse B'ld'g, "
2 Trowbridge, T. E., 4718 Penn. ave., "
3 Collins, C. D., 519 Euclid ave., "
4 *Collins, Mrs. C. D., 519 Euclid ave., "
5 Wolz, Chas. B., 181 46th st., "
6 Hamilton, A. N., 245 4th ave., "
7 Auner, Wm. W., 267 S. 4th, Philadelphia
8 Beidler, Wm., 228 S. 3d, "
9 Bisher, W. F., 2329 E. Cumberland, "
200 Baer, Jacob M., 1400 Spruce, "
1 Buse, Aug. G., 340 W. Girard ave., "
2 Carpenter, S. Preston, 2515 Oxford, "
3 Dunn, H. C., 2310 Madison sq., "
4 Dunforth, Jas. R., 2101 Spruce, "
5 *Evans, Miss Lucy F., 2009 Chestnut. "
6 Fielding, Melbourne, 509 Arch, "
7 *Gaskill, Miss Alice C., 1604 Allegheny ave., "
8 Hallowell, Herbert L., 1431 N. 7th, "
9 Hartley, Chas. L., 2406 N. 28th, "
210 Herbert, Edw. S., 4813 Windsor ave., "
1 *Ingham, Miss Mary H., 233 S. 16th, "
2 Jones, Dr. H. E., 2105 Park ave., "
3 *Jones, Mrs. G. T., 2027 Spruce, "
4 Kisterbock, John, 1231 Market, "
5 Knecht, Louis N. E., cor. Front st. and Susquehanna ave., "
6 Kirk, Sam'l B., 1400 Spruce, "
7 Long, Harry, 2509 Perot, "
8 Leeds, Joel H., 2526 South, "
9 Lyman, Wm. R., 1115 Chestnut, "
220 Lewis, Robert, 1012 S. 20th, "
1 Muller, Robt. H., 225 S. 6th, "
2 Morgan, W. H., 3946 N. 5th, "
3 Messmer, Wm., 3012 N. 8th, "
4 Moore, Geo. S., 56 Union, "
5 McMeekin, Robt., 1309 Pt. Breize ave., "
6 McGonigal, Wm., Jr., 4328 Sansom st., "
7 *O'Reilly, Mrs. J. J., Bridesburg st., "
8 O'Brien, John, 2534 South st., "
9 Powell, Wm. A., 3410 Hamilton st., "
230 Pardee, Howard A., 3410 Baring st., "
1 Randall, Harry C., 2109 E. Cambria st., "
2 Rhoads, S. Howard, 1219 Betz B'ld'g, "
3 Schwarz, B., 1307 N. 6th, "
4 Schwarzenbach, Edwin, 2126 Franklin, "
5 Scarborough, Henry W., 522 Walnut, "
6 Thorne, Edwin S., 1307 Arch, "
7 *Uber, Mrs. L. Celeste, 409 N. 65th, "
8 Volmer, David, 44 N. 3d, "
9 Wilson, Harry, 1819 Filbert, "
240 Wesley, C. S., 2012 Wallace, "
1 Wolf, Daniel, 1914 Fountain, "
2 Wiedersheim, Theo. E., Jr., 315 S. 17th. "
3 Wright, Isaac H., 2436 Cedar, "
4 West, Bird C., 2440 Jasper, "
5 Abbott, John C., 1712 N. 42d, "

6 Ashton, Jas., Jr., 2621 Collins, "
7 Buchard, F. C., Parkside ave., "
8 Bitting, Wm. S., 2007 Mervine, "
9 Barnes, S. Howard, 1822 Diamond, "
250 Buchanan, R. Geo., 14 N. 7th st., "
1 Bain, Fred' K., Chestnut Hill, "
2 Brylawski, Edw., 1412 Marshall st., "
3 Baldwin, Louis B., 205 Walnut pl., "
4 Breuker, John C., 1154 S. 18th st., "
5 *Cunningham, Cora M., 3853 Haverford, "
6 Carrington, Thos. S., M. D., 1232 Arch st., "
7 Coates, Robt. L., 1910 N. 24th st., "
8 Chesshire, C. J., 110 S. 33d st., "
9 Crocker, Thos., 4922 Woodland ave., "
260 Cook, Theo. W., 4048 Sansom st., "
1 Dripps, John A., 2344 Howard st., "
2 Dripps, Wm. A., 3324 Walnut st., "
3 *Dripps, Emma E., 3324 Walnut st., "
4 Drinkwater, A. H., 509 Arch st., "
5 Day, Frank M., 925 Chestnut st., "
6 Draper, Thos. W., 328 N. 5th st., "
7 Elliott, J. H., 1709 N. 21st st., "
8 Eyre, Jas. H. W., 4411 Osage st., "
9 Finn, Frank, 2614 Girard ave., "
270 Gillinder, Wm. F., 1909 Franklin st., "
1 Garsed, H. E., 133 S. 12th st., "
2 Guy, Marshall, 1119 Crease st., "
3 *Hall, Miss Sara T., 1939 E. Cumberland st., "
4 Husband, Alonzo P., 2705 E. Lehigh ave., "
5 Haley, Joseph F., 809 Windsor sq., "
6 Haley, Jas. A., 809 Windsor sq., "
7 Harrison, Jos., 3520 Knorr st., Tacony, "
8 Horne, Percy C., 2543 Bowler st., "
9 Ineck, Louis A., 4935 Fairmount ave., "
280 Jack, L. Foster, 1533 Locust, "
1 Jones, E. J. (P. O. Cramer Hill, N. J.), "
2 Johnson, Robt. L., 230 Chester st., "
3 Kimball, Geo. P., 329 Chestnut st., "
4 Keefer, W. B., 7th and Huntingdon st., "
5 Lieber, Geo., S. E. cor. 7th and Arch st., "
6 Lewis, Morris J., 1316 Locust st., "
7 Longacre, J. B., 328 Walnut st., "
8 MacNamee, Howard W., 1825 N. 12th st., "
9 Mason, A. H., 140 N. Front st., "
290 Martin, Louis J., 3627 Centre st., "
1 Maitland, G. A., 2448 N. 28th st., "
2 Marsden, Biddle R., 8328 Germantown ave., "
3 *Newhouse, Mrs. Frank, 2035 Mt. Vernon st., "
4 Newhouse, Frank, 2035 Mt. Vernon st., "
5 O'Daniel, A. F., 622 N. 34th st., "
6 Pyrah, Jas. D., 809 Chestnut st., "
7 Piersol, Geo., 2224 Venango st., "
8 Parkinson, Geo. A., 3833 Fairmount ave., "
9 Paul, E. A., 517 Queen st., "
300 Parker, Raymond M., 2328 Park ave., "
1 Potter, Chas. A., Chestnut Hill, "
2 Parker, Wm. N., 5626 Morris Grove, "
3 Philibert, Wm. M., 16 S. 5th st., "
4 Powell, Gerald, 409 Chestnut st., "
5 Smith, Walter B., Overbrook st., "
6 Stoeckert, R. F., 1624 Germantown ave., "
7 Smith, Harry Hudson, 1438 S. Penn. sq., "
8 Smith, Wm. L., N. W. cor. 10th and Arch, "
9 Schamberg, Lewis M., 831 N. Broad, "
310 Trainer, W. L., 1019 N. 44th st., "
1 *Thiele, Miss Augusta H., 3038 W. York st., "
2 Theobald, N. J., 4212 Wyalusing st., "
3 Tolley, Geo. H., 1815 Mervine st., "
4 Trotter, F. L., 329 Chestnut st., "
5 Van Culin, D., 2108 N. 16th st., "
6 Van Lennep, Wm. B., M. D., 1421 Spruce st., "
7 Vanuxem, L. C., 1204 Girard ll'd'g. "
8 Wilson, Jos. W., 3931 Walnut st., "
9 *Wilson, Marion E., 3931 Walnut st., "
320 Wilson, Percy H., 3931 Walnut st., "
1 Wright, John A., 122 Market st., "
2 Young, W. R., 2831 N. Carlisle st., "
3 Farmel, M. D., 3222 F'k'd. ave., "
4 Evans, Wm. Penn, 1502 Centennial ave., "
5 Kimball, W. Irving, 1006 Faragut Terrace, "
6 *Erben, Miss Helen, Radnor
7 John, Clyde B., Sugartown
8 Scott, C. W., Swarthmore
9 West, N. P., "
330 Bell, W. Dwight, Sewickley
1 Schultz, Geo. W., St. Davids
2 Heckel, F. T., Spring City
3 Powell, Pennock, Swarthmore
4 Walton, L. E., "
5 Barton, W. J., Sharpsburg
6 Harwood, Harold, Sharon Hill
7 Young, E. P., Shields
8 Hall, Wm. J., Swarthmore College, Swarthmore
9 Beemer, O. A., 123 Franklin ave., Scranton
340 Kirkpatrick, C. H., 1536 Wyoming ave., "
1 *Sively, Mrs. H. H., 710 Adams ave., "
2 Case, I. Seldon, Tobyhanna
3 Rhoads, Dr. Geo. H., "
4 Gilpin, Vincent, 526 N. Church, W. Chester
5 Parker, Walter I., 862 Union st., W. Philadelphia
6 Hazlett, John R. (222 S. Front st., Phila.), "
7 Heberton, Rev. Wm. W., Wayne
8 Field, Thomas Y., Jr., "
9 Wood, Clark J., box 43, "
350 Heacock, Jas. W., Wyncote
1 Lippincott, Sam'l P., "
2 Lewers, W. J., 19 Sullivan, Wilkes Barre
3 Clinger, Otto C., 327 Pine st., Williamsport
4 Faber, Willis H., 819 Second ave., "
5 King, J. J., P. R. R. Ticket Office, "
6 Lloyd, Rex, 842 W. 3d st., "
7 Wantz, Edgar H., 202 S. Penn. st., York
8 Genmill, Chas. O., 103 S. Water st., "

Over 118,000, RHODE ISLAND, 28—793.

N. Kingston W.
359 Brown, Jesse E., La Fayette
260 Straight, Lucius G., "

Elmwood W.
1 Hathaway, Harry S., 67 Burrows st., Providence

Unattached.
2 Blanding, Wm. C., Barrington Centre
3 Sullivan, Dan'l, 25 Sutton, E. Providence
4 Johnson, Ernest H. (P. O. 311 Chestnut, Chelsea, Mass.), "
5 *Gammell, Miss, Newport
6 Heaton, Henry W., 240 Laurd Hill ave., Olneyville
7 *Heaton, Corielynne P., 240 Laurd Hill ave., "
8 Chambers, Wm. S., Pawtuxet Neck
9 Atwood, Wm. E., 18 S. Water st., Providence
370 Allen, Howard W., 172 Stanwood st., "
1 Blood, Clifford C., 280 Potter ave., "
2 Cruickshank, Geo. W., 286 Dyer st., "
3 Doyle, Chas. L., 204 Union st., "
4 Galvin, Thos. C., 287 Knight st., "
5 Polk, Wm. A., Post Office st., "
6 Parker, Fred B., 36 Pine st., "
7 Whitmarsh, Henry A., 64 Jackson st., "
8 Robinson, Edson M., 50 Portland st., "
9 Anderson, R. H., 9 Clarke st., "
380 Newbury, Frederic E., 457 Westminster st., "
1 *Tryon, Mrs. J. S., Jr., Rumford
2 Shaw, Will J., Jackson ave., Riverside
3 Marvel, Amos F., S. Portsmouth
4 *Anderson, Miss Bessie, box B, Woonsocket
5 Simpson, A. P., 25 Harris ave., "
6 *Simpson, Mrs. A. P., 25 Harris ave., "

Over 118,000, SOUTH CALIFORNIA, 16—348.

Citrus Wh'm'n.
387 Eaton, Fred, Los Angeles
8 Haigler, J. S., cor. 4th and B'dway, "
9 Johnson, E. E., City Hall, "
390 Kinsey, David, 232 W. 25th st., "

Riverside W.
1 Ferguson, Geo., Riverside Restaurant, Riverside
2 Kennedy, H. S., box 704, "
3 Mills, W. J., "
4 Newcomb, D. Albert, "

Unattached.
5 Mertz, Frank, Coronado Beach
6 Porter, C. S., 405½ B'dway, Los Angeles
7 Willich, John C., 320 W. 5th st., "
8 Dreher, Chas. J., 476 W. Holt ave., Pomona
9 Dawe, Thos., Jr., Santa Barbara
400 Izard, T. P., box 1512, "
1 Hoke, Wm., box 14, The Palms
2 Krouse, Herman G., Long Beach

Over 118,000, SOUTH DAKOTA, 1—14.

Unattached.
403 Rae, Thos. W., Madison

Over 118,000, TENNESSEE, 7—264.

N. A. C. W.
404 Kreig, Jno. F., 1517 Hayes, Nashville
5 Lea, W. W., 46 University, "
6 Rains, J. M., cr. Sanders & Metcalf, "
7 Sharenberger, C. A. 420 Jefferson, "

Unattached.
8 Myers, H. B., Belmont ave., Shelbyville
9 Woosley, H. L., "
410 Smith, F. J., Troy

Over 118,000, TEXAS, 2—251.

Unattached.
411 Beckwith, C. M., 2216 Ave. H, Galveston
2 Storer, Thos. J., 314 Fannin, Houston

Over 118,000, UTAH, 1—139.

Unattached.
413 Brown, Arthur, 35 W. 3d, Salt Lake City

Over 118,000, VERMONT, 2—86.

Unattached.
414 Prichard, Frederick E., Bradford
5 Horton, C. C., 308 Silver st., Bennington

Over 118,000, WASHINGTON, 10—86.

Unattached.
416 Bradner, H. A., Mt. Vernon
7 Davis, W. B., "
8 Pollock, E. W., "
9 Lippincott, F. B., "
420 Million, E. C., "
1 Miller, J. D., "
2 Quinby, Frank, "
3 Moody, C. S., "
4 West, F. B., "
5 Ward, L. J., "

Over 118,000, WEST VIRGINIA, 3—159.

Unattached.
426 Wever, Geo. L., Martinsburg
7 Burley, C. P., Moundsville
8 Klieves, Frank B., cr. Dollar Sav. Bank, Wheeling

Over 118,000, WISCONSIN, 38—1331.

Winnebago W.
429 Dana, Alexander, 24 E. Johnson, Fond-du-Lac

Calumet C. W.
430 Carpenter, A. T., 518 Grand ave., Milwaukee
1 Starke, C. H., Jr., 137 18th st., "

Cherokee C. C.
2 Hoaglin, Geo. N., 205 Church st., Oshkosh
3 Johnson, John H., 601 High st., "
4 Robinson, C. M., 261 Main st., "
5 Bean, Geo. J., 82 W. Irving st., "

R. C. C.
6 Temple, Thomas B., box 392, Ripon
7 Whiting, F. H., "

Sheboygan C. C.
8 Crocker, Wm. E., 612 St. Clair ave., Sheboygan
9 Ewer, C. J., 434 Mich. ave., "

Two Rivers' C. C.
440 Simonis, Otto J. N., Two Rivers

Superior C. C.
1 McCabe, W. J., 425 Banks ave., W. Superior
2 Palo, Elmer G., 1208 Tower ave., "
3 Smith, Roderick, 1807 Hughitt, "

Unattached.
4 Greeson, A. O., 761 Morrison st., Appleton
5 Kon, Ernest, 784 College ave., "
6 Koss, Wm., 748 Second ave., "
7 Visser, Jacob, 748 Second ave., "
8 Taylor, Fred A., Brodhead
9 Pittman, Will H., Boscobel
450 Jenkins, M. F., Green Bay
1 Oken, P. M., Rel's Hotel, "
2 *Sutherland, Cora I., 10 East st., Janesville
3 Bradbury, J. H., 719 State, Madison
4 Bull, Storm, 141 W. Gorham, "
5 Whitney, N. O., 18 E. Gorham st., "
6 Birkenwald, Ed B., 2617 Wells st., Milwaukee
7 Lucas, Philip, 521 Frederick st., "
8 Reinertsen, D. J., 182 13th st., "
9 Trosyel, Gustav J. A., 808 Jackson st., "
460 Dewey, H. B., 1107 27th st., "
1 Witherbee, Alfred S., 1028 Cambridge ave., "
2 Taylor, Will S., Necedah
3 Murat, John A., Court House, Stevens Point
4 Howell, H. H., 1508 Belknap, W. Superior
5 Libby, J. C. F., box 1, "
6 Taylor, J. Clarence, 1208 Tower ave., "

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Madras Shirts, at 75 cents, $1.00, $1.50 and $2.00.
Flannel Shirts, at $1.50, $2.00 and $2.50.

Bicycling Caps, golf style, in plain and mixed cloths, at 25, 50, 75 cents and $1.00.
Leather Belts, in every desirable style, at 25, 50, 75 cents and $1.00.
The "Cantslip" Belt, good leather, at 50 cents.
Men's Wool Sweaters, at $1.00, $1.50, $2.00, $2.50 and $3.00.
Men's Wool Sweaters, with sailor collar, at $1.50 and $2.00.
Boys' Wool Sweaters, at 95 cents, $1.50 and $2.00.
Boys' Wool Sweaters, with sailor collar, at $1.25 and $1.75.
Golf Stockings, at 50, 75 cents, $1.00, $1.50 and $2.00.

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I. M., "Enashaway," N. H. — 1. We are not sufficiently familiar with the independent order of "Dunkards" to answer your question. 2. No, the name is not "shy one letter." 3. Sound teeth are preferable to gold fillings.

AN L. A. W. M. D., writes: — "You cannot wash the muscles, but simply the skin: and the best thing to strengthen and build up the tissues is exercise and wholesome food. Simply keep the skin clean by daily bathing with warm water."

W. S. D.: — League members take their wheels into Canada free. They need not leave Canada at the point of entry, but on entering must state where they are to re-cross the line.

A NEW YORK wheelman advises parties sending uncrated wheels by express to attach a sprocket lock. Helpers on express wagons are not all expert riders, and in this city they seem to prefer to practise on some other fellow's wheel.

He rent his clothes and tore his hair,
He gazed upon them in despair;
His soul in anguish sore was 'prest, —
A moth had "free-lunched" on his "Sunday best."
— W. C. Z.

A number of New York wheelmen, on an outing recently, discovered the following gems of poesy in a soda fountainry in Oriskany:

When sweet spring across the hills
Sets the prisoned flow'rets free,
When the babbling of the rills
Join with song birds' symphony,
Then it seems to me we "oughter"
Turn our thoughts to soda water.

Your thirst we will quench,
Your palate we 'll tickle;
Our soda is fine,
Our charge but a nickel.

ASTRONOMERS should be optomistic. Their business is always looking up.



A LAP RACE.

A GOOD wheel maketh a glad heart.

A ROLLING wheel gathers no rust.

A MILLIONAIRE may put on a million airs.

Columbia Price Fits Columbia Quality

If Columbias were not worth $100, they wouldn't sell for $100—uncertain bicycles bring various prices.

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Pope Mfg. Co., Hartford, Conn.



Hartford Single-Tubes

Are the easiest and quickest to repair. That saves time and patience. But this point would be of little worth apart from their strength, elasticity, safety and hill-climbing power. The secret of making is ours: the tires are yours for any bicycle.

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